

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



Calmar Celebrates Its 100th

AUGUST 1950



AUGUST  
1950

VOL. XXXVIII  
No. 5

# THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis  
*Manager*

Marc Green    Marie Hotton  
*Editor            Assistant to Editor*

PUBLIC RELATIONS DEPARTMENT  
UNION STATION — CHICAGO

The Milwaukee Road Magazine is published for active and retired employees of The Milwaukee Road, to whom it is distributed free. It is available to others at 10c per single copy or \$1.00 per year.

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## ... And It Will Work For You

**D**URING recent weeks I have been doing what I suppose everyone does as he approaches the end of his active service. I have been looking back across 43 years in an effort to see, in sharp outline, just what they have counted for. I wanted especially to trace the course taken during those years by this railroad and the railroad industry.

Roughly, it seems that the first half of our railroad's 100 years was a period of expansion, while the second half, most of which has been witnessed by older men like myself, has been given over largely to technological advancement. In other words, we got the railroad built and then set to work finding better ways of handling our business.

Of the two jobs I would say that the first, although I had very little to do with it, was the simpler. The physical task of building a railroad, hard as it was, could not have been more difficult than the industry's present struggle for traffic in a field where the competition is subsidized by government. Furthermore, railroading today is complicated by the failure of many employees to understand that the use of labor-saving devices and the general tightening up of railroad methods is a matter of absolute necessity if the industry is to remain free of government ownership.

Nothing could mean more to our industry, and everyone connected with it, than for railroad employees to understand that government control would necessarily mark the end of economic freedom as they know it now; and that the only way the railroads can avoid government control is by being permitted to bring into play every method and device which will improve their efficiency and reduce their costs.

In the years to come my interest in The Milwaukee Road will be largely a sentimental one, but for those of you still in active service it will be a more material and immediate part of your welfare. Mindful of that fact and what the future may bring, I would like to leave this thought with you:

The Milwaukee Road is your livelihood. Have the wisdom to give it your best—your conscientious effort, your loyalty, your understanding. Work *with* it, work *for* it, and it will work *for* you.

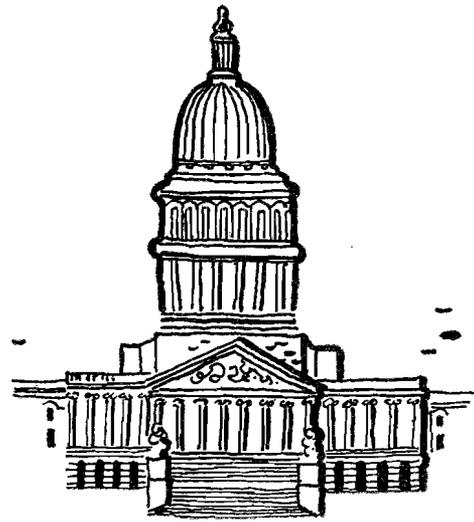


# all the railroads want is **A FAIR DEAL**

Reprinted from The Reader's Digest, July, 1950

**By John L. Beckley**

Former Newsweek editor in charge of business reports



**W**HAT'S the matter with the nation's railroads? Why are they chronically ailing? Is it inefficiency or dry rot? Are they being regulated to death?

Contrary to popular belief, they are not dying of old age. They are being slugged insensible by competitors subsidized by the taxpayer. These competitors are skimming the cream off the transportation business.

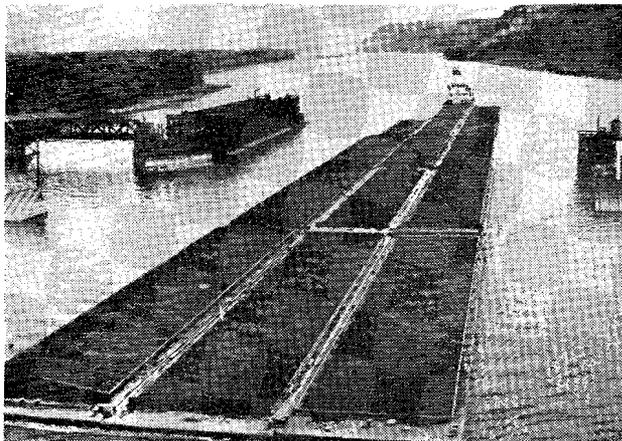
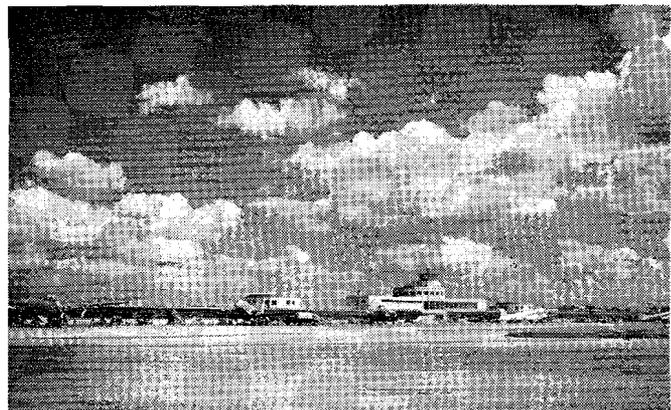
The Government itself cautiously admits the charge of favoritism. After a survey of the nation's transportation system, Secretary of Commerce Sawyer has this to say in his report: "There is considerable justice in the complaint of the railroads that their competitors are placed in a privileged position."

Yet the railroads are still the backbone of America; their business is inconceivably vast and complex. Every hour of the day, seven days a week, 1,200 passenger and freight trains start their runs all over the country. Every day of the year, the railroads move 11 ton-miles of freight for every man, woman and child in the country. Their charge for this service is 15 cents. During World War II the rail carriers handled 97 per cent of all organized military travel, 90 per cent of the war freight and 70 per cent of all freight moved in the nation.

Nonetheless, for the men who operate this giant industry—and who are responsible for its 23-billion-dollar investment—this is an era of futility and frustration.

Secretary Sawyer reports that federal-government spending on transportation—roads, airports, airways, rivers, harbors and navigation—is now approaching one and a half billion dollars a year. To this, state and local governments add two to three billion more. By contrast, the only money spent on the railroads is for regulation—which ties their hands so they cannot fight back. The railroads

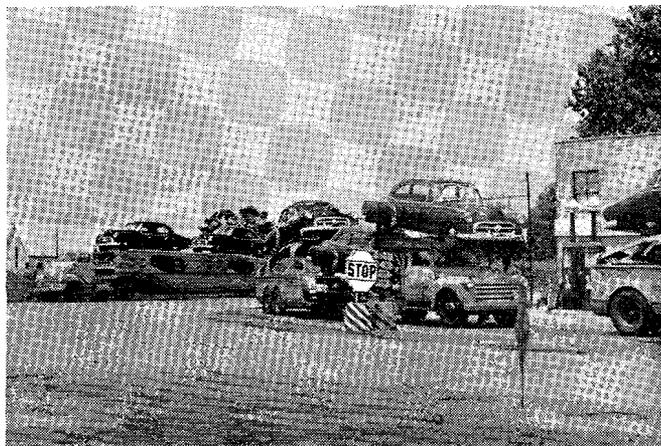
"Air-mail pay is only a small part of the airline subsidy. . . . Last year the Civil Aeronautics Administration spent \$65 million to maintain and operate a system of federal airways without cost to the airlines. . . . The taxpayers' investment in airports already totals \$1½ billion — six times the airlines' total investment in equipment."



"Water transportation is cheap—but only to the user. . . . 27,000 miles of improved, navigable inland waterways are open to users free of charge, maintained and operated at federal expense."

The picture shows 14 barge loads of coal (equal to 368 carloads) moving through the Milwaukee Road's pontoon bridge across the Mississippi between Prairie du Chien, Wis., and Marquette, Ia.

"For years the railroads have paid 20 cents of every dollar they received to maintain and pay taxes on their rights-of-way. The truckers get their rights-of-way for less than five cents on the dollar, paid for by registration fees and gas taxes."



must continue to run passenger trains where there are no passengers and carry classes of freight and express in which there is no profit. The Southern Railway, for example, is losing \$388,000 a year on four passenger trains alone, yet it cannot get permission to discontinue the service.

The Interstate Commerce Commission has been slow and reluctant to grant the railroads higher rates. Since 1939 freight rates have risen only 57 per cent, passenger fares 34 per cent. In the same period wage rates and the cost of materials and supplies have doubled.

### Water Rivals

The oldest and most persistent nemesis of the railroads is the idea that inland water transportation is cheap. It is cheap—but only to the user. The federal government has spent three billion dollars on waterways and navigation. Excluding the Great Lakes, it maintains 27,000 miles of improved, navigable inland waterways. These are open to users free of charge, maintained and operated at federal expense. Thus in many cases the real cost of water transportation is higher than by rail or truck because the taxpayer foots much of the bill.

The Tennessee Valley Authority has spent 149 million dollars to develop and improve navigation on the Tennessee River. In 1947 the cost of maintaining and operating these channels was \$3,900,000—equal to 1.1 cents for every ton of freight moved one mile. Figuring interest on the investment at two per cent—the average rate on federal borrowing—the total subsidy paid by taxpayers for the benefit of Tennessee River shippers was two cents a ton-mile. The southern railroads would have been glad to handle the business at a rate of 1.1 cents a ton-mile. In 1948 the U. S. General Accounting Office reported to Congress: "The benefits are not sufficient to cover the out-of-pocket expenses."

The 220-million-dollar New York State Barge Canal, stretching from the Great Lakes to the Hudson River,

### A VALUABLE VET VOLUNTEERS



was built and is maintained at the taxpayers' expense. It is free to users; it charges no tolls and pays no taxes. In 1948 the operation and maintenance of the canal cost New Yorkers about 75 cents for every ton of freight carried. This figure does not include interest on the debt created to build it, which New York taxpayers are still paying.

The federal government has spent more than a billion dollars to develop navigation on the Mississippi. The shocking thing, however, is that neither waterways nor new railroads are needed to handle the traffic. The freight could easily move over existing roadbeds.

The myth of cheap water transport lives on. Congress has already approved new river and harbor projects totaling two billion dollars. The Army Engineer Corps is merely waiting for appropriations to begin construction.

The Congressional weakness for waterway projects is easily understood. Funds spent on construction are choice plums for local constituents. And the cheap water rates are a permanent subsidy for the home folks at the taxpayers' expense. Proponents of the waterways spending argue that they help the farmer and the small businessman. But the biggest

users of inland waterways are private shippers—big movers of petroleum, grain, ore, coal and steel.

### Air Rivals

While subsidized barges compete with the railroads for freight business, the airlines are siphoning off the cream of the passenger trade. The railroads' passenger-mile total, still five times that of the airlines, fell off 15 per cent last year; air travel jumped 13½ per cent. "By 1960," predicts C. R. Smith, president of American Airlines, "the overwhelming majority of long-haul passenger travel will be by air."

Last year the airlines received about 47 million dollars for carrying the mail, much of it an outright subsidy to insure their profitable operation. At the same time the Pennsylvania and the New York Central, the nation's biggest railroads in gross revenue, lost an estimated 45 million dollars handling mail. As Martin Clement, chairman of the Pennsylvania, puts it: "We subsidize the Post Office so the Post Office can subsidize the airlines so the airlines can cut their passenger fares and take away our business."

Laurence Whittemore, former president of the New Haven Railroad, discovered that an ordinary first-class letter mailed from Boston in the afternoon would reach New York in the same delivery as an air-mail letter. Yet the airline got 27 times as much for carrying it as the New Haven.

Air-mail pay is only a small part of the airline subsidy. In 1948 the Union Station in Washington, D. C.—built and maintained at the railroad's expense—paid \$287,862 in property taxes and \$164,724 in income taxes. Across the Potomac, the Washington National Airport—which cost the nation's taxpayers 23 million dollars—paid no taxes. In addition, it showed an out-of-pocket loss which had to be absorbed by the Government.

Last year the Civil Aeronautics Administration spent 65 million dollars to maintain and operate a system of federal airways—without cost to the airlines. It is now spending 375 million dollars to improve this airways system with electronic and other aids to navigation. The taxpayers' investment in airports already totals one and a half billion dollars—six times the airlines' total investment in equipment. And only a handful of these airports are self-supporting even to the extent of returning out-of-pocket operating and maintenance expense. Nonetheless, the CAA is going ahead with a new 500-million-dollar airport-development program.

**T**HE accompanying article is the second of two reprinted from Reader's Digest and commented upon by President C. H. Buford in the July issue of The Milwaukee Road Magazine. Both cast a clear and impartial light on governmental policies which work to the competitive disadvantage of the railroads.

John L. Beckley, author of the present article and a graduate of the Harvard School of Business Administration, is a journalist specializing in the field of business and economics. He was formerly a business commentator for the Associated Press and later became a senior editor of Newsweek.

This tremendous public investment in air facilities may some day pay big dividends. But not until the cost of airways and airports is included in the price of a plane ticket will there be a true comparison between rail and air travel.

Airline executives point out that the rails, too, were subsidized in their earlier years with generous grants of public lands. But, say rail officials, the land grants applied to only eight per cent of the country's railroads and were not outright gifts. In return the Government received special rates on Government freight and passenger traffic—so much so that, when Congress finally canceled the land-grant rates in 1946, a Congressional committee found that the Government had been repaid seven times the original value of the lands.

### Land Rivals

The most dangerous competition the railroads face comes from the truckers. Their lines now stretch from coast to coast. The United States has never had a single, unified trans-continental railroad under one ownership. Yet today three large trucking firms are petitioning the Interstate Commerce Commission for the right to operate from Boston and New York to California.

For years the railroads have paid 20 cents of every dollar they received to maintain and pay taxes on their rights-of-way. The truckers get their rights-of-way for less than five cents on the dollar, paid for by registration fees and gas taxes.

As a result of the terrific increase in the number of trucks and the number of heavy axle loads (18,000 pounds or more), the nation's highways—which have an average age of 18 years—are beginning to crumble. In many states they are wearing out faster than they can be replaced with present highway funds.

### And Washington

Less important than truck competition, but still painful, is competition from the Government itself.

To meet rising wage costs, the railroad-owned Railway Express Agency has had to raise rates sharply. Express fees are now far above parcel post. The express charges on a ten-pound package from New York to Kansas City are \$1.84; parcel post costs 84 cents. A 50-pound package costs \$5.39 by express, \$3.74 by parcel post.

The result has been a huge shift in business from railway express to parcel post. Express shipments have

(Continued on Page 20)



## Directors Make Inspection Tour; Hold Meeting in Seattle

A GROUP of directors and officers of The Milwaukee Road left Chicago on July 9 for an inspection tour which included conferences with patrons and representatives of the railroad in Spokane, Seattle and Tacoma. Most of them returned to Chicago on the 16th.

In a statement to the press in Seattle, President C. H. Buford said that The Milwaukee Road is in the best shape in its history to handle increased freight and passenger demands which may result from the tense international situation.

Vice President John P. Kiley was quoted as saying, "We have new equipment, new power and other facilities to take care of increases which may result from the Korean war. . . ."

"We actually have more than our share of freight cars, compared with other railroads in the nation, and we have spent a great deal of money improving our 1,000-mile line."

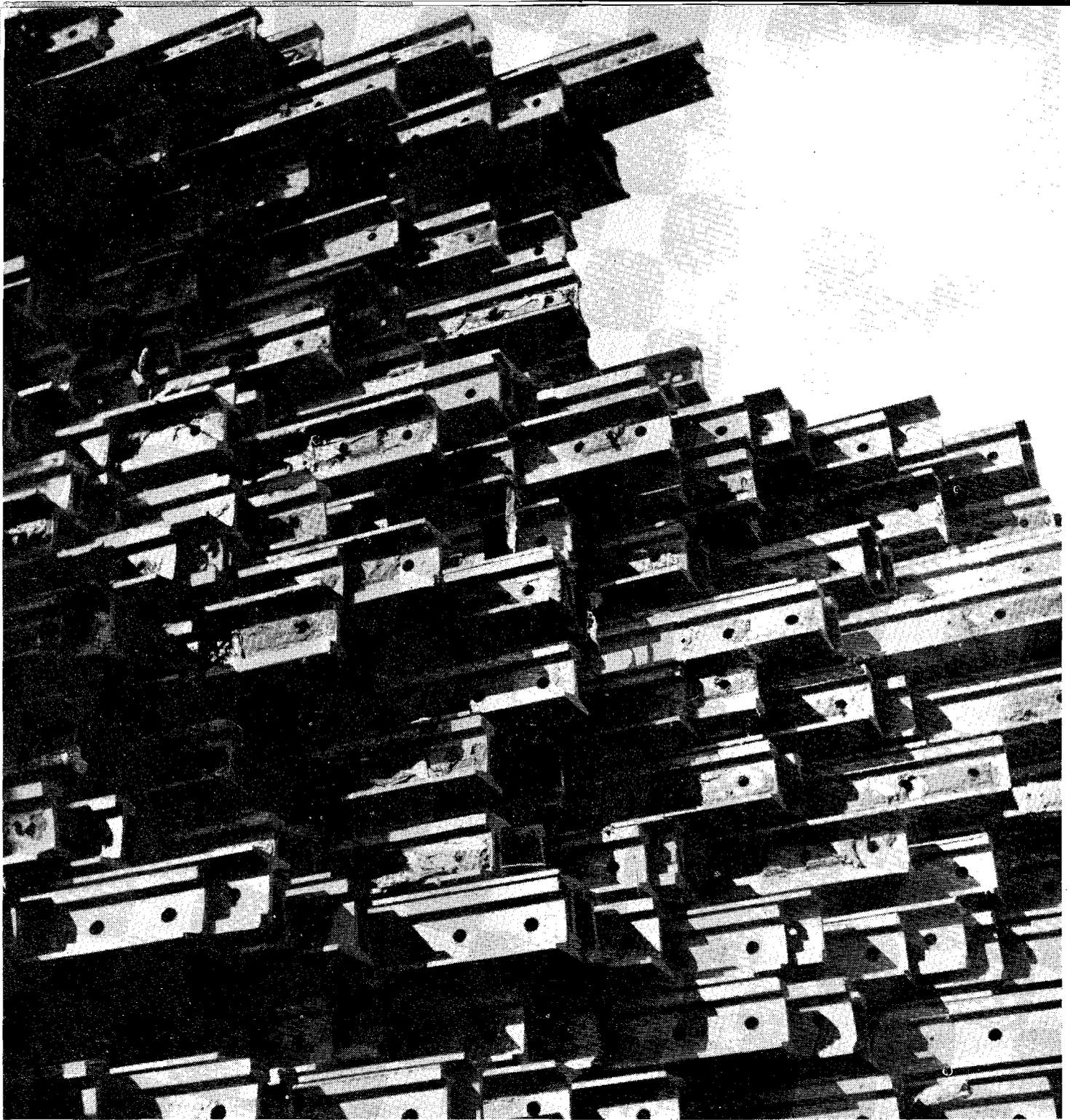
Mr. Buford, whose retirement at the end of August has previously been announced, warned of attempts in the United States to abolish the free enterprise system.

"There are those in this country," he said, "who would . . . handcuff business management with still more stringent regulations in the hope that some day our transportation system, our utility companies and other great industries will have to be taken over by the government and operated under political control."

The above picture shows the group of directors and officers just prior to the board of directors' meeting held in Seattle on July 12.

Shown, left to right, seated: Phillip W. Pillsbury, Minneapolis, president, Pillsbury Flour Mills; Walter T. Mahoney, Sioux City, Ia., Mahoney Motor Co.; Joshua Green, Seattle, chairman, Peoples National Bank of Washington; A. N. Whitlock, vice president and general counsel; John B. Gallagher, Chicago, vice president and director, Central Life Insurance Company of Illinois; Judson Large, Elgin, Ill., secretary, treasurer and director, McGraw Electric Co.; Elmer Rich, Chicago, president, Simoniz Co.; John P. Kiley, vice president—operations; Charles H. Buford, president; Leo T. Crowley, Chicago, chairman, board of directors; J. W. Severs, vice president, finance and accounting; and John D. Allen, Chicago, president, Brinks, Inc.

Left to right, standing: L. H. Dugan, vice president; R. J. Marony vice president and New York fiscal officer; L. F. Donald, general manager, Lines East; W. G. Powrie, assistant chief engineer (now chief engineer); T. W. Burtness, secretary; Walter A. Dietze, public relations officer; L. K. Sorensen, general manager, Lines West; M. J. O'Brien, assistant to chairman of the board; J. T. Gillick, retired vice president; M. L. Bluhm, general solicitor; J. O. McIlyar, western traffic manager; and P. H. Draver, vice president—traffic.



## NEW RAIL FOR OLD

**T**HE workman removed his ear plugs, wiped the perspiration from his face and walked with the writer to the shaded side of the rail mill. It was the 9:30 break, time to clean the saws. The mill employes, whose day had started at 7 o'clock, were taking time for a cigarette and a little rest from the racket of the mill.

Talking was easier now that the screaming saws were quiet, although one's ears kept remembering the sound;

**PIONEER RAIL . . .** "High iron" when laid, this 90-pound rail carried commerce across The Milwaukee Road's Trans-Missouri Division and played a role in the building of the great Northwest. Today it awaits the rail mill and a new job on the railroad.

and the air hoists with their clanging loads of rail were taking a rest with the men.

"Sure, I like it well enough here in Tomah," the mill worker was saying.

"You know how it is. We had lived in Savanna better than 10 years and were pretty well set. But when the railroad decided to put in the big classification yard there and had to move the rail mill up here, I decided I would rather move with it than leave the railroad."

He looked around at the men taking their ease.

"Most of us came up from Savanna," he went on. "The company and my union fixed up an agreement that will give the fellows who stayed in Savanna plenty of time to claim their jobs if they change their minds and decide to return to the mill.

"Tomah's a good town. So far my wife and daughter don't like it too well, though, because we've been here only about six weeks and aren't very well acquainted yet. But I figure that will take care of itself after a while. It's sort of like our getting set and bringing our production into line here at the mill. It just takes a little time."

The whistle brought the men to their feet. With the others, the man who had been talking with the writer headed for the mill, then looked back with a grin:

"Just tell 'em to send us the rail and we'll make it good as new!"

**THE** Milwaukee Road's rail mill, transplanted in June from Savanna, Ill., to Tomah, Wis., is one of the most interesting, and by all odds the noisiest, operation on the railroad.

Besides being interesting to watch, it is interesting for the dollars-and-cents reason that, with two shifts working, it reclaims approximately 400 tons of rail daily. New rail costs the railroad close to \$70 a ton, and when this is taken into consideration it can readily be seen that the rail mill saves money for the railroad—at the same time providing more railroad jobs.

As for its being noisy, it is that way for the elementary reason that no one has yet thought of a quiet way of sawing the ends off cold steel rail.

Basically, the rail mill performs two operations—the straightening of bent rail and the cutting off of worn or broken ends. Heavy wheels rolling over the joints where lengths of rail connect have a tendency, in time, to batter and chip the ends. The slight movement of the rails under stress also creates wear around the joint bars which connect them. Rail left in track after this wear had started would give an increasingly rough ride and might eventually become dangerous.

The engineering department is careful to point out that there is a great difference between *end-worn* rail and *defective* rail. The latter is a term applied to rail which has been found to contain fissures or other internal flaws. These lengths are marked when found and immediately replaced by section crews. As a safety precaution, rail in which defects have developed is scrapped without any attempt to reclaim it.

Although reclaimed rail comes from the mill as sound

as it was when new, it is generally older and lighter than that used in fast speed main line track and for that reason, together with the fact that its life expectancy is somewhat shorter than that of new rail, it is assigned to slow speed main or side track.

The Tomah mill operates with a minimum of handling by manpower, although there is adequate help on the job. As the accompanying pictures indicate, electric power, hydraulic lifts, air pressure hoists and power rollers perform what otherwise would be back-breaking labor.

The most interesting part of the whole operation is the actual sawing of the rail, a thing which the average layman would regard as impossible, considering that the rail itself is of high grade steel and very hard.

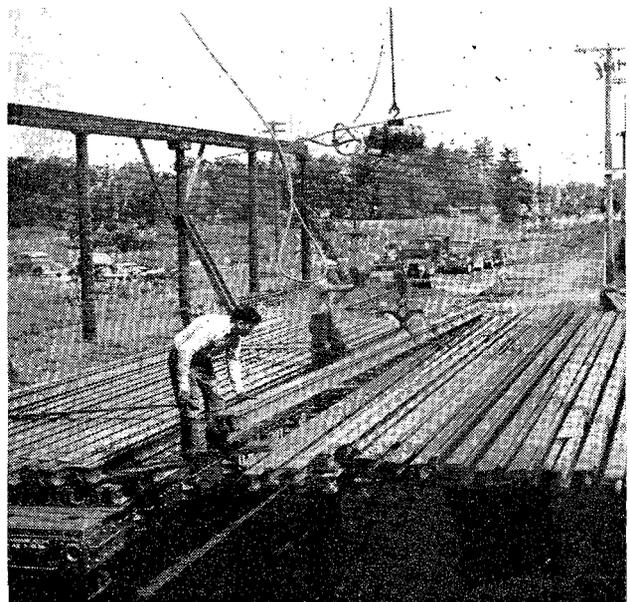
The job is accomplished by two circular steel saws, approximately four feet in diameter, spinning at a terrific speed. Actually, the word "saws" applies only by a stretch of the meaning. They have no teeth, but cut by friction. Bathed continuously in a water coolant, their smooth cutting edge remains cooler and harder than the rail, which quickly becomes red hot at the point of contact. In reality, the saw *wears* its way through the rail, completing the job in a matter of approximately 20 seconds. But it's a tough job and the saws have to be sharpened every four hours.

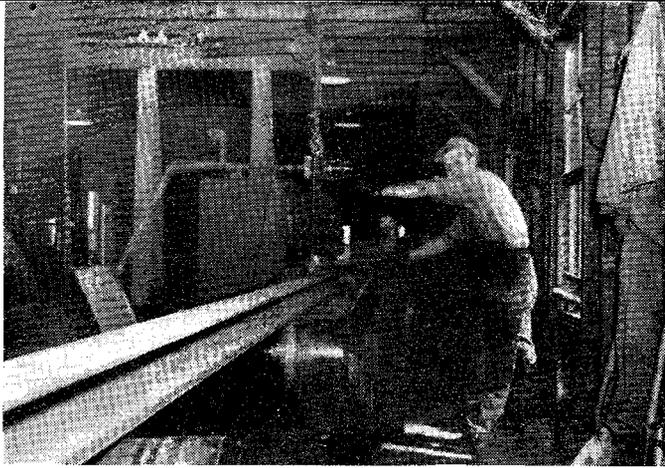
Rail has grown longer with the years. When the mill at Savanna was built, before the turn of the century, it was capable of handling nothing longer than a 33-foot rail, that being the longest made at the time. Consequently, when the steel mills began turning it out in 39-foot lengths in 1927 (still the longest rolled), the Milwaukee was faced with a problem.

As it happened, the rail relaying projects that year were piling up rail in Savanna faster than the mill facilities there could process it, and to meet the demand the railroad built an auxiliary mill at Tomah, making it long enough to handle the longer rail.

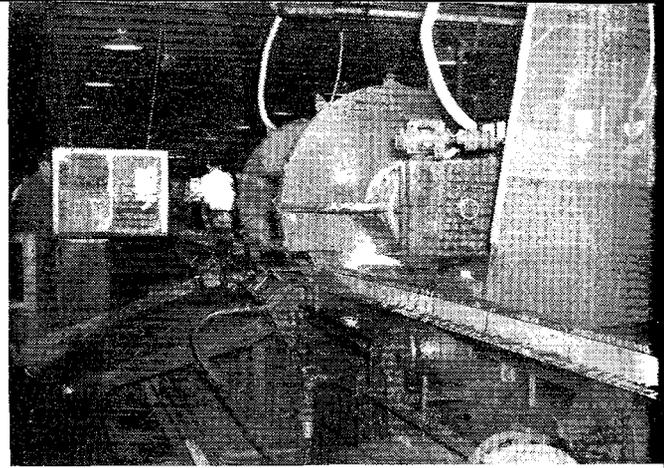
The heavy rail relaying program continued through 1931 and the single saw of the small mill sounded steadily through the Tomah shops area. Meanwhile, the Savanna layout was being modernized into a double-saw plant

Flat cars and gondolas bring rails with worn ends to the mill either from the stock pile or directly from the on-line rail re-laying job. Here Hoistmen Laverne Foley (left) and Harvey Sowle transfer it from the car to the incline which feeds it into the mill.





Single file the rails move over heavy rollers to the powerful press where surface bends are removed. Emil A. Swanson is shown at the press, and Victor Solberg can be seen in the background.



Chief Sawyer John I. Loftus (behind glass shield) watches as the two huge saws tear through the cold steel. The far saw cuts off one end, then the rail is rolled into position for the near saw to rip off the other.

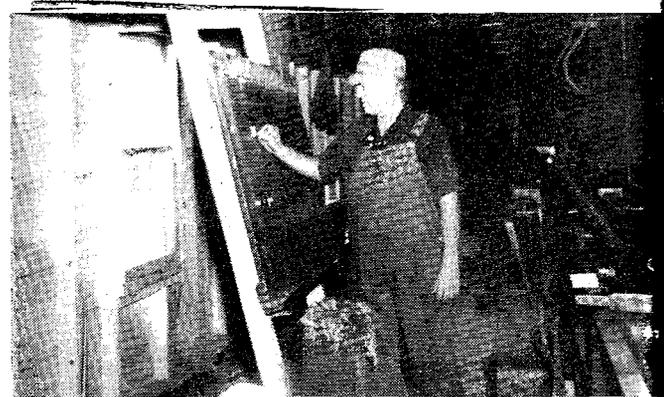
capable of handling rail of all lengths and weights, and in large quantity.

Now, after standing idle for almost 20 years, the Tomah mill has been rebuilt and is in service again with several pieces of new equipment which make for modern and efficient operation.

As the principal storage and distribution point for maintenance-of-way materials and the manufacture of track switches and frogs, Tomah is a logical location for the rail mill. It comes under the jurisdiction of the engineering department, but the schedule of operation is closely coordinated with that of the local store department.

A look around the Tomah shops and the rail mill leaves one with a keener understanding of what it costs a railroad—in time, effort and money—to provide the roadway for its trains.

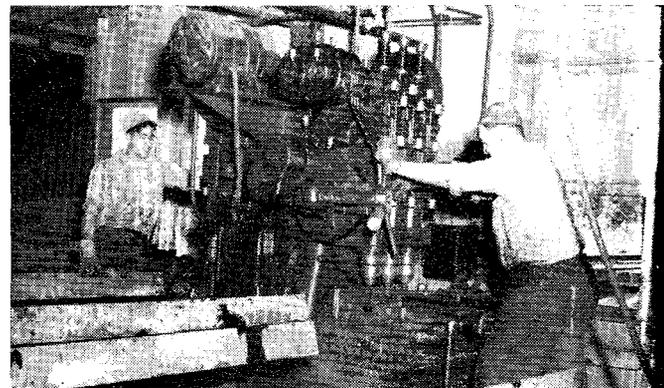
But it is good to know that, with steel both expensive and hard to obtain, The Milwaukee Road has a place where it can get "new" rail for old.



Charles C. Taylor keeps score as the straightened rail, with worn ends removed, rolls past him. He grades and marks each according to length and type of track it is suitable for—side track or slow speed main track.

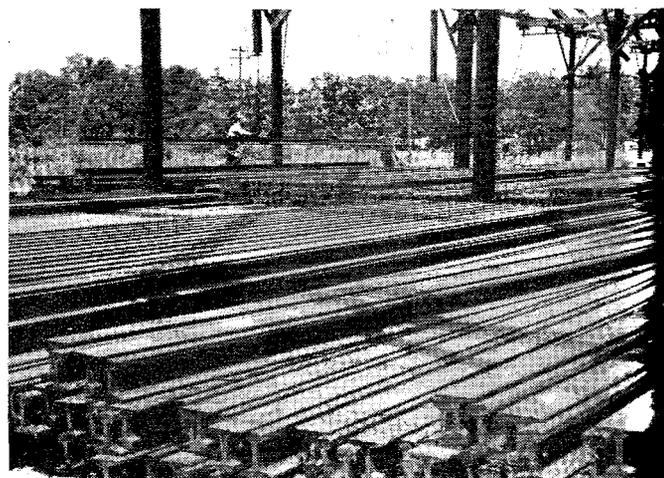


The rail mill crew. Shown at the right end, left to right, are C. L. Waterbury, supervising engineer, roadway equipment and welding, from Chicago; and Frank J. Schradeya, mill superintendent. Kneeling in front of the others (bareheaded) is Crane Operator Mike Foley, whose 40 years with the rail mill make him the oldest in point of service. Since this picture was taken on July 21 a second shift has been added temporarily.



As the rail comes from the sawing and grading, holes are drilled into each end for the bolts which will hold the new joint bars in place. Shown here are Drillers L. R. Foley and Edwin Steinmetz.

The reconditioned rail is piled in the storage yard according to classification. In the distance, left to right, are Hoistmen Rudy McCue and Joseph Foley.



## Changes in Divisional Territories

The following changes in divisional territories became effective Aug. 1, 1950:

The Second District of the Milwaukee Division, comprising the territory Racine, Wis., to Kittredge, Ill., Janesville, Wis., to Beloit, Wis., and Rockton, Ill., to Oglesby, Ill., will be assigned to the Madison Division and will be designated as the Second District of that division.

The present Superior Division, comprising the territory Milwaukee, Wis., to Champion, Mich., Channing, Mich., to Ontonagon, Mich., Kelso Jct., Mich., to Iron River, Mich., Crivitz, Wis., to Menominee, Mich., and Hilbert Jct., Wis., to Appleton, Wis., will be assigned to the Milwaukee Division and will be designated as the Second District of that division.

## CALMAR CELEBRATES ITS 100th

The Cover

CAME June 1 and The Milwaukee Road moved over to share the honors with Calmar, Ia.

With a letter of congratulation from President Truman and a personal visit from Governor William Beardsley and Mrs. Beardsley, that town rounded the big curve and joined The Milwaukee Road in the ranks of the centenarians.

The railroad was not forgotten, either, when the city fathers buried the copper time capsule in the city park. The generation which disinters the capsule will find there, in addition to a variety of material pertaining to the community's history, a Milwaukee Road timetable bearing the date Apr. 30, 1950.

To make very certain that the 100-year-old town did not forget its 100-year-old railroad, Calmar section men mounted an antique handcar on blocks, set it on an appropriately decorated truck and won the cheers of the street-side throngs as they pumped their way through the parade route.

The cover photo shows, left to right, Section Foreman Walter Leslina, and Section Laborers Leonard Pavlovec and Maurice Hahn. The fourth man in the handcar foursome is Section Laborer Harry Macha, who is obscured by Hahn.

The beards were part of the centennial decorative scheme.

Russia is a riddle wrapped in a mystery inside an enigma.—Winston Churchill.

August, 1950

## The Personal Stake in Cooperation

"I HAVE never read anything more timely and necessary," were the words with which Tom Birch, air brake foreman at Milwaukee shops, opened his recent letter to the Magazine, commenting on President C. H. Buford's editorial, "The Reward of Cooperation," that appeared in the June issue.

Mr. Birch's letter continues as follows:

"In all of my years of employment with the railroad I have never seen the need for cooperation as much as I do today. The ever-increasing competition of other agencies, coupled to increases in taxes, payrolls and materials, is a challenge to be constantly on the alert. As Mr. Buford points out, this can best be accomplished by unselfish cooperation.

"No one man or department can stand alone. We must look at ourselves as being a part of a vast machine geared to maximum efficiency. If we can picture ourselves in this way, we immediately recognize the fact that each of us is but a cog in one of the gears. These gears, when whole, run in perfect timing, but I



Thomas Birch

think we all know what would happen if one of them became broken. Oh, yes, the machine might continue to run, but it would be with less efficiency and smoothness.

"True cooperation can be likened to gear teeth—when they are all in proper place they mesh perfectly with their companion gears, and this results in a smooth-running machine. Petty jealousies must subordinate themselves to the good of the service. It is quite all right to have personal ambition and to work for promotion, but at no time is it proper to sacrifice the interests of the railroad to personal ambition? A successful organization is composed of successful men, and one of the characteristics of a successful man is willingness to cooperate with others, never permitting the overdevelopment of an activity because it is of special interest to some individual.

"I think our Magazine offers a wonderful medium for encouraging cooperation, and it should occupy an important place in our operations. The items in it are of interest to both management and employes, and this sharing of interests is bound to establish cooperation. By getting to know one another we will realize that our own success is measured only by our willingness to cooperate and to contribute to the success of others—a very desirable aim in life."

## J. F. Bahl

JOSEPH F. BAHL, retired general passenger agent of Seattle, died on July 5 as the result of a stroke of apoplexy. He was 71 years of age. Surviving are his widow, Katherine; a daughter, Laura K. Bahl of Seattle; two sons, George E. of Seattle and William M. of Los Angeles; and three grandchildren.

Mr. Bahl, a veteran of 50 years of railroading and very well known on the railroad, had been retired since 1946. He was born in Chicago and entered railroad service at the age of 17, with the Burlington at Minneapolis. Leaving that line in 1910, he joined the Milwaukee force as city ticket agent at Butte. The following year, with the inauguration of service to the coast, he was transferred to Seattle as advertising agent to handle advance publicity for the Road's first Olympian out of Seattle. He was promoted to assistant general passenger agent in 1928 and to general passenger agent in Seattle in 1943.

Throughout his long service Mr.

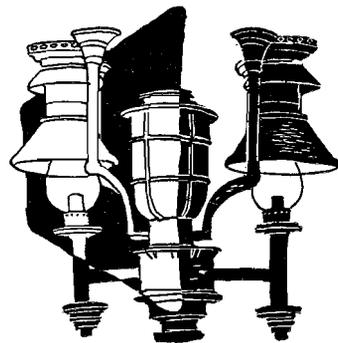
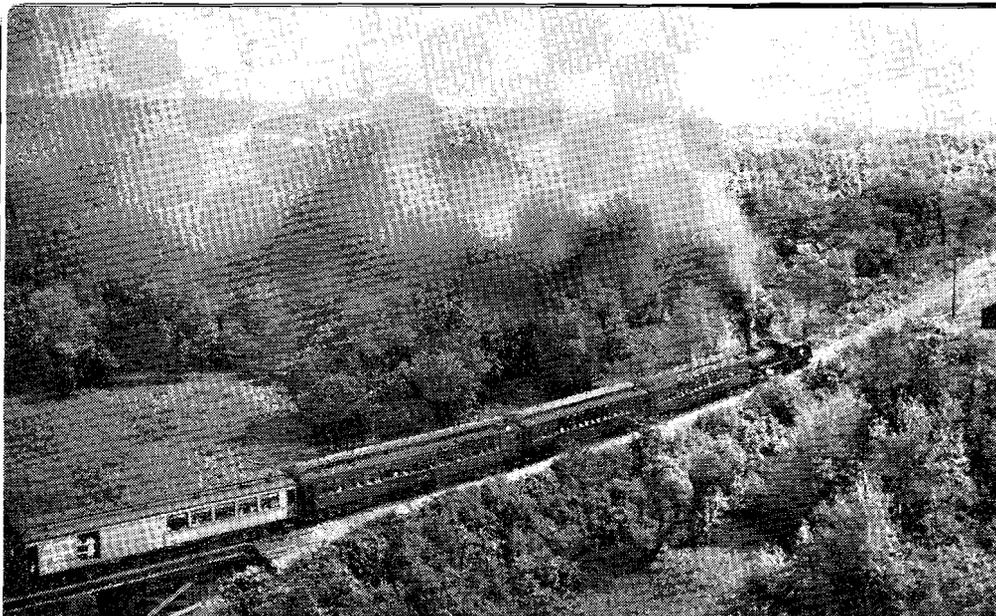
Bahl did an outstanding job of handling the Road's publicity and travel arrangements in the Northwest. His most important project was the promotion of the Milwaukee Road Ski Bowl at Hyak, Wash.

## Spare That Whistle

I FIND I have to keep a sharp eye on the railroads or they get out of hand. This time it is the Lehigh Valley line, which is said to be putting a whistle "with chime tones" into its new diesel-electrics. It seems that some people have been complaining because the older type of whistle was "shrill." What do those people think a locomotive is? A cuckoo clock?

The Lehigh Valley line is a good railroad. All railroads are good railroads. But I do not wish to have any locomotive on any railroad make a noise like Big Ben, and if this situation comes about or is not corrected I shall take the matter up with the Interstate Commerce Commission.

—R. L. Duffus in Nation's Business



Crossing the Minnesota River at the Mendota bridge, with No. 98 pulling backward. This part of the route had not been covered by a passenger train since 1900. (Photo by R. V. Nixon, St. Paul, Minn.)

## LOG OF THE RAILFAN ANNIVERSARY SPECIAL

**T**HE RAIL fan leaning out the window to snap a picture as the Anniversary Special rounded a curve was met with a cheery whistle and a light shower of soot. Withdrawing his head, he turned a blissful smile on his fellow excursionist and in a burst of feeling exclaimed, "Now, *that's* what I like about this old equipment. Just let me hear that engine breathe, and the whistle blow, and let me get a whiff of that bloomin' smoke, and you can have your air conditioning—I'll take the old timers!"

While this statement might be challenged in some quarters, the passing of the old time equipment has its own special group of mourners among the nation's rail fans. It was this promise of a ride on equipment of the gaslight era which brought out some 250 fans when the Minnesota Railfans Association lined up an excursion at Minneapolis on July 23. An additional touch of nostalgia was the fact that the trip was sponsored as a tribute to The Milwaukee Road's Centennial—the Anniversary Special.

By modern standards the excursion train was not impressive as it was set out in the station, but for the rail fans it was a case of love at first sight. Old No. 98, at the head, was a 4-4-0 of the American type, last of its kind on The Milwaukee Road and in the state of Minnesota [built by the Rogers Locomotive Works of Patterson, N. J., in 1904]. For this holiday she was freshly washed and polished. Coupled to her were a baggage coach and three cars of the early (Teddy) Roosevelt

period. The fore end of the baggage coach had been converted into a soft drink bar; the remainder was fitted with two long benches for fans who wanted to ride up front. Also pleasingly obsolete were the passenger cars, in the fading grandeur of kerosene lamps, ornate stoves and plush seats.

Connoisseurs in the crowd beamed on these snug accommodations, and snap-happy photographers swarmed inside and out, in uninhibited pursuit of their hobby.

Like every fan trip, this one had its quota of passengers who were willing to lend a hand with everything from taking tickets to shoveling coal. Wearing an official-looking cap, Charlie Sulzbach, business agent of the Railfans Association, was hard to distinguish from a genuine railroad employe as he checked reservations at the gate.

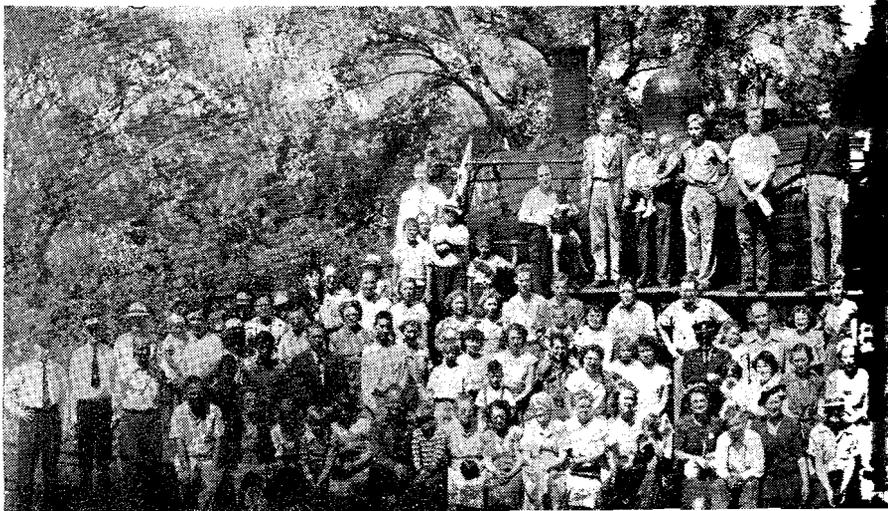
The last lunch box was stowed aboard at 9:22 A.M. and with a dignified "toot," No. 98 left the station, tender first. The trip, a 100-mile circle

tour, provided for stops at Mendota, Farmington, Shakopee and Cologne. For the run to Farmington the crew was composed of Engineer Jens Jorgenson, Fireman Harry Wilson, Conductor Robert Morgan and Brakeman Paul Shebanek.

It is probable that not since old 98 was built had she carried such an exuberant crowd. The run to Mendota was over a route which had not been used for passenger traffic since 1900 and as old landmarks came into view that fact was commented on with a buzz of talk and an expansive waving of arms. At Mendota the train was reassembled with the locomotive heading forward and there was an exodus from the cars for the posing of a group picture. Perhaps it was only a coincidence, but the photographer was a one-time railroad man.

Fears that old No. 98 might be a little rusty for the long Mendota Hill proved unfounded. Putting on a fine show, she breezed through Rosemount at a good clip and at 11:22 A.M. pulled into Farmington. There the

Rail fans and their families posed for this picture at Mendota, Minn. The photographer, A. Komer of Minneapolis, is a one-time railroader.



I&SM crew was replaced by Engineer M. E. Hammell, Traveling Engineer P. W. Anderson, Fireman A. H. Stroben, Conductor W. E. Lord, and Brakemen A. F. Miller and R. R. Collard.

Advance publicity brought out a large crowd of investigating townspeople and as the special proceeded it attracted further attention. Along the route farmhouse curtains were pushed aside for a "look-see," roadside motorists gave chase, and surprised Sunday morning anglers waved their poles in salute. At Prior Lake (pop. 349, census of 1940) a stop was made to accept the felicitations of the Chamber of Commerce.

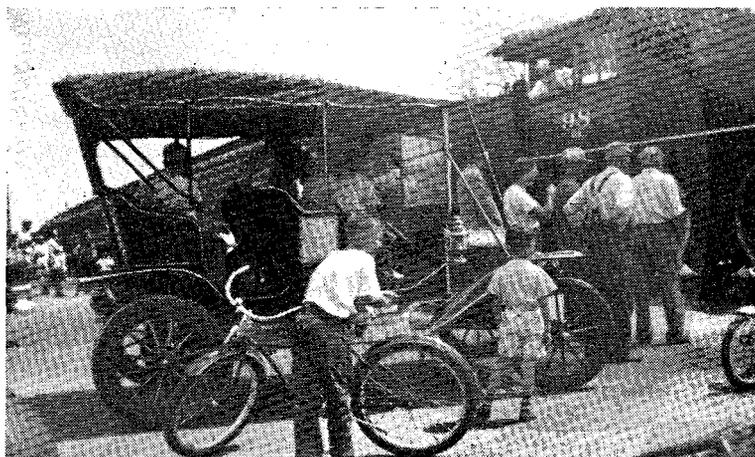
Shortly afterward the special reached Shakopee, to be greeted by the curious sight of a 1909 Ford waiting at trackside. Camera fans rubbed their eyes and scrambled out to photograph this pioneer of the gasoline age. It shone with red paint, black leather cushions and brass fittings, and a tag on the windshield identified it as the property of Loren Habegger, Jordan, Minn. Later during the afternoon the venerable model T was glimpsed several times along the route, giving No. 98 a run for her money.

By that time the fans, especially the younger ones, were getting hungry, and with Charlie Sulzbach in charge the crowd headed in the direction of Riverside Park, toting lunch baskets. On their return the cameras again went into action and there was some vigorous shutter snapping before two blasts from the whistle warned that old 98 was impatient to be off.

On the pull to Cologne the little engine came through again, clicking off the miles in a steady rhythm. At the stop she was turned on the wye and, after receiving a clearance, rolled out on the main line. The mark of the thoroughbred was evident as she spurted into the home stretch and fans had an exciting time clocking her performance and discussing its fine points. . . . "This old girl isn't



At Prior Lake, Minn., the excursion special stops for a five-minute reception by the Chamber of Commerce. (Photo by R. V. Nixon, St. Paul, Minn.)



Camera fans had a field day with this venerable model T, a survival of 1909, which met the special at Shakopee, Minn. Later it was glimpsed several times along the route, giving old No. 98 a run for its money.

finished yet, by any means." . . . "Yes, she's doing a great job; could pull two more without any trouble."

In the depot at Minneapolis old 98 came to a sedate halt, a little like a dignified matron who has been caught kicking up her heels. Tired but still enthusiastic, some of her passengers were plainly reluctant to leave and hung about for a last look at the curves and other features which revealed her true age.

Charlie Sulzbach paused to check

with his assistants. "Anyone left behind? Fall out of a window? Off the cowcatcher?" These were only remote possibilities, but there were no such casualties, and the Anniversary Special had a clean record—the trip was an all-around success.

And now people who were strangers in the morning were shaking hands. Half a dozen stopped to tell Charlie how much they had enjoyed the trip. "Glad you did," he said. "Come again, we'll be taking others."



# "STEPPING UP" THE THEME FOR AUGUST



W. G. Powrie (seated) receives the congratulations of J. T. Gillick (left), retired operating vice president, and L. F. Donald, general manager, on Aug. 1, the effective date of his appointment as chief engineer.

**J**ULY was the month of the handshake. What with a number of officers and supervisors retiring at the end of the month and others moving up to take their places, there was a great to-do.

Retirement luncheons, farewell dinners, and congratulatory handclaps for the newly-promoted were the order of the day. Probably never before in its history had the railroad family had such a good visit with itself. Certainly it never had better opportunity to assay the sterling worth of its top men, both outgoing and incoming, and to see more spontaneous proof of the bond of friendship and honest affection that develops in the course of running the railroad.

Space permits only a brief announcement here of the appointments resulting from the numerous retirements, together with pictures taken at some of the retirement affairs. Other pictures taken on similar occasions will be found elsewhere in this issue.

"Stepping up" is the theme for August:

## Engineering Department

Effective Aug. 1, 1950:

W. G. Powrie is appointed chief engineer, with headquarters in Chicago, succeeding C. T. Jackson, retired.

H. B. Christianson is appointed assistant chief engineer—system, with headquarters in Chicago.

I. C. Brewer is appointed division engineer of the Milwaukee Terminals and Madison Division with headquarters at Milwaukee, succeeding F. M. Sloane, retired.

H. C. Minter is appointed division engineer of the Milwaukee Division with headquarters at Milwaukee, succeeding Mr. Brewer.

W. C. Whitham is appointed divi-

sion engineer of the Terre Haute Division with headquarters at Terre Haute, succeeding Mr. Minter.

## Operating Department

Effective Aug. 1, 1950:

C. P. Downing is appointed assistant to vice president with headquarters in Chicago, succeeding F. H. Allard, retired.

W. E. Smith is appointed staff assistant to vice president, succeeding C. P. Downing, promoted.

Effective Aug. 1, 1950:

P. J. Weiland is appointed superintendent of the Iowa & Dakota Divi-

sion, with headquarters at Mason City, Ia.

J. T. Hayes is appointed assistant superintendent, Milwaukee Division, second district, with headquarters at Green Bay, Wis.

R. A. Middleton is appointed assistant superintendent, Dubuque & Illinois Division, third district, with headquarters at Ottumwa, Ia., succeeding Mr. Weiland.

F. G. McGinn is appointed assistant superintendent of the Dubuque & Illinois Division, first district, with headquarters at Savanna, Ill., succeeding Mr. Middleton.

J. O. Willard is appointed assistant superintendent of the Dubuque & Illinois Division, second district, with headquarters at Dubuque, Ia., succeeding Mr. McGinn.

G. W. Riley is appointed trainmaster, LaCrosse & River Division, with headquarters at LaCrosse, Wis., succeeding Mr. Hayes.

R. R. Brown is appointed trainmaster, Iowa & Southern Minnesota Division, with headquarters at Austin, Minn., succeeding Mr. Willard.

N. J. Klein is appointed trainmaster, Twin City Terminal Division, with headquarters at Minneapolis, succeeding Mr. Brown.

J. T. DeYoung is appointed trainmaster of the Iowa & Southern Minnesota Division, with headquarters at Austin, Minn., succeeding G. H. Lane.

K. O. Schoeneck is appointed trainmaster, Chicago Terminal Division, with headquarters at Chicago, succeeding H. E. Sittler, retired.

C. S. Pack is appointed chief train rules examiner for the system, with headquarters at Chicago, succeeding A. H. Adams, retired.

G. H. Lane is appointed train rules examiner, with headquarters at Milwaukee, succeeding C. S. Pack.

## Mechanical Department

Effective Aug. 1, 1950:

Frank Upton is appointed master mechanic of the Trans-Missouri Division, the Northern Montana Division including Harlowton, and that part of the Hastings & Dakota Division from Aberdeen to Mobridge, S. D., succeeding Martin Walsh, retired.

W. S. Pirkl is appointed traveling engineer of the Hastings & Dakota Division with headquarters at Minneapolis, succeeding P. W. Anderson.

E. L. Hubbs is appointed traveling engineer of the Hastings & Dakota Division with headquarters at Aberdeen, S. D., succeeding Mr. Pirkl.

Paul Lucas is appointed traveling engineer of the Madison Division second district with headquarters at Beloit, Wis., succeeding W. J. Hughes, retired.

The title of T. Kubal is changed from traveling engineer to assistant master mechanic, with headquarters in Milwaukee. He will serve the same territory as before.

## Traffic Department

Effective Aug. 1, 1950:

R. E. Schaffert is appointed general agent, passenger department, Seattle.

W. P. Morton is appointed assistant general agent, passenger department, Seattle.

W. F. Roark is appointed traveling passenger agent, Seattle.

W. J. Kohl, Jr., is appointed city passenger agent, Seattle.

W. L. Miller is appointed passenger representative, Seattle.

Philip J. Malo is appointed city freight and passenger agent, Bellingham, Wash.

H. H. Jacobs is appointed division freight and passenger agent at Des Moines, Ia., succeeding H. W. Warren, retired.

A. C. Van Sickle is appointed traveling freight and passenger agent at Des Moines, Ia., succeeding H. H. Jacobs, promoted.

M. E. Steen is appointed city freight agent at Des Moines, Ia.

Peter Braun is appointed traveling freight and passenger agent at San Francisco, succeeding George B. Miller, retired.

The group of officers who were present to wish F. H. Allard well upon his retirement as assistant to vice president—personnel, at the end of July. He is shown seated third from right. His successor, C. P. Downing, stands directly behind him, wearing a light suit.



August, 1950

L. C. Greene is appointed city freight agent at San Francisco.

W. C. Anderson is appointed city freight agent at Chicago.

F. W. Baker is appointed general agent at Pittsburgh, succeeding C. M. Park, retired.

C. P. Cassidy is appointed division freight and passenger agent at Terre Haute, Ind., succeeding F. W. Baker, promoted.



C. T. Jackson, retiring chief engineer, is shown (center of the end table) with a group of fellow officers at the luncheon given in his honor by Vice President J. P. Kiley.

## Store Department

Effective Aug. 1, 1950:

J. V. Anderson is appointed assistant general storekeeper with headquarters at Tacoma, succeeding J. C. MacDonald, retired.

Louis Seaman is appointed chief clerk to assistant general storekeeper at Tacoma, succeeding G. T. Felzer, retired.

L. F. Anderson is appointed division storekeeper of the Chicago Terminals Division with headquarters at Western Avenue, Chicago, succeeding E. H. Lyons, retired.

K. W. Barbian is appointed storekeeper at Bensenville, Ill., succeeding L. F. Anderson.

H. Patton is appointed division storekeeper of the Terre Haute Division, with headquarters at Terre Haute, succeeding C. W. Pearce.

W. C. Glass is appointed storekeeper at West Clinton, Ind., succeeding Mr. Patton.

J. J. Dorsey is appointed division storekeeper of the Iowa & Dakota and Iowa & Southern Minnesota Divisions, with headquarters at Mason

City, Ia., succeeding C. C. Smola, retired.

W. G. McGowan is appointed division storekeeper of the Rocky Mountain Division, with headquarters at Deer Lodge, Mont., succeeding Mr. Dorsey.

A. P. Roe is appointed stationery storekeeper at Milwaukee, succeeding John Waldman, retired.

## Division of Safety and Fire Prevention

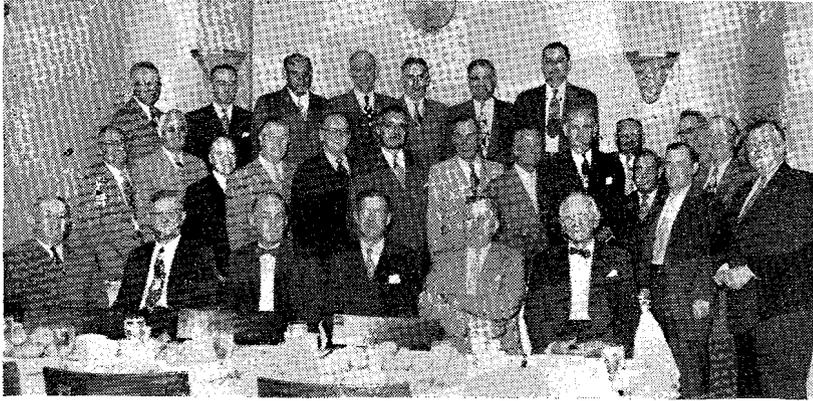
Effective Aug. 1, 1950:

A. W. Shea is appointed district safety engineer with headquarters at Chicago, succeeding O. C. Stainer, retired. Mr. Shea's territory is the Chicago Terminal and Terre Haute Divisions.

F. M. Washburn, district safety engineer, with headquarters in Minneapolis, is transferred to the territory of Minneapolis Shops, Twin City Terminal and LaCrosse & River Division, second district, succeeding M. L. Medinger, retired.

R. A. Dahms, district safety engineer at Milwaukee, is transferred to the territory of the Hastings & Dakota, Iowa & Southern Minnesota, and Iowa & Dakota Divisions, with headquarters at Minneapolis, succeeding Mr. Washburn.

L. W. King is appointed chief fire inspector with headquarters at Chicago, and with a territory embracing the entire system, succeeding M. J. Carlson, retired.



One of the largest retirement luncheons was that given by L. J. Benson, assistant to president, honoring District Safety Engineers O. C. Stainer and M. L. Medinger (50 years of service each), and Fire Inspector M. J. Carlson, all of whom retired at the end of July. Mr. Medinger is seated at the left end of the table, with Mr. Stainer next to him. Mr. Carlson is at the left end of the first row of men standing.

### Law Department

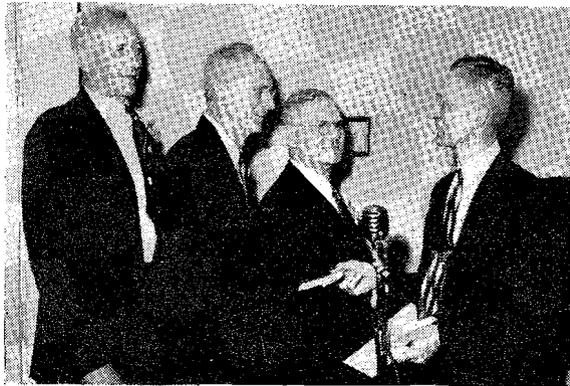
Effective Aug. 1, 1950:

S. W. Rider, Jr., will continue as assistant solicitor in the Minneapolis office and will assume the duties of

Chicago, succeeding Mr. Mortensen.

E. H. Suhrbier, district freight claim agent at Minneapolis, is appointed assistant freight claim agent at Seattle, succeeding Mr. Andrews.

Assistant Engineers R. W. Johnson and F. D. Yeaton, and Bridge Detailer R. C. Schwarz (left to right), receive retirement gifts from E. E. Burch, bridge engineer, at a dinner held in their honor by 75 fellow employees and officers of the engineering department on the night of July 21.



C. O. Newcomb, solicitor at Minneapolis, who retired at the end of July.

Gene Bennett is appointed assistant solicitor at Minneapolis, succeeding Mr. Rider.

M. C. Mumford, chief clerk in the law department at Seattle, also retired July 31 after many years of faithful service.

Effective Sept. 1, 1950:

M. E. Sharp, chief clerk in the law department at Chicago, is transferred to Seattle and will succeed Mr. Mumford as chief clerk in the Seattle office of the law department.

Miss Gertrude Schoyer is appointed chief clerk in the law department at Chicago, succeeding Mr. Sharp.

Effective Aug. 1, 1950:

M. B. Mortensen, assistant freight claim agent, is appointed freight claim agent, succeeding G. W. Loderhose, retired.

J. H. Andrews, assistant freight

claim agent at Seattle, is appointed assistant freight claim agent at Chicago, succeeding Mr. Mortensen.

M. L. Boydston, tax agent, is appointed tax commissioner, succeeding R. G. Bundy, retired.

L. R. Norberg, formerly assistant tax agent at Chicago, is appointed tax agent with headquarters at Chicago.

W. J. Soske is appointed tax agent with headquarters at Chicago, succeeding C. L. Culver, retired.

### Hats Off to Shriner Special Crews

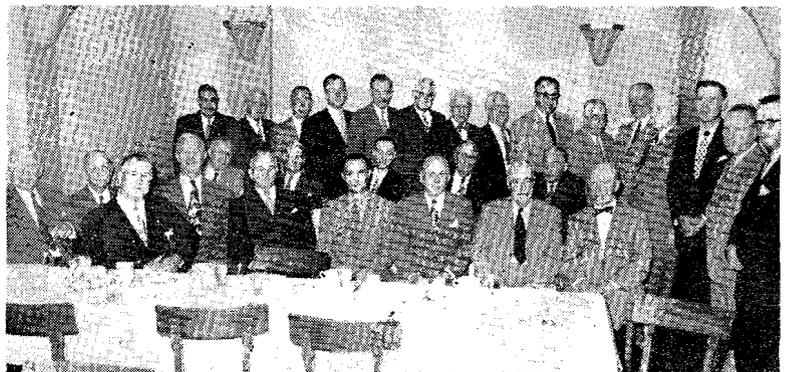
ON THE commendation newsfront, headlines are in order for the services extended by Milwaukee Road dining car crews to a group of Detroit Shriners on their return trip from the Imperial Council Session held in Los Angeles in June. The group, which consisted of 2,562 Nobles and their Ladies, made the homeward journey via the scenic Pacific Northwest route [Tacoma to Chicago], occupying three chartered specials. Spokesman for the crowd was Gene Williamson, Illustrious Potentate of Moslem Temple, who sent William Wallace, assistant passenger traffic manager, this message:

"In checking over the mileage we covered on your route and the excellent schedules you kept, our hats are doffed to you; also, to your commissary which took very good care of us. I surely would recommend anyone going west to use the Milwaukee, as your efficiency ranks with the scenery, and that is 'tops'."

Added to Mr. Williamson's comment was this additional thank you from W. E. Frackelton, chairman of the 1950 Pilgrimage committee:

"After months of planning, it was certainly gratifying to see our plans unfold to the satisfaction of all concerned. The Milwaukee Road played a most important part in making our trip home a success. I would be remiss in my duty if I did not give honorable mention to the crews who worked long hours to see that the Shriner and his Lady were well taken care of—wonderful food, excellent service and a willingness to please. Thank you for a job well done."

Farewell was said to G. W. Loderhose, retiring freight claim agent, and R. G. Bundy, retiring tax commissioner, at the luncheon gathering pictured below. In the second row, Mr. Loderhose is second, Mr. Bundy fourth from the left. M. B. Mortensen, successor to Loderhose, is fourth from the left in the front row, and Mr. Boydston, successor to Bundy, is fourth from right, front row.





Pictured at the Centennial luncheon sponsored by the Tacoma Chamber of Commerce and the Tacoma Rotary Club are, left to right, seated: V. E. Straus, division freight agent; President C. H. Buford; Charles M. Fogg, president of the Rotary Club; and Leo T. Crowley, chairman of the board of directors. Standing, left to right: Vice President John P. Kiley; Vice President L. H. Dugan; Dr. Paul Smith; L. B. McDonald, vice president, Tacoma Chamber of Commerce; and Dr. John Robinson.

## Four Major Meetings Mark July Centennial Program

**T**IMED to coincide with the western inspection tour of a group of Milwaukee Road directors and officers, major Centennial luncheons were held in Seattle and Tacoma on July 12 and 13, respectively, the Seattle meeting being sponsored by the Rotary Club, and the one in Tacoma by the Rotary Club and Chamber of Commerce jointly.

A third meeting, sponsored by the Butte Chamber of Commerce, was held there on the evening of July 25, and the Centennial activities of the month were rounded out on July 19 at a dinner sponsored by the Chamber of Commerce of Portage, Wis.

President C. H. Buford was the principal speaker at both Seattle and Tacoma. With Vice President L. H. Dugan acting as master of ceremonies at Seattle and V. E. Straus, division freight agent, doing the honors at Tacoma, the visiting directors and officers were introduced. Board Chairman Leo T. Crowley and Vice President John P. Kiley spoke briefly in response to the toastmasters' requests.

Having spent the years between 1927 and 1939 on the west coast as general manager, Lines West, Mr. Buford prefaced his address in Seattle with personal recollections of the city which he and his family came to love

so well—where, as he put it, “a man who owned a snow shovel was as rare as a reduction in taxes.”

After recounting the earliest history of the railroad very briefly, he said:

“The Milwaukee Road reached Seattle more than 40 years ago and since then the partnership between your city and our railroad has been mutually beneficial. Your people have substantially patronized our freight and passenger services and this has enabled us to maintain and improve these services. The Milwaukee Road, in return, has contributed to the well-being of Seattle and the State of Washington.

“Last year our 2,591 employes in this state, most of whom are at Seattle and Tacoma, were paid over \$10,600,000—money which was spent in this area for necessities, luxuries and taxes. Our railroad’s tax bill in the state was over \$687,000. This money, as you know, helps to support your schools, local governments and other public facilities. Beyond that, we have spent several million dollars in promoting the vacation and industrial advantages of this area, through national advertising and publicity.”

He expressed the opinion that even more important to the development

of the railroad than the many men and ideas which have been a part of it has been the competitive system under which it has been operated as an American institution.

Under the system of political control proposed by some people in the country today there would be no incentive to progress because without competition there can be no progress.

“Under political control,” he said, “the railroads would pay no taxes. That means that other industries and businesses as well as individuals, would be called upon to make up the taxes which the railroads formerly paid. And, in addition, there undoubtedly would be still further taxes levied to help support the politically controlled railroads.”

After offering a glimpse into what he feels confident will be the bright future of the railroads if permitted to continue operation under the competitive system, Mr. Buford said:

“At the end of next month I technically will leave the railroad scene for what the poets say is the tranquility of retirement. I said ‘technically’ because my heart and mind always will be absorbed with the fascinating business of railroading, just as I always will have a very warm affection for this great city and its wonderful people. In Seattle I always am at home.”

### Traces History At Tacoma

In his address before the Rotary Club and Chamber of Commerce of Tacoma, Mr. Buford let it be known that if he had the past 40 years to live over again he would spend them in the same business. Speaking in this hopeful vein, his remarks consisted principally of an interesting review of the reasons underlying the Road’s western expansion to Puget Sound, and the future of railroad service if unhampered by government control.

“By 1905”, he said, “our western terminus was at Evarts, S. D., and it was apparent to directors of the company that The Milwaukee Road must push on to the coast. . .

“This news caused a flurry of excitement throughout the Pacific Northwest, but particularly in this state. A. J. Earling, who was then president of the company, visited Washington to survey the situation at first hand. He was greeted everywhere with enthusiasm which prompted him to report that it seemed the cities of Washington were as anxious to have The Milwaukee Road come to them as they were to come.



Don T. Yates, president of the Seattle Rotary Club, addresses that group at the Centennial luncheon sponsored by it. Left to right: Beverly Dack, president, Beverly Dack Co.; Vice President L. H. Dugan; President C. H. Buford; Mr. Yates; Leo T. Crowley, chairman of the board; Vice President John P. Kiley; Warren Bean, president, Lewis-Bean Box Co.; Director Joshua Green; Director John B. Gallagher (standing).

"Actual construction began in late 1906 and in less than three years—a remarkably short time, considering the engineering difficulties involved—local passenger and through freight service was established here. In 1911 we inaugurated our Olympian and Columbian passenger train service between Chicago and Tacoma.

"The promise of revenue lay not only in your natural resources but also in the ever-increasing traffic that was moving between the Pacific North Coast ports and the East. Exports and imports through Tacoma and other ports were growing phenomenally. Gold had been discovered in Alaska (1904-05) and great fish canneries as well as other industries were being established along the coast. In addition, the seemingly inexhaustible forests of Washington and other nearby states and the tremendous industrial and tourist possibilities of the Pacific Northwest all held further assurance for a successful operation.

"Although the life of The Milwaukee Road hasn't always been serene since it came to the Evergreen State, the railroad never has regretted that it cast its lot with the people of Washington, particularly those who live in Tacoma."

Mr. Buford concluded his Tacoma address on the following note:

"We, in this industry, would be the last to suggest that our services have been brought to their peak. We realize that we must continue to advance operating efficiency, speed, dependability and convenience of our services, while at the same time

maintaining them at the lowest cost possible, if we are to meet the competitive tests ahead.

"I want to assure you that the railroads are ready and willing to meet these tests. Throughout the years there has been a continuous, though often unheralded, program of improvement in our industry . . . Never has there been a time when the railroads had greater faith in their ability to accomplish more and better things for the benefit of transportation users.

"We of The Milwaukee Road pledge that during our Second Century of Service we will continue to keep abreast and, whenever possible, set the pace with the finest in transportation developments."

## J. P. Kiley Warns of Socialization Trend

Vice President John P. Kiley, principal speaker at the dinner meeting of the Butte Chamber of Commerce, was accompanied by local and division officers of the railroad, as well as Vice President L. H. Dugan, General Manager L. K. Sorensen, and J. O. McIllyar, western traffic manager, all with headquarters in Seattle.

Speaking before the group of 200 Butte and western Montana business leaders at the dinner, Mr. Kiley sounded a warning that efforts now being pushed to socialize transportation and other major industries would result in a chaotic business situation throughout the United States.

The fundamental problems confronting the railroad industry today, he stated, are not materially different from the problems that are confronting all industries, the principal items being private ownership as against government ownership, fair competition and adequate return on investment.

"There is hardly need for me to remind you of the present tendency toward government participation in business in one way or another", he said. "Every group that wants something more than it has in the way of security, public improvement or business prosperity, looks hopefully to Washington. When these appeals are answered, as they so often are, it results in huge expenditures of public funds, provided by the taxpayers, which are handed out in the form of direct grants, contributions or subsidies.



Scene at the Centennial luncheon sponsored by the Chamber of Commerce in Butte, Mont., during Vice President John P. Kiley's address. Left to right: E. S. McGlone, vice president, Anaconda Copper Mining Co.; Mrs. McGlone; Vice President L. H. Dugan; Mrs. Kiley; and John E. Corette, vice president, Montana Power Company (toastmaster).

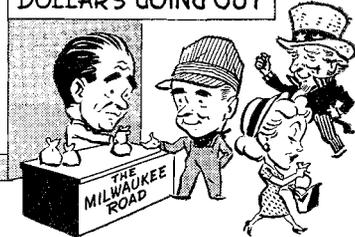
DOLLARS COMING IN



# How are we doing?



DOLLARS GOING OUT



## JUNE

1950

1949

## SIX MONTHS

1950

1949

**RECEIVED FROM CUSTOMERS**

For hauling freight, passengers, mail, etc...

\$20,721,630

\$20,977,151

\$111,538,252

\$115,629,493

**PAID OUT IN WAGES**

PER DOLLAR RECEIVED (CENTS).....

9,870,807

10,133,131

57,387,438

61,258,013

(47.6)

(48.3)

(51.5)

(53.0)

Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance

599,448

627,586

3,481,705

3,786,996

PER DOLLAR RECEIVED (CENTS)....

(2.9)

(3.0)

(3.1)

(3.3)

**ALL OTHER PAYMENTS**

For operating expenses, taxes, rents and interest

8,753,825

9,022,688

50,358,071

52,673,803

PER DOLLAR RECEIVED (CENTS).....

(42.2)

(43.0)

(45.1)

(45.6)

**NET INCOME**

1,497,550

1,193,746

311,038

**NET LOSS****2,089,319**

"As the going gets tougher, with mounting taxes and costs, business is forced to lean more and more on government. This is a step toward political operation of certain basic industries, which may lead to socialization of all industries, including agriculture."

He emphasized the fact that government ownership of the railroads would be a blow not only to the industry itself but likewise to labor and the public.

### Portage Recognizes Service to City

The dinner meeting sponsored by the Portage Chamber of Commerce on the evening of July 19 took a somewhat different form than other such meetings of the month. The city not only gave full recognition to the Road for the important role it has played in the development of the city, but extended recognition to a group of veteran railroaders at the meeting held at the Portage country club.

The affair was attended largely by railroad officials, retired veterans of

the service who have always made their homes in Portage, and business people of the community.

William Wallace, assistant passenger traffic manager, was the principal speaker, but there were also some brief remarks by some of the veterans and railroad officers, as well as by Mayor H. B. Stowers, himself a veteran of railroad service. Agent W. J. Hayes handled the introductions, adding anecdotes about the various individuals which kept the audience in high spirits.

In his brief address, Mr. Wallace sketched the history of the railroad in Wisconsin and pointed out that the railroad now has 258 employees in Portage and a list of more than 40 retired railroaders residing there.

The railroad's phenomenal growth has come about under a system of



William Wallace

free enterprise, he explained. Such a system benefits the public, the workers and the investors alike.

Among the others who spoke briefly was Herbert Slowey, at whose suggestion the meeting was held, and who acted as toastmaster. "It is the desire of the Chamber", he said, "to extend recognition to the institutions and individuals who have built Portage."

Keep on plugging, and the chances are that you will stumble on something, perhaps when you are least expecting it. I have never heard of anyone stumbling on anything sitting down.

—Charles F. Kettering

A French valet, violently opposed to capitalism, spent most of his spare time attending Communist meetings. His employer didn't approve, but was tolerant, for the man was an unusually efficient servant. Suddenly the valet stopped going to meetings. Asked why, he said: "At the last meeting I attended it was proved that if all the wealth in the country were divided equally the share of each person would be 2,000 francs."

"So what?" asked his employer.

"Well," replied the valet, "I have 5,000 francs."

# CANTOR'S SAFETY CREED

*Eddie Cantor, star of radio, stage and motion pictures, and a humanitarian of world renown, has for more than 10 years lent his talents to the cause of safety. As a banquet speaker at the recent National Safety Congress in Chicago he delivered an outstanding address, the highlights of which are presented here.*

**A**CCIDENTS have happened—they are happening—to thousands of people just like us—people who love their families and who have seen their whole lives change in a split second through the tragedy of an accident—an accident that could have been prevented—that *should* have been prevented.

Scientists are working feverishly day and night in laboratories throughout the world to find a cure for cancer. Here is a disease — carelessness — which kills more people throughout the year than almost any disease—and we will not accept the cure for it: "Be Careful" . . .

You and I know that accidents are just as deadly and insidious and treacherous and terrible as any disease known to man. We know, you and I, that we can't control accidents by ourselves, even if we wanted to more than anything else in the world. We know it takes the efforts of everyone to stop the danger of accidental death in our home or in our car or in our work—just as it takes the efforts of everyone to prevent a dread disease.

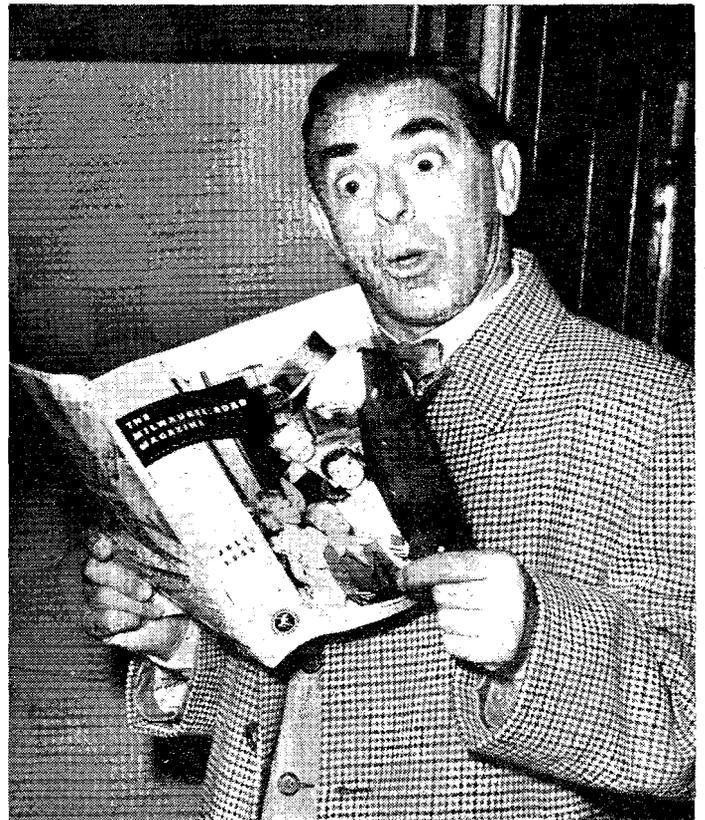
And we know something else. We know that these accidents can strike just as brutally, just as fiercely, just as terribly as any disaster can strike—and that they are taking a toll of dead and maimed and injured—that puts to shame the tolls of many of these other unseen enemies we dread and fear so much. . . .

I believe that the day will come—and sooner than we think—when the

average man and woman and the average child of understanding age will be taking his or her part in a united and continuing effort to make things safe for himself and others. . . .

But I believe this day will not come until we have brought home to the average person in a dramatic way the fact that he, and he alone, can prevent the one accident for which he is responsible—the one he can cause. To speed the day when more and more people will drive and walk safer, will keep their homes safer and work safer, I would like to propose to you a simple creed of conduct which I honestly believe will pay off in greater safety, greater happiness and greater security for all of us:

**W**HATEVER I am, whatever I am doing, I will try to remember that it takes only a second to use common sense and caution—and that it takes a lifetime to pay for forgetting.



"Oh, so this is where my Safety Creed goes to work!" exclaims Cantor. He is shown just before boarding the Afternoon Hiawatha in Chicago for a trip to Minneapolis, where he took part in Aquatennial festivities.

*I WILL try at all times to remember that rudeness and recklessness on my part can hurt others as well as myself.*

*I WILL take all reasonable precautions to avoid accidents as I work, for the protection of my fellow worker as well as myself.*

*I WILL try to drive my car like a lady or gentleman and be as courteous behind the wheel as I am to guests in my home.*

*I WILL check my home for hazards and try to make it as safe as it is attractive.*

*I WILL do more than just be careful myself. I will enlist in a united community effort to bring safety to everyone.*

I sincerely believe that even a simple little creed like that can work wonders in our accident problem if we can get enough people to try it out.

Will you help me see what we can do about it?

# AQUATENNIAL

*The Hiawatha Service Club Band Performs  
In Minneapolis' Big Summer-Time Show*

**Y**OU CAN'T see it, but by the roll of drums and the blare of brasses rising above the spectators' shouts you know it's on the way. And then the big brass band swings into view! The majorette is high stepping, the leader is handsome, and the 50 men in the orange and maroon uniforms are

tion resources of their state and tell your friends about them. For 10 days the spirit of carnival takes over and people from every part of the Union join in the fun. The 1950 fete, opening on July 21, offered such a staggering program of entertainment that no one person could hope to at-



Scene at the official reception in the Nicollet Hotel, showing Jean Johnson, the Aquatennial queen (with baton) and civic officials joining in the spirit of a band number. Others in the foreground are, from left: Majorette Lois Kleist, Major Earl Ray, Mayor Eric G. Hoyer, Aquatennial Association President David Silverman and Aquatennial Association General Chairman Lee A. Potter, Jr.

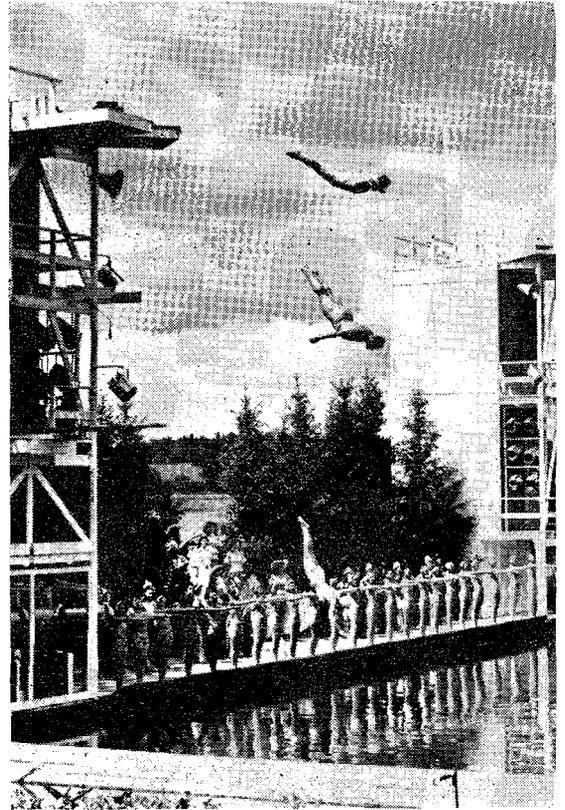
as snappy a turnout as any in the big parade.

This is Minneapolis at Aquatennial time, folks, and you are looking on at the Hiawatha Service Club Band, our Milwaukee, Wis., musicians, carrying the Milwaukee Road colors in that great civic celebration.

In July all roads in the Midwest land of lakes region lead to Minneapolis and the Aquatennial. The celebration, a spectacle of the "super" type, is financed by public spirited citizens who ask nothing more than that you enjoy the beauty and vaca-

tend all of the events. Nevertheless, the stage was set for anyone to see, and this is a broadside of some of the activities on the bill:

A 450-mile canoe derby on the Mississippi; nightly music festivals, water ballets, and radio and TV shows with nationally known entertainers; a contract bridge tournament; outdoor church services; a water ski meet; baton twirling contests; motor boat races; swimming meets; a horse show; trap shoot; archery meet; baseball games; sailing regatta; juvenile fishing derbies; a horseshoe tournament,

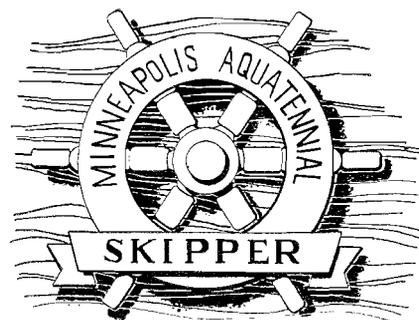


A varied water sports program is featured in the Aquatennial fete. The diving exhibition shown here is a sample of the aquatic events sponsored daily.

and scores of others. As if that were not enough, while visitors were sampling these events, homecoming celebrities were being welcomed by citizens' committees, clowning Aqua Jesters were frolicking through the city's streets, and 38 of Minnesota's prettiest girls were competing for the crown of the 1951 Queen of Lakes.

The key attraction of this gigantic program was the opening parade on the afternoon of July 22. More than 7,000 persons took part in the two-hour spectacle. Heading the procession were civic officials and visiting celebrities, followed by the reigning Queen of the Lakes and her court. Lavishly beautiful floats and hundreds of pretty girls contributed to the pageantry, along with 29 bands, 26 drum and bugle corps, and dozens of marching units and massed colors of veterans' organizations.

This year marked the fourth ap-





Looking on at the holiday sights outside band headquarters at the Nicollet Hotel. From left: Electrician Harlan Wetzell, Conductor Sam Pence, D. G. McMillan, G.A.P.D. at Minneapolis, Carman Helper Clarence Duchrow and Carman Helper Edwin Wasielewski.

pearance of the Hiawatha Band in the parade. There is some honor attached to winning a parade award for marching units. Our band, having received a "first" and honorable mentions in its previous appearances, did not compete this year, but its performance was recognized with a special grand award for bands in Division A (50 members or more).

Keeping step with the Hiawatha Band when it takes part in a community celebration as large as the Aquatennial is a fast-moving experience. Most of the morning was taken up with a reception at the Nicollet Hotel where it was greeted by Mayor Eric G. Hoyer, together with the president and the general chairman of the Aquatennial committee and the Aquatennial queen. On this occasion each of the bandsmen was presented with a "skipper" pin, a miniature replica of a skipper's wheel symbolizing the aquatic theme of the celebration. Before proceeding to the parade grounds in the afternoon a concert was given for the entertainment of the hotel guests. By happenstance they included Fred B. Snite, Jr., the young American who is nationally known for his fight against polio. Snite, who was at the hotel to play in the American Contract Bridge Tournament, saw the performance from his iron lung which had been placed at a vantage point on the mezzanine floor.

The weather prediction of "bright and sunny" chose parade time to go back on its promise. Our band, however, was sheltered from the heavy downpour and made a very smart showing as it stepped into line at the "all clear." Some four miles and two hours later, as it swung past the

reviewing stand, it still looked fresh and was playing lustily.

Perhaps this is the first time you are seeing the Hiawatha Band in action, perhaps you have seen it many times. No matter, it sounds good every time and you want more of it. "Hey, leader, strike up that band!"

### All the Railroads Want Is a Fair Deal

(Continued from page 5)

plummeted from 235 million in 1946 to an estimated 100 million in 1949. Postmaster General James M. Donaldson admits the Post Office has been pushed into the freight business. "We have insufficient distributing space, platform space, trucks and suitable railway cars to cope with the situation."

While absorbing the Railway Express business, the Post Office has been running a deficit of 500 million dollars a year financed by the taxpayers. In 1949 the department lost 84 million dollars on parcel post alone. And this deficit includes no charge for thousands of Government buildings occupied by the department or the cost of pensions.

In the face of such competition the railroads could make an impressive case for subsidies of their own. But the railroads don't want subsidies. No industry has suffered more from Government regulation, and no industry is more determined that the Government shall have no excuse to move one tenth of an inch farther into its affairs.

What the railroads really want is wistfully expressed by R. H. Smith, president of the Norfolk & Western:

"All we ask is an opportunity to compete with other forms of transportation on a basis where each is paying all his own costs and not passing them along to the public in taxes." Instead of a subsidy, the railroads want their competitors' subsidies eliminated.

The railroads have small hope of bringing such a situation to pass. They will gladly settle for a little progress in that direction, plus the right to run their own business and fight back.

### CORRECTION

THANKS to a reminder from W. J. Hotchkiss, superintendent of the Milwaukee Division, the Magazine is able to correct an error made in the July issue with regard to the winning of the President's Safety Trophy.

In an article about G. H. Hill, retiring superintendent of the Idaho Division, it was stated that his division won the safety contest in both 1946 and 1947, thereby establishing a record "unmatched on the system."

"This remark", Superintendent Hotchkiss writes, "is not going to go over very well so far as the employees on the Milwaukee Division are concerned, because they did the trick in 1944 and 1945, and as a result do have permanent possession of a Safety Trophy—which is in my office."

The Milwaukee Division *did* win the trophy in those years, and it was an accomplishment of no small proportions, particularly for a piece of railroad as big and as busy as the Milwaukee Division.

"THIS is why I like to work for The Milwaukee Road," writes L. E. Heaton, Milwaukee Terminals switchman, in a letter dated July 13, 1950. "When you spell it out, this is what it means:"

*Travel opportunities.  
Helps everyone.  
Equipment excellent.*

*Millions use it.  
It belongs to us.  
Long on service.  
Wide awake.  
Always ready.  
Ultra modern.  
Kind to its help.  
Employees satisfied.  
Employer the best.*

*Road bed grand.  
Opportunity unlimited.  
Affair of the family.  
Dad's livelihood.*

# Here's Why!

Quotes from outstanding essays written by employes on the subject, "Why I Like to Work for The Milwaukee Road."

## Watching It Grow . . .

I feel that I am not only making a livelihood for myself, but I also enjoy the work I am doing, as our railroad is a progressive institution. While I am not a stockholder, I feel that I am a part of it—watching it grow. Despite many setbacks, such as high taxes, depressions, etc., it improves daily and is going ahead with civilization. Thus history is made.

*Eva M. Willigan,  
Chicago, Ill.*



E. M. Willigan



W. E. Hocum

## Something Different . . .

Railroading is versatile; you can have any number of different kinds of trains to work on, such as time freights, way freights, snow plows, weed burners and others. I have worked as switchman, yard clerk and relief yardmaster. It's something different all the time. Of course, the work has drawbacks, but what job hasn't? Yes, I like working for The Milwaukee Road—to sum it all up, railroading is in my blood.

*Warren Hocum, Brakeman,  
Montevideo, Minn.*

## A Fair Deal . . .

The inspiring element behind the reason why I like to work for The Milwaukee Road is the variety of problems that confront every employe as each day begins. This form of taxing the ingenuity of a man deadlocks the monotony of his work. The fairness and respect the company bestows upon its men are far above the average in comparison with other industries in big business.

*M. K. Alger,  
Fireman,  
Three Forks, Mont.*

## Security a Large Item . . .

It can be said that the slogan "Friendliness is a Milwaukee Road tradition" was created by the employes' attitude rather than by the advertising department. Tangible evidence of this friendliness is the large part of The Milwaukee Magazine devoted to the doings of employes. The statements of policy in the Magazine increase my faith in management. Having faith, I believe that my job is secure. Job security is no small item in the life of one who remembers the economic hardships of the '30s.

*Otto H. Mueller,  
Chicago, Ill.*

## A Good School . . .

I like to work for The Milwaukee Road because I am working for an organization that is doing a big job for the country's welfare. The longer we work, the more we learn from day to day, and I like it because it is a great school, The Milwaukee Road. I like to be part of the association called "railroading," in which the Milwaukee and its employes have a big stake.

*E. W. Anderson,  
Section Foreman,  
Marvin, S. D.*



E. W. Anderson



L. D. Reighard

## Unseen Partners . . .

It's a grand feeling to see a ponderous freight roll by or a speeding Diesel streamliner flash over the rails and know that, except for your work and that of thousands of other railroaders, they couldn't budge an inch or turn a wheel. You know you're working with men—men whom you have never seen and probably never will—who have interests and feelings which are similar to your

own. You have an individual job, yet you know you're working with other men as a unit with a single purpose—a purpose which unites public service with transportation.

*Louis D. Reighard,  
Butte, Mont.*

## The Best That Rolls . . .

They say railroading gets in your blood. Yes, I can truly agree with that statement. Everyone has to be right on the ball when they are railroading. I feel proud when I sell a ticket on The Milwaukee Road because I know that the passenger will get a ride on one of the best roads, and if he is taking any of the Hiawathas, I know that he is getting a ride on the best train that rolls.

*K. C. Seater,  
Agent,  
Faribault, Minn.*



E. Jensen



K. C. Seater

## So History Was Made . . .

One might venture to say that the railroads are America, for without them history might well have taken a different turn, and the American Way of Life as we know it would be far different. The railroads, by transporting raw materials and finished products from coast to coast, bind the states together more securely than any laws could ever hope to. The states, dependent upon each other, have long forgotten sectionalism. To a great extent the railroads helped bring this about.

*E. C. Jensen,  
Tractor Driver,  
Milwaukee Shops, Wis.*

## Off to a Good Start . . .

Maybe I could have gotten a white collar job, but for the sake of employment in the slack years I chose The Milwaukee Road, as my dad was employed here and even in the depression years he managed to get along. The friendly spirit of cooperation between employes and management has made an impression on me which will never be forgotten. The time goes fast, the bosses are "real guys," and the pay is pretty good for a fellow just starting out.

*George W. Grabowski,  
Milwaukee, Wis.*

# Woman of Distinction

MRS. LOUIS STEINMETZ, widow of a LaCrosse & River Division passenger conductor and a member of the Milwaukee Road Women's Club for upward of 20 years, was honored recently as "Woman of the Week" on a radio broadcast over station WKBH at LaCrosse, Wis. The program called "Flowers for Madam," is sponsored by Kienah's Flower Shop at LaCrosse, which presents the person chosen for the distinction with a corsage of orchids.

Friends say that Mrs. Steinmetz, who is 75, has more enthusiasm and a brighter outlook on life than most people 20 years her junior. She is the mother of two married children, but her works of Christian charity extend far beyond her family circle. All of this was explained in the letter written by one of her neighbors, which singled her out for recognition.

"The person I have chosen . . . is Mrs. Steinmetz of 732 Avon St.," read the letter. "She is one of the best neighbors a person could want or have. Whenever anyone is in need of help, she is always there, whether they need food, clothing, or a place to live. Nothing is too much for her to give, as long as it is within her power. She never forgets birthdays, whether she is remembered or not. Mrs. Steinmetz has been a member of the Jefferson Homemakers [sewing guild affiliated with the Jefferson Grade School which furnishes cloth-



Mrs. Louis Steinmetz

ing for the needy] for years and is loved by all."

One Milwaukee Road employe at LaCrosse made this comment on Mrs. Steinmetz's humanitarian labors: "I have never met Mrs. Steinmetz," he said, "but if I were down and out tomorrow I wouldn't need to worry if she 'got wind of it,' because I understand she makes it a business to help others. That is her life."

## RETIREMENTS

The following employes' applications for retirement were recorded during July, 1950

### Chicago General Offices

CALVIN, ARTHUR R.  
Trav. Auditor ..... Chicago, Ill.  
CHEEKS, MOSES I.  
Porter ..... Chicago, Ill.  
CONNORS, EDWARD J.  
Cashier, Treasury ..... Chicago, Ill.  
GAINES, GEORGE R.  
Train Auditor ..... Chicago, Ill.  
GOODENOUGH, JAY J.  
Head Clerk, Frt. Cln. .... Chicago, Ill.  
HAHN, KARL E.  
Head Clerk, Aud. Expend. .... Chicago, Ill.  
HAZELGREEN, JACOB W.  
Cook, S&DC Dept. .... Chicago, Ill.  
HEDGES, CLARENCE H.  
Crossing Watchman ..... Chicago, Ill.  
HUNT, VINCENT  
Clerk, Frt. Cln. .... Chicago, Ill.  
JACKSON, CHARLES T.  
Chief Engineer ..... Chicago, Ill.  
KIRWAN, PATRICK J.  
Trav. Auditor ..... Chicago, Ill.  
MAUCH, WILLIAM H.  
Chief Clerk ..... Chicago, Ill.  
PARKS, WILLIAM  
Waiter ..... Chicago, Ill.  
PATTERSON, FRANK S.  
Special Accountant ..... Chicago, Ill.

SIMMS, MORRIS T.  
Waiter ..... Chicago, Ill.  
TIMM, OTTO H.  
Commerce Asst. .... Chicago, Ill.  
WAGLEY, AUGUST H.  
Trav. Auditor ..... Chicago, Ill.  
WOODWARD, A.  
Demurrage Inspector ..... Chicago, Ill.

### Chicago Terminals

ALBERTS, JOSEPH J.  
General Foreman ..... Chicago, Ill.  
BRITZ, EDWARD J.  
Checker ..... Chicago, Ill.  
BURKHARDT, JOSEPH H.  
Loco. Inspector ..... Chicago, Ill.  
GOLINSKI, AUGUST  
Trucker ..... Galewood, Ill.  
LUDWIG, JOHN  
Car Insptr. .... Chicago, Ill.  
QUINN, JOHN J.  
Checker ..... Chicago, Ill.  
ROBOSKA, MACK  
Sec. Laborer ..... Chicago, Ill.  
SCHROEDER, CHARLES F.  
Loco. Fireman ..... Chicago, Ill.  
STACHURA, JOHN  
Laborer, Loco. Dept. .... Chicago, Ill.  
TUDRUJ, THOMAS F.  
Carman ..... Chicago, Ill.

WALL, PATRICK  
Freight Handler ..... Chicago, Ill.  
WYLLIE, CLAUDE C.  
Car Inspector ..... Bensenville, Ill.

### Coast Division

GORDON, CRAWFORD R.  
Agent ..... Sequim, Wash.  
GROUT, VIRGIL H.  
Switchman ..... Seattle, Wash.  
HANSEN, FEDER F.  
B&B Carpenter ..... Tacoma, Wash.  
NELSON, HARRY R.  
Agent Teleg. .... Kittitas, Wash.  
NELSON, NELS P.  
B&B Carpenter ..... Chehalis, Wash.  
NORRIS, JAMES G.  
Chief Clerk ..... Tacoma, Wash.  
REAMS, NICHOLAS A.  
Brakeman ..... Malden, Wash.  
REARDON, JAMES  
Ex. Gang Laborer .... Cedar Falls, Wash.  
ROLLER, ANDY J.  
Sec. Laborer ..... Doty, Wash.  
SANTER, JOHN W.  
Chief Sub Sta. Opr. .... Hyak, Wash.  
SOLBERG, TOM  
Section Laborer ..... Seattle, Wash.  
THOMAS, JOHN H.  
Foreman ..... Longview, Wash.  
WARD, CLARENCE E.  
Brakeman ..... Tacoma, Wash.

### Dubuque & Illinois Division

ALSDORF, FRED L.  
Boilermaker ..... Ottumwa, Iowa  
ANDERSON, FRANKLIN E.  
Janitor ..... Nahant, Iowa  
DARLING, CHARLES O.  
Section Laborer ..... Waukon, Iowa  
HELLE, ARNE  
Section Foreman ..... Lansing, Iowa  
JEFFRIES, IRA R.  
Telegraph Operator ..... Savanna, Ill.  
KEYS, WM. C.  
Conductor ..... Kansas City, Mo.  
RANKIN, CHARLES  
Section Laborer ..... Liberty, Mo.  
SHEEDY, JOHN M.  
Machinist Helper ..... Savanna, Ill.  
SMITH, FRANK E.  
Switchman ..... Savanna, Ill.

### Hastings & Dakota Division

BLAKE, ORRIN E.  
Chief Carpenter ..... Aberdeen, S. D.  
BYE, OLE  
Section Laborer ..... Wegdahl, Minn.  
RIEHEL, JOSEPH  
Laborer, Loco. .... Aberdeen, S. D.  
SMITH, HARRY F.  
Section Laborer ..... Alpena, S. D.  
SULANDER, EVERT A.  
Loco. Engineer ..... Minneapolis, Minn.

### Idaho Division

NEELY, ALFRED D.  
Section Foreman ..... Bovill, Ida.  
OLSON, CHRISTOPHER A.  
Train Dispatcher ..... Spokane, Wash.  
PALMER, ERNEST  
Loco. Fireman ..... Spokane, Wash.  
WAYNE, HAROLD J.  
Loco. Fireman ..... St. Maries, Ida.

### Iowa Division

HOWE, HAROLD R.  
Machinist Helper ..... Perry, Iowa  
WEAVER, ERNEST  
Loco. Engineer ..... Marion, Iowa

### Iowa & Dakota Division

EAU CLAIRE, GEORGE W.  
Laborer, Loco. Dept. .... Mason City, Iowa  
MILLER, GEORGE E.  
Brakeman ..... Sioux City, Iowa  
NELSON, ALBEN A.  
Carman ..... Sioux City, Iowa  
SCHUMAN, BENJAMIN  
Laborer, Loco. .... Sioux Falls, S. D.  
SKOPEC, LOUIS  
Crossingman ..... Mason City, Iowa

### Iowa & Southern Minnesota Division

BRADFORD, OMER ENGLISH  
Frt. Service Inspnt. .... Austin, Minn.  
LENZ, CHARLES C.  
Sec. Laborer ..... Kasota, Minn.  
SLUPE, JOHN C.  
Loco. Engineer ..... Austin, Minn.

### La Crosse & River Division

DAUFFENBACH, JOHN  
Clerk ..... LaCrosse, Wis.  
LARSON, GEORGE  
Sec. Laborer ..... Frontenac, Minn.  
O'MALLEY, THOMAS  
Ex. Gang Laborer ..... Watertown, Wis.

POULOPOULOS, KOSTAS  
 Ex. Gang Laborer ..... Watertown, Wis.  
 REISINGER, FRANK  
 Laborer, Loco. .... Wabasha, Minn.  
 RIEK, FRED C.  
 B&B Carpenter ..... LaCrosse, Wis.  
 SCHMIEDER, EDWARD J.  
 Laborer, Loco. Dept. .... Tomah, Wis.

**Madison Division**

HARI, WILLIAM  
 Section Laborer ..... Brodhead, Wis.  
 HUGHES, WILLIAM J.  
 Asst. Master Mechanic ..... Beloit, Wis.  
 KERSHAW, ROGER L.  
 Roundhouse Foreman ..... Madison, Wis.  
 KILIAN, ALBERT M.  
 Chief Train Disp. .... Madison, Wis.  
 McCANN, EDWARD J.  
 Train Dispatcher ..... Beloit, Wis.  
 VAUGHAN, WILLIAM H.  
 Rate Clerk ..... Racine, Wis.

**Milwaukee Division**

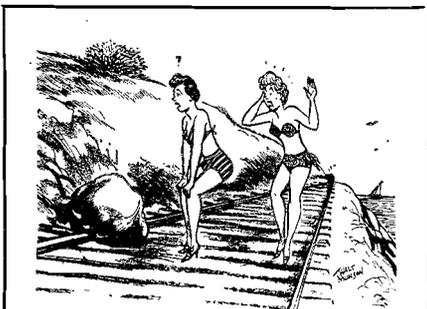
BAUER, JOHN L.  
 Train Dispatcher ..... Beloit, Wis.  
 BEAMISH, HARRINGTON J.  
 Telegrapher ..... Racine, Wis.  
 COX, PATRICK  
 Ex. Gang Laborer ..... Sturtevant, Wis.  
 GUSTAFSON, VAN A.  
 Conductor ..... Channing, Mich.  
 KOLELL, AUGUST F.  
 Crossing Flagman ..... Horicon, Wis.  
 KRIOFSKE, HARRY P.  
 Loco. Engineer ..... Milwaukee, Wis.  
 SLOANE, FRED M.  
 Division Engineer ..... Milwaukee, Wis.

**Milwaukee Terminals**

BARTHOLMAI, HERMAN  
 Boilermaker Insp. .... Milwaukee, Wis.  
 BLAKESLEE, RAYMOND C.  
 Teleg. & Tele. Insp. .... Milwaukee, Wis.  
 BORNITZKE, FREDERICK W.  
 Supvr. Tel. & Sig. .... Milwaukee, Wis.  
 BRAUN, FRED  
 Blacksmith ..... Milwaukee, Wis.  
 HANNON, MICHAEL P.  
 Mechanical Insptr. .... Milwaukee, Wis.  
 HIXON, ROY  
 Crossingman ..... Milwaukee, Wis.  
 JONES, WALTER R.  
 Section Laborer ..... Milwaukee, Wis.  
 MACIEWSKI, JOSEPH  
 Chipper ..... Milwaukee, Wis.  
 McDONALD, WILLIAM F.  
 Asst. Engineer ..... Milwaukee, Wis.  
 McEVOY, LOUISE M.  
 Clerk ..... Milwaukee, Wis.  
 MILLARD, HOWARD W.  
 Telegraph Foreman ..... Milwaukee, Wis.  
 PLOCEK, CHARLES A.  
 Machinist ..... Milwaukee, Wis.  
 RAU, EUGENE  
 Machinist ..... Milwaukee, Wis.  
 ROSENBERG, ELSIE S.  
 Clerk, Teleg. & Sig. .... Milwaukee, Wis.  
 SMITH, JAMES  
 Ex. Gang Laborer ..... Milwaukee, Wis.  
 STOLARSKI, RAYMOND  
 Blacksmith Helper ..... Milwaukee, Wis.  
 TOWSLEY, EARL A.  
 Crossing Watchman ..... Milwaukee, Wis.  
 WALDMAN, JOHN  
 Stationery Storekeeper .. Milwaukee, Wis.  
 WOOD, HERBERT G.  
 Draftsman ..... Milwaukee, Wis.

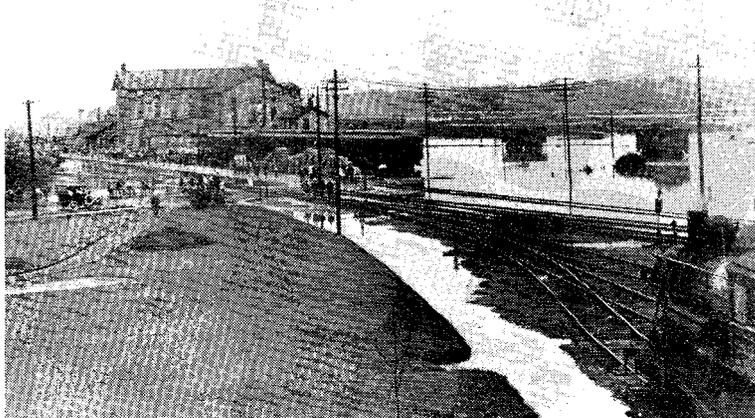
**Rocky Mountain Division**

DENICH, JOHN  
 Section Laborer ..... Three Forks, Mont.  
 LEE, SAM  
 Roadmaster ..... Harlowton, Mont.



"Of course it's dangerous, but how can we attract the engineer's attention?"

# How well do you remember your railroad?



THERE have been great changes made since the picture was taken, on Aug. 11, 1911, and the flood water isn't often seen any more, but the general scene has been viewed by many Milwaukee Road men still active in service, as it shows one of the railroad's

busiest spots.

The picture was submitted to the Magazine by F. H. Allard, assistant to vice president, shortly before his retirement from service on July 31.

For the identification of the picture, see page 42.

OLIVER, RICHARD  
 Section Laborer ..... Deer Lodge, Mont.  
 PIESKE, ALBERT F.  
 Section Laborer ..... Harlowton, Mont.  
 RANGER, ALFRED J.  
 Telegrapher ..... Harlowton, Mont.

**Seattle General Offices**

SMITH, ROLLAND H.  
 Asst. Engineer ..... Seattle, Wash

**Terre Haute Division**

CONTI, JOSEPH S.  
 Loco. Engineer ..... Terre Haute, Ind.  
 PEARCE, CHARLES W.  
 Div. Storekeeper ..... Terre Haute, Ind.  
 WASHBURN, LUCIEN E.  
 Carman Welder ..... Terre Haute, Ind.

**Trans-Missouri Division**

ANDERSON, TURE L.  
 Sec. Laborer ..... Scranton, N. D.  
 ANDREWS, FRANK  
 Ex. Gang Laborer ..... Mobridge, S. D.  
 CROOKS, EDWARD H.  
 Boilermaker ..... Miles City, Mont.  
 FARR, EARL A.  
 Train Dispatcher ..... Miles City, Mont.  
 GRUNOW, EMIL F.  
 Coal Dock Foreman .... Eagle Butte, S. D.  
 HILL, BENSON A.  
 Yardmaster ..... Miles City, Mont.  
 KRATASUK, ALEX  
 Sec. Laborer ..... Raleigh, N. D.  
 LINK, JOHN K.  
 Sec. Lab. & Relief Foreman .....  
 ..... McLaughlin, S. D.  
 LINSEBIGLER, JERRY B.  
 Sec. Laborer ..... Melstone, Mont.  
 SHIELDS, CLAUDE M.  
 Mach. Helper ..... Miles City, Mont.

**Twin City Terminals**

DVORAK, CHARLES E.  
 Truckman ..... Minneapolis, Minn.  
 HALL, EDWARD W.  
 Blacksmith Helper ..... Minneapolis, Minn.  
 MEDINGER, MARTIN L.  
 Safety Engineer ..... Minneapolis, Minn.  
 O'CONNOR, ROBERT J.  
 Roadmaster ..... St. Paul, Minn.

## Choral Club Wins Chicago Fair Award

AN ENGRAVED plaque attesting to outstanding accomplishment has been awarded to The Milwaukee Road Choral Club as the result of competing in a contest at the Chicago Fair on Aug. 1.

Participants in the contest, which was sponsored by the Traffic Club of Chicago on its day at the Fair, were the choral groups of Chicago railroads. The concert was held on the North Stage before an audience of some 800, which included Mayor Martin J. Kennelly. Judges were two musical directors well known in the Chicago area, Harry S. Walsh and R. S. Ryan.

Each group sang two numbers. Under the direction of Conductor Glenn Jorian, the Milwaukee Road Chorus of 50 mixed voices presented "Come to the Fair," by Martin and "Soon—Ah Will Be Done," by Dawson. The judges' decision for the best performance was a draw, with the Milwaukee Road singers tied for first place honors.

ROGERS, FRANK P.  
 Chief Clerk ..... Minneapolis, Minn.  
 THORP, HARRY  
 Ex. Gang Laborer ..... Minneapolis, Minn.  
 TSCHIDA, FRANK  
 Switchman ..... St. Paul, Minn.

## apron wardrobe—made from feed and flour bags

Two cotton bags, size 40x46 inches, give sufficient material for a three-tiered, bib-style apron. White eyelet embroidery provides the glamour touch. Complete instructions are in Simplicity pattern No. 2304.



A starched, trim little apron made from the cotton print supplied by a 100-pound feed sack and a 30x34 flour sack. Ric rac edging outlines the edges and hemline. Easy to make with McCall pattern No. 1312.



**E**VERY woman, from the career girl who has her own tiny apartment to the homemaker about whom a busy household revolves, should have an adequate supply of aprons at her disposal. A favorite fabric for aprons these days is material salvaged from cotton sacks that contain feed and flour.

It is surprising to see the many different designs in which cotton feed and flour sacks are made today. There are polka dots, stripes, geometric patterns, plaids—almost as wide a selection as the fabric tables of department stores offer. On the farm where

feed is used every day, the material is easily available. City women can obtain the bags from bakeries and groceries at little cost, for bakers now launder their empty sacks and sell them to customers, or to grocers who in turn put them on sale in their stores.

The aprons illustrated here are two examples of the many attractive styles which can be made with cotton feed or flour sacks. Budget wise women like to make them because they cost so little, sewing beginners because they are perfect projects for a novice's experiments.

## my best recipe



L. A. Brunckhorst

**W**HEN a man rolls up his shirt sleeves and invades the kitchen, you can bet your bottom dollar on one thing, Regardless of what's cooking, it's bound to be well seasoned. This is by way of directing some culinary publicity toward Louis A. Brunckhorst, attorney for The Milwaukee Road at Platteville, Wis. In response

to a notice in the Home Department, wherein members of the railroad family were invited to pass along their favorite recipes and household hints, Mr. Brunckhorst obliged with a recipe for tomato juice which he endorses for super taste appeal. This is how it is prepared:

To an 8-quart kettle of tomatoes add 1 large onion (can be grated), 2 or 3 stalks of celery, celery leaves (or dried celery leaves), 1 bay leaf, 4 or 5 whole cloves and a small bunch of parsley.

Cook all together until tomatoes are tender. Put through a coarse sieve, then add 1 tablespoon sugar and 1 teaspoon salt for each quart of juice. Can hot.

"This recipe has been used in the family for many years," Mr. Brunck-

horst says. "In addition, I have handed it out to scores of friends. One told me that in his city of half a million it was passed around like a chain letter."

DO YOU, too, have a "best recipe" which you are willing to share with the Milwaukee Road family? Another gastronomic favorite will appear in this department again shortly, but we are anxious to hear from more of the railroad's good cooks, both men and women. Recipes and pictures of the cooks will be very welcome.

INFORMATION TALK HAPPENINGS HUMOR CHA  
 TIDINGS BULLETINS  
 TALES About People of the Railroad  
 REPORTS NEWS ANECDOTES GREETINGS VIEWS BROADCASTS  
 STORIES

**COAST DIVISION**

**Tacoma**

*R. A. Grummel, Correspondent*

R. M. Cronk, operator at Fred-erickson, Wash., has been commended for averting the possibility of a serious accident at his station on the morning of July 21. The citation concerned Extra West, with the DE-80 which passed Frederickson carrying 110 loads of logs. Cronk was asleep in the building which houses the office and sleeping quarters when several logs slipped from one of the cars. The disturbance brought him from his bed to investigate and he discovered that some of the logs had fouled the track, directly in the path of a following Extra West. Cronk was commended for detecting the mishap before it could cause any damage.

John Rosene, the new air pollution director recently appointed by Mayor Anderson of Tacoma, is on the job checking the smoke emitted from our Diesel engines as they pull some 150 log flats from Hillsdale past our freight office each day. We get to see Mr. Rosene quite often and he tells me he is well satisfied with the way Barry Glen, district master mechanic, is seeing that the code is lived up to. No doubt he will be calling at our shops and yard office soon and we are wondering if H. W. Montague will have to change the brand of his cigars.

Bill Clerk John Gates is on vacation with his family, motoring to Vancouver and Victoria, B. C. He is being replaced by Expense Clerk Hazel Gottlieb, who in turn is being relieved by Manda Schrock.

E. N. King, bill clerk, returned from his vacation, a motor trip to Idaho in his new Plymouth. Most of his leisure time was spent fishing.

Baggage Clerk Lysle Smith took a vacation trip to Butte, Ogden and San Francisco.

Warehouse Foreman O. C. Cardle and wife Hazel, steno in roadmaster's office, also took off on their vacation. Mrs. Cardle will visit her old home in Amarillo, Tex., then flying to Balboa, Canal Zone, to visit Mr. Cardle's daughter, Mrs. Gene Rennick. On their way home they expect to stop in Cuba and California.

Among those at Tacoma who retired on July 31 was W. E. Campbell. Mr. Campbell had almost 53 years of uninterrupted service with the car department on Lines East and Lines West, having started at Aberdeen, S. D., on Nov. 1, 1897. He was promoted to car foreman on June 29, 1908, and to general car foreman on July 1, 1918. Following World War I he was appointed traveling car foreman with headquarters at Seattle and on Apr. 16, 1921, was transferred to Milwaukee Shops as general foreman. He was general car foreman at Chicago from Oct. 16, 1922, until he returned to Milwaukee as general car foreman on

Dec. 1, 1923. On Sept. 16, 1931, he returned to Lines West at Tacoma, where he served in a number of capacities, including general car department supervisor and assistant general car foreman.

During the early days at Aberdeen Mr. Campbell had many road trips out on the line to repair cars set out, and to avoid long waits for trains or the work of pumping a handcar he acquired a second hand one-cylinder gas engine which he applied to a light push car. This was, so far as is known, the first motor track car on the Milwaukee and was dubbed "Admiral Nogo" after the famed "Admiral Togo" of the Japanese-Russian war.

**Seattle Yard**

*F. J. Kratschmer, Correspondent*

Boardman John Lee of the yard made his annual trip to St. Paul on July 2 to visit with relatives.

George Dutrow, airman in the car department, took a week off in July to paint his house and do other needed repairing.

Machinist George Dolan of the roundhouse visited around Spokane and northern Idaho during July. His folks have cottages at several lakes in Idaho and George spent his time relaxing.

Locomotive Fireman Perry Jackman made a trip to the Middle West the latter part of June. Before returning he stopped off at

South Bend, Ind., for a brand new Studebaker pick-up truck.

Yardmaster A. L. McDonald was on the sick list for several weeks recently. He was relieved by Frank J. Hanley.

Machinist Charley Balch started on a trip to Oregon and California on Aug. 1. He took his family and pet dog along.

Lieutenant of Police George Walkup made a trip to the Chrysler factory in Detroit in July and drove back to Seattle in a new Plymouth. George says he averaged 22.9 miles per gallon on the return trip.

Car Foreman A. W. Kaeding was one of the many who retired on July 31. Al had open house at his home on the DesMoines highway on Aug. 1. During his 43 years with the Milwaukee Road he served as car foreman at Great Falls, Deer Lodge and Seattle. Russell Wilson of Tacoma is the new car foreman at Seattle.

**Seattle Local Freight Office and Marine Dept.**

*F. W. Rasmussen, Correspondent*

A dinner party was held at the Mayflower Hotel on July 20 in honor of your correspondent and Assistant Local Freight Agent Guy E. Anderson who were retiring on July 31. About 100 employes and former employes of the local freight force and their wives, together with em-



Bill Olson, assistant superintendent of dining cars at Tacoma and one of the most widely known railroaders in the country, retired on July 31 after more than 30 years of Milwaukee Road service. Trained as a chef in the Grand Hotel, Stockholm, Sweden, Olson has catered for European royalty and celebrities in the business, arts, sports and theatrical worlds. In his younger days he was a prominent baritone singer and athlete. As a boxer and wrestler, he trained at one time with Jim Jeffries. Here he is shown with a pair of Scandinavian beauties at the "Night of the Northern Lights" entertainment sponsored recently for the Scandinavian people in the Tacoma area.

ployes of the Trans-Continental Freight Bureau and officers of the B.A.R.E. (of which your correspondent is the present conductor) with their wives were present. Toastmaster for the occasion was Freight Agent J. R. Ludwick. Yours Truly and Mr. Anderson are veterans, respectively, of 45 and 50 years of railroad service. Wallets containing currency were presented to them as a token of the esteem of their fellow employes.

Carl Wohlers, our recently married messenger, is honeymooning at his lakeside summer home near Falls City. Donald Hittmen is working in his place.

PU&D Clerk Mazie Knowles entertained the office force and their families at her Lake Stevens summer home on July 16. The outstanding photographers there were Messrs. Bell, Campbell and McCrea. Bill Knowles entertained with a speed boat ride. William Foggelstedt is now quite proficient as a surf board performer.

This shows what can be done to get business for the railroad. Merrett Hurd, clerk on sick leave, solicited Mr. and Mrs. Henry Sutter of Seattle for a round trip from Seattle to Madison, Wis. After tickets were secured Mr. Hurd used his own car to take his passengers to the depot.

Bernice Clausen left July 29 for New York City to meet her mother who was returning from a year's visit in England.

Catherine Fowler left July 19 to visit her old home in Chicago. While in the East she intended to visit Alberta Gartrell, our former clerk, in Cincinnati.

Harry Anderson, chief I&E clerk, spent his vacation in southern California.

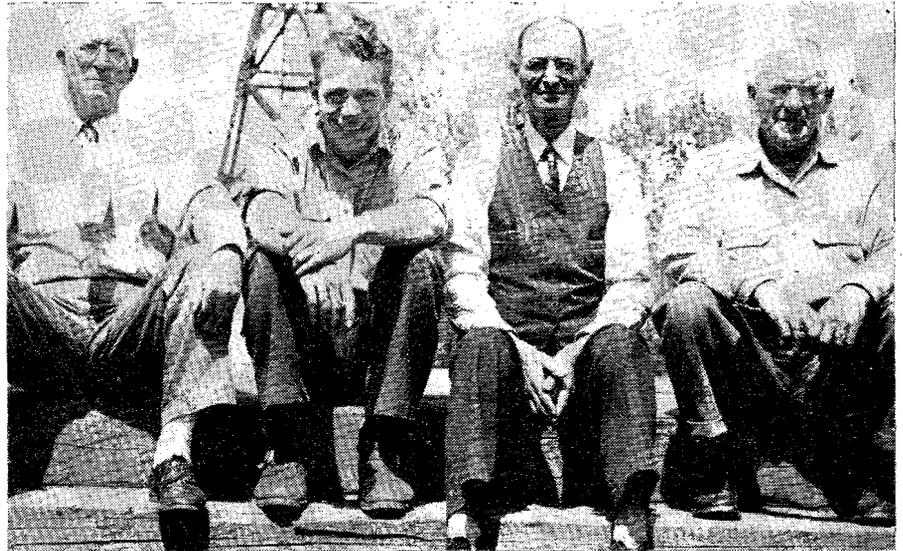
Bert Plum, foreman on the tug Milwaukee, left here in July to spend his vacation at his old home in Wichita, Kan., and in Kansas City.

Timekeeper Willa Lindsey left July 21 to attend a church convention in Albion, Mich., after which she will visit in Missouri. Her place is being filled by Myrtle Kruse.

Janitress Betty Herts and grand-daughter Jean left July 26 for New York to attend a church convention. They will visit in Chicago before they return. Ruby Means is acting for Betty during her absence.

Oil Docks Supervisor Albert S. Howes was married June 29 to Mrs. Daisy Turner in Christ Church Cathedral, Vancouver, B. C. After a honeymoon in Southern California and Mexico they are at home at 2115 45th St., S.W. On July 27 a number of employes spent an evening with the newlyweds and presented them with a blanket as a wedding gift.

Port Master Harry E. Wilson retired on July 31 after more than 40 years with the Road's marine department. He started to work as a deckman on Nov. 27, 1909, was



Marvin A. Tripp (second from right), agent at Marmarth, N. D., for 40 years, puts in his last day on the job, June 6. His co-workers, reading from the left, are Operator T. A. Childers, Clerk G. J. Rankin, and A. A. Childers, who succeeds him as agent. Mr. Tripp started his Milwaukee Road service in 1904 as a clerk at Aberdeen, S. D. He transferred to the Trans-Missouri Division as a relief agent on Oct. 14, 1909, and was assigned to the Marmarth agency a short time later. He is well known among railroad people, particularly to pioneers of the Road's western extension.

promoted to barge captain on June 9, 1912, and to port master on March 15, 1915. He is being replaced by Ed Martin who also has had many years of service with the Road. C. C. Hughes has been appointed assistant port master.

Assistant Agent G. E. Anderson retired on July 31 after 50 years with the Road. He started as relief operator and agent in Wisconsin. His position is being filled by Louie W. Weigand, who has been cashier for some years in Seattle.

A new clerk on our seniority roster is Donald E. Hittman who comes to us as a graduate in transportation from Washington State College.

The position of chief clerk in the local freight, relinquished by your correspondent on July 31, is being filled by Frank Quigley who has been assistant chief for some time.

## TRANS-MISSOURI DIVISION

### East End

*Dora H. Anderson, Correspondent*

Mrs. Lillian Doud of Manhattan Beach, Calif., visited old friends here recently before going on to St. Paul to attend the golden wedding anniversary of her parents, Mr. and Mrs. Gjertsen. She also visited with the family of her brother-in-law, Super-

intendent F. R. Doud, at Madison, Wis.

Among the seven Moberidge boys who attended the Boy Scout Jamboree at Valley Forge, four belonged to the railroad family, namely Robert Klein, John Linda, Jerry Schutz and Edgar Miller. Robert was awarded the God and Country Scout award at the Trinity Lutheran Church, Moberidge, on July 23.

Conductor L. W. Clark and wife, accompanied by Mrs. G. H. Twining and Mr. and Mrs. Howard Ellison, took in the Shriners' convention at Los Angeles; spending a month visiting their son Laddie and family, and with old Moberidge friends now in San Francisco and Sacramento.

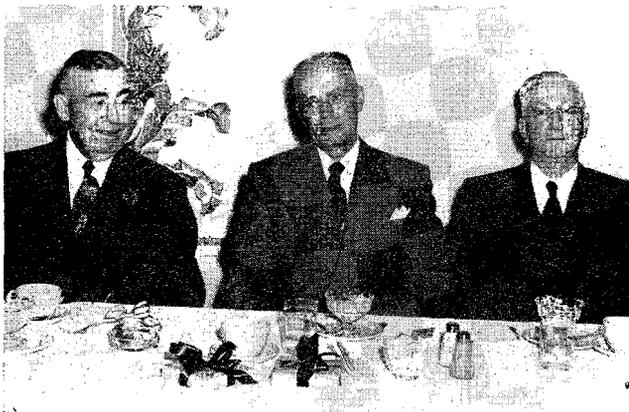
A. R. McCauley, retired wire chief, and wife attended the graduation exercises of their grand-daughter, Nancy Nepp, who was salutatorian for the 1950 class of the Albert Lea (Minn.) High School.

Car Clerk George Hilton, with his wife and daughter Carol Ann is spending his vacation in the Black Hills and with his mother at Rapid City. Warehouse Foreman Ludy Johnson and wife spent their vacation in California with relatives. Ticket Agent Ted Johnson and wife vacationed recently in Wisconsin. Conductor Roy W. Haux and family are touring Montana, Idaho, Washington and California.

Mrs. George Gallagher, wife of conductor, was honored at the state I.O.O.F. Grand Lodge and Rebekah Assembly at Pierre, S. D., in June, being presented with the Decoration of Chivalry. She was also elected Warden for the South Dakota Rebekah Assembly for the coming year.

Mrs. F. C. Williams, wife of Agent Williams, recently met her daughter, Mrs. Frances Anderson of New York City, and the latter's year-old son, John William, in Chicago and went with them to Fort Wayne, Ind., where Frances played an engagement with the Fort Wayne Light Opera Festival as the soprano lead in the operetta, "The Red Mill." Mrs. Anderson and son later returned here with Mrs. Williams.

Mrs. Ethel Robertson has returned from a two-month vacation spent with her brother at Eugene, Ore., and with the Pridgen family (retired Trans-Missouri engineer) at Marysville, Wash.



G. E. Anderson and F. W. Rasmussen (left and right, respectively) pictured at the dinner party in the Mayflower Hotel, Seattle, honoring their retirement. J. R. Ludwick, freight agent at Seattle, is in the center. A full report of the affair appears in Correspondent Rasmussen's division news.

Miss Phyllis Schueler, daughter of Machinist Ervin Schueler, was married June 17 to Wayne Himrich of Selby, S. D. A reception for 100 was held at the Milwaukee Road Women's Club rooms. The bride and groom will resume their studies this fall at Brookings College, where they are majoring in pharmacology.

Dean Bailey, son of Steven Bailey, retired machinist, was married to Miss Carol Jean Quinn of Sioux Falls on June 17.

Sympathy is extended to Carl Schneider, retired conductor, on the sudden death of his son, James Alexander, 32, at his home in Mazomanie, Wis., on July 12. James was born in Moberge, graduated from high school here and spent a year at the University of Minnesota when, in 1941, he enlisted in the Air Corps. Commissioned a second lieutenant, he was assigned as bombardier in the Eighth Army Air Force which flew the first American bombing missions out of England. His plane was shot down in December, 1943, while returning from a mission over Germany and he was the only member of the crew to survive. He was missing for many months but made his way back to England through the French underground. Upon his return to the States he enrolled in the University of Wisconsin, where he graduated with a degree in architectural engineering in 1949. He is survived by his wife, three children, his parents, three sisters and one brother. For a time he was employed as brakeman by the Road and was a member of the Order of Railway Trainmen. Funeral services were held at the Episcopal Church in Moberge.

Agent W. P. Ohern of Wakpala, S. D., spent his recent vacation in Chicago. Engineer Robert Scott and wife, Brakeman Dean Scott and wife, and Mr. and Mrs. W. D. Zimmer spent a week fishing in the Minnesota lakes near Bemidji. Electrician James Hopper and wife spent their vacation in the Black Hills.

Joe Coraguilo, second foreman at Trail City for 24 years, retired in June after 42 years with the Road. The Coraguilos will



Miss Nancy Gay Clark, daughter of Conductor Leonard Clark, whose marriage was a recent social event at Moberge, S. D. Details are reported by Correspondent Dora H. Anderson in the Trans-Missouri Division news.

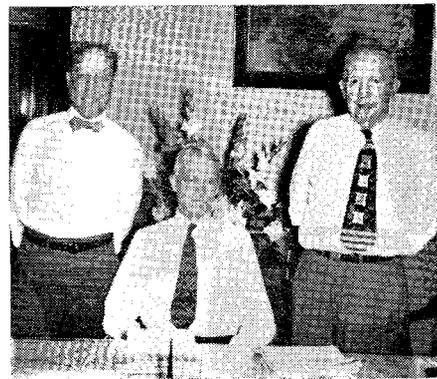
## Chicago Freight Claim Force Honors Veteran Employes

FOUR mainstays of the Chicago freight claim department were honored on the eve of their retirement by a party held July 27 at the Billy Caldwell Legion Home. Guests of honor were Freight Claim Agent George W. Loderhose, District Freight Claim Agent Richard E. Abrams, and Head Clerks Jay J. Goodenough and Vincent Hunt. The attendance included members of the freight claim force with their wives and husbands, and many former employes and friends of the honored guests.

The group engaged in community singing and listened to congratulatory speeches made by friends and officials. Letters and telegrams were read, following which the principals were presented with handsome pieces of luggage. The entertainment committee then stepped to the fore and presented a program which featured the talents of fellow employes Beatrice Chalupka, Robert Hall, Rudy Levey, Mal Spurling, Joe Martin, Bill Stewart, Ed Knapiewicz and Bud Bloethner. The party closed with cheers and the singing of Auld Lang Syne.

A look at the record shows that the railroad service of the four retiring veterans totals almost 200 years. Dick Abrams was born in Springfield, Ill., in 1884 and started working in the freight claim department on July 25, 1910. In 1941 he was transferred to Milwaukee as traveling adjuster, that title being changed subsequently to district freight claim agent.

Jay Goodenough, a native of Winona,



Three of the principals at the retirement party. Left to right: Vincent Hunt, George W. Loderhose and Jay J. Goodenough. Richard E. Abrams was ill and could not attend.

Minn., started his employment on July 1, 1897, holding various positions until his appointment as head clerk of the loss and damage bureau.

Vincent Hunt, born in Minneapolis, started his employment in the department on Mar. 11, 1901. He, too, held various clerical positions until his appointment as chief of the over, short and damage bureau.

The details of Mr. Loderhose's service appeared in the July issue of the Magazine in connection with a previous notice of his retirement.

make their home in Moberge.

Robert Byington, son of Engineer Walter Byington, has been graduated from the University of Montana at Missoula, where he majored in accounting.

A wedding of interest here was that of Nancy Gay Clark, daughter of Conductor Leonard Clark, to Herbert Bjello of Epping, N. D., at the Trinity Lutheran Church on June 10. The bridesmaids were Mrs. Robert Clark, wife of the agent at Regent, N. D., and Mrs. Sherwood Clark of Minneapolis. Deloros Todd, leading lady at the Moberge relay office, was the maid of honor and Suzanne Clark, niece of the bride, was flower girl. The groom was attended by his brother Albert; ushers were Sherwood Clark of Minneapolis and Robert Clark of Regent. A reception at the Masonic Temple followed the ceremony. Nancy Gay, born and raised in Moberge, is a graduate of the school of music of Dakota Wesleyan University. She has been in charge of music at Selby, S. D., the past two years. She and her husband will move to Eureka where Nancy will teach music in the high school and Mr. Bjello will be in charge of the commercial and sports department.

We can't touch Car Clerk Larry Hourigan with a 10-foot pole now that he has a brand new Chevrolet with the new power glide.

Time is stuff between paydays.

## CHICAGO GENERAL OFFICES

### Freight Claim Department

Palmer G. Lykken, Correspondent

Promotions include Maynard B. Mortensen, A.F.C.A., appointed freight claim agent; John H. Andrews, A.F.C.A., Seattle, appointed assistant freight claim agent, Chicago; and Edward H. Suhrbier, D.F.C.A., Minneapolis, appointed assistant freight claim agent, Seattle.

Jack and Donna Mathiesen announce the arrival of Cheryl Sue, born July 9.

Welcomed back after long absences due to illness were Gertie Clavey, Dorothy Zaddock and Mildred Hollingsworth.

Sympathy is extended to Herman Grell on the death of his father July 10.

### Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Rod and Marion Grove are the proud parents of another daughter, Susan Joy, born July 12.

Vacations seem to be the main topic of the month, many of us having spent ours traveling. Irene Chantel went to Bermuda, Katherine Gillespie visited the New England states, Dorothy Massaccesi toured New York state, as did Georgianna Kuchvalesk, Leah Aaron spent several weeks in Florida, and Irene Barry and Evelyn Gunnell spent their respective vacations in Wisconsin.

Ed Rumps is back on the job after a

month in California. Em Trezek is also back after a three-month furlough.

Ken Stone and his family had a wonderful vacation at Glacier National Park, and Raleigh Padgett went on a fishing trip up around Hazelhurst, Wis.

### Engineering Department

*Doug Rieser, Correspondent*

Cheryl and Lynn Reiser, six and four-year-old daughters of this correspondent, were delighted July 10 when they were told that their mommy had a new seven and a half pound baby brother for them at St. Joseph's Mercy Hospital in Aurora. The little fellow was baptized as Richard Douglas.

E. C. Svinicki and D. W. Stearns, architectural draftsmen in this department, were notified on July 12 that each had received their Illinois State Architect's Certificate of Registration. They applied for the certificate by taking a four-day state board examination for licensed architects.

We extend sympathy to Don Stearns whose father was killed July 10 in a construction accident in Chicago.

### Office of Auditor of Equipment Accounts

*Harry M. Trickett, Correspondent*

Helen Pearson, who became ill at the office and was taken to Ravenswood Hospital, passed away on July 31. Helen had been employed in our office for the past 32 years and we all deeply mourn her loss.

Geraldine Skorczewski, our former office girl, now a student of pharmacy, returned to work on July 7 during her summer vacation.

Mr. and Mrs. Robert Lundin (Audrey Hansen) announce the arrival of a baby boy on June 7.

Mr. and Mrs. Chester Szyjewski (Janet Tabor) are the parents of another boy, born June 16.

Mr. and Mrs. John Hargesheimer (Grace Moseman) announce the arrival of Robert John, 7 pounds 15 ounces on July 25.

Mr. and Mrs. Edward Marks are the parents of a baby boy born July 29.

Rose (Parker) Erwin, who has been ill, is still confined at the hospital.

### Mail, Express, Baggage and Milk Traffic Department

Gordon S. Cooper, well known on Lines West as a representative of this department, retired on July 31. Mr. Cooper was born in Brussels, Ontario, Can., on Aug. 6, 1880. Before entering the service of The Milwaukee Road he was employed by the Canadian Ex-



Gordon S. Cooper

press Company and subsequently by the Seattle Union Station Company. On Feb. 14 he was appointed district baggage agent at Milwaukee and served in that capacity for several years. Subsequently he was transferred to Spokane. His appointment as west-

## Rex Morgan Enters Coast Guard Academy



Rex R. Morgan

REX R. MORGAN, 18, son of C. E. Morgan, superintendent of work equipment and welding, was appointed a cadet in the United States

Coast Guard and entered the academy at New London, Conn., on July 17.

Rex worked in Milwaukee Road bolt tightening crews on Lines West last summer and again early this summer, following his graduation from the Highland Park (Ill.) High School this spring.

He took the difficult entrance examinations with 1,500 other young aspirants and, of the 225 men accepted for appointments, was 65th from the top in scholastic rating.

Upon completion of the four-year course, a cadet is graduated with a Bachelor of Science degree and is commissioned as an ensign in the United States Coast Guard. Following a tour of sea duty, those officers who desire specialized training are encouraged to apply for post-graduate training.

An ensign is not required to remain on active duty upon graduation from the Coast Guard Academy, but must serve four years in addition to his training period, provided the service requires it. The Coast Guard is an adjunct of the Treasury Department in time of peace but becomes a branch of the Navy during war.

ern representative of the mail, express, baggage and milk traffic department became effective Apr. 15, 1931, upon the consolidation of the mail and express department with the general baggage department. Mr. Cooper's service to the railroad has been both conscientious and proficient. He retires with the best wishes of his associates.

### Freight Traffic Department

Morris C. Seegert, 85, retired chief traffic payroll accountant, died in Oak Park, Ill., on July 11. Surviving are his widow, Rosa, a daughter, Mildred, and a son, Elmer. Mr. Seegert was a veteran of 59 years of Milwaukee Road service, having started in 1884 in the commercial agent's office, Chicago. He held various positions in that department, including that of chief clerk, until 1909 when he transferred to the general freight department. He had been retired since Sept. 30, 1942.

### Freight Auditor's Office

*J. A. Strohmeier, Correspondent*

Carl Berner, L. & I.B. bureau, went fishing at Tomahawk Lake, Wis.; says he didn't see any flying saucers, reports to the contrary notwithstanding.

Mae Shuler, waybill filing bureau, and her husband vacationed recently at Yellowstone Park, Seattle and other western cities.

Dolores Herwig, of waybill filing bureau, received a diamond engagement ring May

28 from Joe Hoffelt; wedding planned for Sept. 16.

Louise Naumes, of the suspense bureau, vacationed at Reading, Pa. Jack Conway, same bureau, spent his vacation building a garage for his late model Maxwell.

Joseph Chisesi, rate bureau, along with his family spent some vacation days in Washington, D. C., Philadelphia and New York.

Charlotte Berck, statistical bureau, became engaged on July 15 to Angelo Cortesi, at her birthday party.

John Maloney, rate bureau, suffered a broken leg on July 2. He is in room 258 Alexian Brothers Hospital and would like visitors.

Florence Steiner who was rushed to hospital for an appendectomy early in July is expected to return to work soon.

James Benda, rate bureau, recently underwent an operation for sciatica.

Fred Bartels, traveling demurrage inspector, is hospitalized for checkup.

Sherman Arp, rate bureau, is at home due to a broken bone in one of his feet.

Clara Linke is at St. Mary's Hospital for an operation; says she will be back to work in about three months.

Dorothy Slusin, accounting machine room, and husband Ray are the very proud parents of Rodney Joseph, born July 23.

All employees are invited by Corrine Black, waybill filing bureau, and Louis Skibicke, of auditor equipment accounts office, to attend their wedding at St. Joseph's Church on Sept. 9.

Florence Zydell, accounting machine room

bureau, is to be married Aug. 26 to Carl Carlson, of Buffalo, N. Y. They will make their home in the latter city. The ceremony is to take place at All Saints Catholic Church, Chicago. Josephine Scortino, of local and interline balance bureau, will be one of the bridesmaids. Office friends have presented Florence with an electric toaster.

Married July 22, Shirley Tesmer, local and interline balance bureau, and Sam Reno. They will reside in Chicago Heights. Reception at Ivanhoe was attended by office friends Estelle Nawilnsiak, Helen Linden, Judith Kina, Doris Petersen, Marylin Morrell and Larue Sares.

Accounting machine room employes on vacation: Helen Kaeseberg and her husband, trip around Lake Michigan; Terry Thomas and husband, fishing, boating and swimming at Powers Lake, Wis.; Doris Weiss and husband, at Detroit Lake, Minn.; Ruth Stackley and the Mister, in Colorado; Ben Reinert, getting much needed rest away from "the gang" fishing in Lake Michigan.

An accident was averted at Fullerton and Southport Avenues on July 28 by the quick thinking of Richard Kane, rate revising bureau. Art Stevens, interline bureau, was crossing the intersection where it is torn up due to street paving when he fell near a large truck which was backing up. Kane ran to his aid through heavy traffic and pulled him away from the truck wheels.

## I & D DIVISION

*Karen B. Rugee, Division Editor*

The new diamond on Judy Hogan's finger is lighting up the whole office these days. October 7 is the date set for the wedding of Judy and Robert Salier—then it's a farmer's life for Judy.

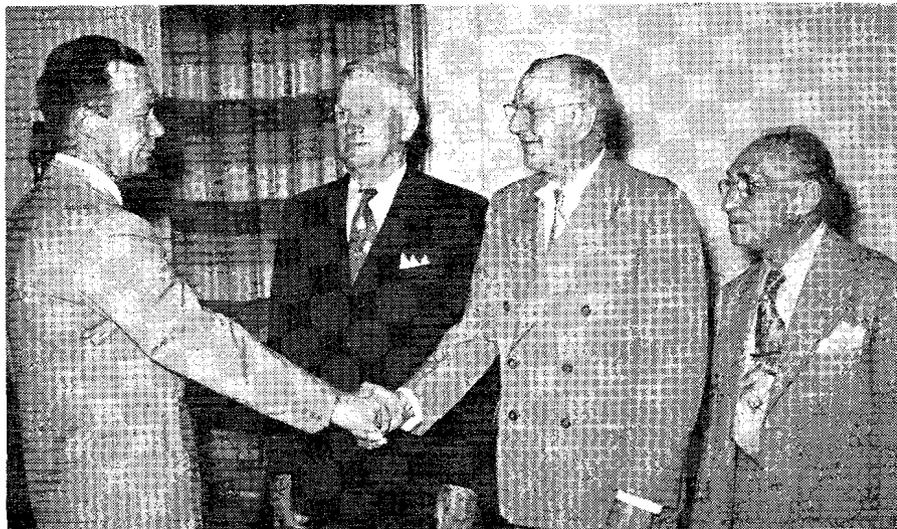
W. B. Braheny and family have returned from a vacation trip through the East. Points visited were Chicago, New York, Washington, Boston and Portland.

Mrs. R. C. Dodds had a busy day July 15. She was all excited about the gifts presented her at the party given by Mrs. E. L. Grote and Mrs. F. J. McDonald, when a long-distance call came through to inform her that she had a new grandson. Mr. and Mrs. Robert Dodds of Aberdeen are the parents.

Mr. and Mrs. Albert Zack have announced the engagement of their daughter, Bonnie



William H. Süyer, clerk in the Chicago Union Station reservation bureau, takes a bride, Miss Joan Pflum. Gerald L. Fitzgerald, also employed in the reservation bureau, was the best man.



Assistant Superintendent J. D. Shea, Sioux City, congratulates the principals at the retirement dinner held at Mason City on July 29. In the receiving line are, left to right, Boiler Foreman J. O'Keefe, Superintendent R. C. Dodds and Division Storekeeper C. C. Smola. For the story see the I&D Division news reported by Division Editor Karen B. Rugee. (Mason City Globe-Gazette photo.)

Jean of Los Angeles, and Norman W. Anderson, Manhattan Beach, Calif. They plan to be married in Mason City on Sept. 16. Miss Zack has been employed as a research chemist with the H. I. Thompson Company, fabricators of fiberglass products.

Approximately 100 employes and families met in the Wedgewood Room of the Hotel Hanford on the evening of July 29 to honor three retiring employes, Superintendent Ray C. Dodds, Division Storekeeper Charles C. Smola and Boiler Foreman James O'Keefe. Carl A. Anderson was soloist of the evening, accompanied by Mrs. Anderson. Community singing completed the program. Assistant Superintendent J. D. Shea was master of ceremonies and farewell remarks were made by the honored guests.

Out-of-town guests were Robert Dodds, son of Superintendent Dodds, and Mrs. A. C. Wheeler, sister of Mrs. Dodds, Aberdeen, S. D.; Assistant Superintendent J. D. Shea and Roadmaster G. W. Wean, Sioux City; Mr. and Mrs. J. Hansen, Minneapolis; Mr. and Mrs. H. E. Browman, Spencer; Mr. and Mrs. W. K. Peterson, Sanborn; E. J. Bahr, Sioux Falls; R. J. Dimmitt, C. Morgan, B. A. Carrick, L. A. Lindemer, A. J. Gall and L. C. Blanchard, Mitchell.

The high points of Mr. Dodds' service were reported in the July issue of the Magazine. Following are the records of Mr. Smola and Mr. O'Keefe:

C. C. Smola was born in Maquoketa, Ia., and was educated in Maquoketa Public School and St. Ambrose College, Davenport. He started railroading in Dubuque, Sept. 18, 1908, in the store department. In 1914 he went to McGregor, Ia., and in 1918 transferred to Sioux City as storekeeper of the SC&D Division. He was transferred to Savanna, Ill., in 1922 and came to Mason City in 1931 as division storekeeper of the I&D and I&SM Divisions. He and Mrs. Smola will continue to make their home in Mason City.

James O'Keefe has been with the railroad as boiler inspector and boiler foreman. He came from Bensenville, Ill., to Mason City in 1942 and had been employed as foreman since that time. He makes his home in Mason City with his daughter Betty.

Our foreign dealings are an open book—generally a check book.

—Will Rogers.

## Second District

*Fay Ness, Correspondent*

Engineer Claude L. Wheeler, 58 suffered a fatal heart seizure at Sioux City on July 9. He had been employed on the SC&D Division since September, 1910. He is survived by his widow, a son and three daughters, two stepsons and a stepdaughter, two brothers, a sister and five grandchildren. Funeral services were held at Sioux City.

Bert "Bush" Brashear, retired conductor, passed away on July 27 after a long illness. Funeral services were conducted at Sioux City.

It is reported that Engineer Joe Lanctot was married at Sioux City on July 22.

Engineer Henry Kruck has moved from Sioux City to Sioux Falls and is now working out of that point.

Understand that Engineer A. Coleman and family, enjoyed a vacation in a nice new Buick, touring the Ozarks.

Engineer W. W. Shugart is enjoying his usual summer sojourn at his summer home at Brainard, Minn.

Conductor A. F. Hansen and family are spending their vacation at Crookston, Neb.

Roadmaster G. W. Wean and family were guests of honor at a farewell party held in the Hotel Mayfair ballroom, Sioux City, on the evening of July 22. Mr. Wean, who was to retire on Aug. 1, was presented with a Hamilton wrist watch by employes in the maintenance of way department and with a short wave pre-selector for use with his short wave radio (he is a short wave fan) by other railroad friends. Mrs. Wean was also presented with gifts. The 86 guests at the party included their son Lawrence and grandson Jeffrey who made a special trip from Tacoma to be present.

## MILWAUKEE SHOPS

### Locomotive Department

*Leone Schneider, Correspondent*

The foundry employes said good-bye to General Foreman Oris C. Finley who retired on July 31. He left a wonderful safety record which they hope to maintain.

The very first grandchild has arrived, says

Dominic Brunette, molder in the foundry. She bears the name of Sandra Ann.

Foundry Laborer John A. Cullen reports the arrival of a son, Daniel. In the limelight also is John E. Cullen, the baby's grandfather and also a member of the foundry laborer crew.

Bernard Miszczak arrived in the home of Walter Miszczak recently. Daddy is a helper in the foundry.

Foundry Chipper Joseph Maciejewski decided recently to retire and enjoy life. His friends will miss him.

Foundry Foreman Carroll Brown passed away suddenly on July 6 at his home in Wauwatosa from a heart condition. He is survived by his wife and son Glenn, and by his mother.

### Car Department—Office and Shop Superintendent

*Vincent O. Freihoefer, Correspondent*

James Geigler, former helper in the freight shop and son of Carman Carl Geigler, was married to Elaine Truebenbach on July 8. James is now a medical student at Marquette University.

Cupid also took over in the forge shop. Marriages took place between Blacksmith Apprentice Vance Mason and Margaret Stevens on June 3, Blacksmith Apprentice Alvin Austin and June Krause on July 15 and Blacksmith Welder Art Kohn and Miss Hembrook on July 1.

The stork was also kept busy paying visits to forge shop families. A seven and a half pound boy arrived at the George Neary home on June 28, a five and a half pound boy at the Edgar Rome home on July 5 and a six-pound girl at the E. Kunicki home on July 26.

The boys in the forge shop are looking forward to the return of Charles Siegel, machinist helper, a patient at Woods Wisconsin Hospital, and Elmer Bubolz, blacksmith helper, at St. Michaels Hospital.

Sympathy is extended to Joseph Molter, trucksmith apprentice, whose mother passed away July 5.

On July 29 "graduation exercises" were held in office of Shop Superintendent H. A. Grothe who presented "diplomas" to Charles Prust, Peter Mitchell, George Lewitzke and Al Stark, foremen at Milwaukee Shops car

department who retired on July 31. Anton Kania, former freight car foreman who retired on Jan. 26, was also present. Mr. Grothe gave a short speech in which he paid tribute to these men for their efficient and loyal service, which totaled 256 years, and on behalf of fellow employees extended best wishes for a long and carefree future.

Gifts presented by fellow car department supervisors were then distributed by General Foreman A. M. Guschl. Messrs. Prust and Lewitzke received fishing tackle, while Mr. Mitchell was presented with a wrist watch and Mr. Stark with a gift certificate to be used toward the purchase of a television set. The committee on arrangements consisted of Marshall Johnson, Ralph Midgley and Mike Lilach who planned a dinner and picnic for the afternoon at Jaeckels Resort, Okanabee Lake, which was attended by 80 friends and co-workers.

### Coach Yard

*Richard Flechsig, Jr., Correspondent*

Ivan Perrone, swing man for the stationary fireman, has been doing a lot of talking about building a house. Could it be that he is planning to be married?

Sympathy is extended to John McWade whose mother passed away recently.

Ed Berndt, assistant foreman, has been on the sick list, but expects to be back soon.

### Office of Mechanical Engineer and Supt. of Car Dept.

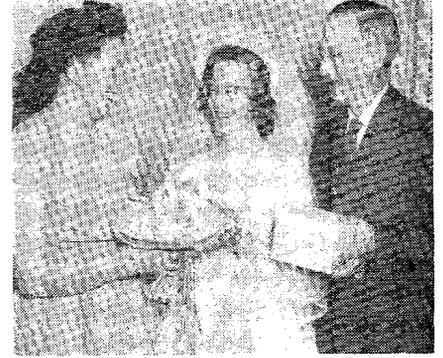
*Harold Montgomery, Correspondent*

Elmer Kuntz went fishing at Big Lake, Wis. (where the Eisenhower brothers spend their summers), recently and tells us of the 20-pound 40-inch muskie he and brother-in-law Elmer couldn't bring in because of lacking a gun. The muskie pulled their boat into the weeds where it freed itself.

Allan and Gene Hanson are the proud parents of Kenneth Earl, born July 7 at Waukesha; weight 8 pounds 14 ounces.

Sgt. Clare Wilson is now second lieutenant of artillery, 32nd Division, Red Arrow. He is enjoying the encampment at Camp McCoy for two weeks.

Speaking of encampments, the 757th Rail-



Harry Borchardt, pattern recorder in the superintendent of motor power office at Milwaukee Shops, with Mrs. Borchardt and daughter Shirley at the double celebration on the occasion of Shirley's marriage and the Borchardts' silver wedding anniversary. Shirley, a former steno in the SMP office, was married to Royal M. Kunkel at the Washington Park Presbyterian Church. Leone Schneider, Magazine correspondent for the locomotive department at the Shops and a sister of Mrs. Borchardt, was the matron of honor.

way Shop Battalion will take two weeks at Ft. Story, Va., starting Sept. 18. Office members are W. Reitmeyer, C. Heinhold, H. Kiljanczyk, F. Wiegatz, J. Mulhollon, R. Andrews, R. A. Harrington, R. Severson and R. Hoffman.

Bruce Engelke, 11-year-old brother of Milwaukee's 1949 soap box derby champion Robin Engelke, won third place (only two feet behind the winner) in the 1950 classic. Although he failed to take the championship, he is being treated to the trip to Akron to watch the National. Bob, the boy's father, is boiler engineer for the Road.

Syl Lester and wife took a trip to Crivitz, Wis., recently and had lots of fishing luck. Syl took the "squeeze box" along and treated the farm folk to some high class entertainment.

People have been saying that N. J. Eberhardy has been building his house on his vacation, while I contend he is building it on a lot. The delay in building probably comes from his difficulty in reading the plans—he made those, too.

Bill Hetzel, Jr., is on the last lap of his electrical apprenticeship. He is learning the drafting game. He is from the electrical department and is the son of William Hetzel of the car department electrical section.

Red Skola has returned to work, fully recovered from an operation, and the file department of the S.C.D. is again functioning on all cylinders. During his absence his work was taken care of by M. J. Biller and Marie Moch.

Harold "Red" Gleixner finished his four-year apprenticeship as upholsterer on July 24, as per the G.I. Bill of Rights. He has left the Road and is now working for a private concern.

Ralph Haslam took off in July to attend the county supervisors picnic. Ralph is the main aisle usher at the Milwaukee Brewers ball park and meets up with all kinds of city folk, many of whom are county supervisors. Have a good time, Ralph.

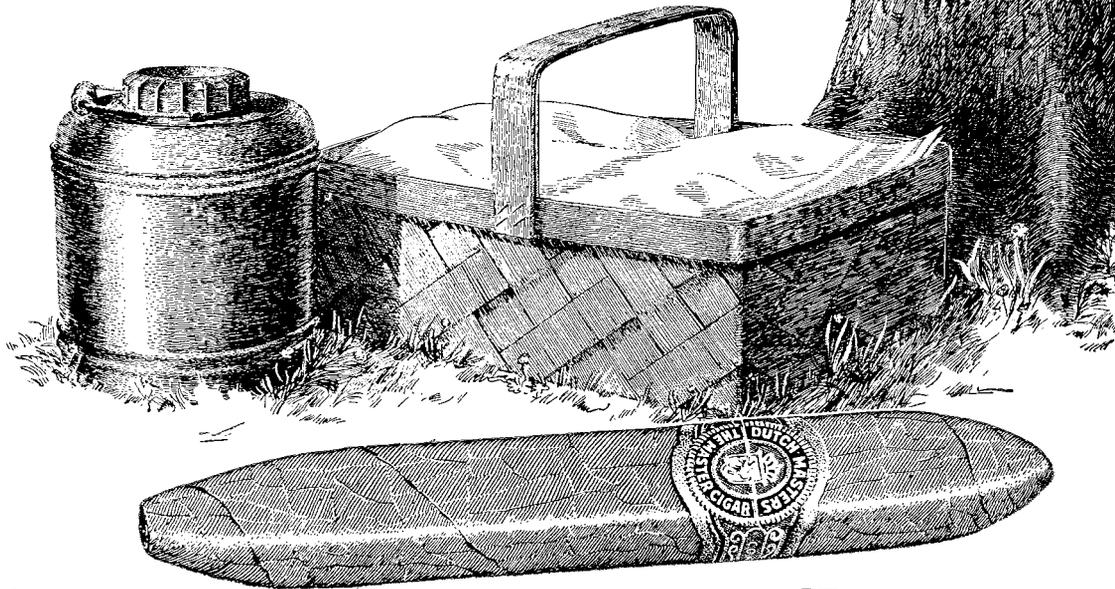
A party for retiring men of the freight mill shop and Diesel yard was held recently at Pewaukee Lake. Honored guests were Pete Mitchell, George Lawetzke, Charley Prust, Al Stark, M. L. Hynes and Jack Strahosta. Also present was Tony Kania, retired.



A recent picture of F. G. Barr, agent at Colman, S. D., for many years, showing him at Ransom's Court, Tucson, Ariz., where he has been located since retiring. He will be remembered for the beautiful flower plots he maintained on the station grounds at Colman.

## Under the spreading chestnut tree

While the women tidy up after the picnic lunch and the children race off to the swings, then's a time to seek the shade of a quiet tree, relax and really do justice to a fine cigar—Dutch Masters.



# DUTCH MASTERS CIGARS

## IDAHO DIVISION

Mrs. Ruth White, Correspondent



C. F. Allen

On July 10 Superintendent Hill called "Cap" Allen into his office and presented him, on behalf of the division employees, with a portable Underwood typewriter. Mr. Allen, roadmaster on the division for many years, retired on July 31 after more than 43 years of Milwaukee Road service and over 51 years of railroading. He started his engineering service as rodman for the city of Boone, Ia., on May 1, 1899, and started railroading in September of that year as tapeman for the C&NW. On Apr. 19, 1907, he entered the service of the Road as resident engineer in western Montana on the construction of Lines West. He was engineer in charge of the construction done on the Blackfoot branch out of Bonner, Mont., in 1910 and 1911 and located and constructed the north line of the Gallatin Valley Railway between Bozeman and Menard. Since October, 1913, when he was ap-

pointed roadmaster at Miles City, he has worked in track and engineering departments. For the past several years he has been senior roadmaster in point of service on the entire railroad.

The Women's Club and the Service Club of Spokane had their annual picnic at Comstock Park on July 9. Several retired members came out, including R. B. Campbell, former B&B employe, who brought his mother. Mrs. Campbell is past the century mark but is very young in actions and speech. A bride and groom, Mr. and Mrs. P. L. Hays, also were present. Mrs. Hays is the former Mrs. Jessie Mohr, widow of a retired Milwaukee Road engineer.

The Malden Women's Club enjoyed a picnic at the Oakesdale City Park July 25. Thirty-five members and their families had a potluck dinner and enjoyed cards and swimming.

Sorry to report that Conductor Jack Webb recently broke a leg.

George Welch, retired train dispatcher from Superior, Wis., and wife recently visited with the V. R. Mitchells of Malden (Mrs. Welch's brother). They continued on to Portland where they will make their future home.

D. V. Mitchell, son of Agent Mitchell, is a new employe on the division, working as brakeman. He has moved from Montana where he worked on the BA&P.

Phil Smithmeyer, of the division engi-

neer's office at Spokane, has been transferred to the industrial department in Chicago.

Yellowstone National Park is proving more popular than ever with vacationers. Recent visitors were Warehouse Foreman Ed Gehrke, Car Foreman Earl Medley who also visited Glacier Park, and Mrs. Cecil Cantrell, on leave from her job in the division engineer's office.

Car Clerk Don Sharpe came back from his recent vacation with a new Willys.

When Division Engineer B. E. Daniels returns from his vacation at his home town in Iowa he will be driving a new car.

Retirements are quite the thing these days, with Superintendent George Hill, Train Dispatcher C. A. Olson and Roadmaster C. F. Allen, all of Spokane, looking forward to an easier life from now on. On July 26 a buffet lunch was set up in Trainmaster Snee's office to honor Mr. Hill. B. E. Daniels, acting as spokesman, presented to Mr. Hill a collection of gifts from the division employes—a power lawnmower, a portable Underwood typewriter, two pieces of matched luggage and numerous personal gifts.

Train Dispatcher C. A. Olson dropped into Superintendent Hill's office one day early in July and was surprised to find a gathering of railroad friends, a cameraman and a \$100 bill waiting for him (see picture). Chris started his railroad service in

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1904 as operator for what is now the C&NW; then followed several years with the Western Union at Fargo, N. D., and subsequently with the Northern Pacific. The Canadian National was his employer, too, for a while until the life of a sailor lured him into the U. S. Navy. In May, 1912, out of the Navy, he was hired by the Milwaukee on the Coast Division as operator. From 1914 until the present most of his work has been train dispatching on Lines West, including the job of night chief at Deer Lodge for nine years. When asked what he is planning to do now, he replied that he will catch up on his fishing. So far he has not found time except for a short trip to Flat-head Lake in Montana where the only bites he got were those from mosquitos.



Train Dispatcher C. W. "Chris" Olson, Spokane (left), found a surprise waiting when he dropped in at the office of Superintendent George Hill before his retirement recently. See the Idaho Division news for details.

**LACROSSE & RIVER DIVISION**

**Third District**

*M. G. Conklin, Correspondent*

Lou L. Lawless, 85, died July 4 at a Tomahawk hospital after a brief illness. Prior to his retirement, about 10 years ago, Mr. Lawless had worked as a machinist on this division for 42 years.

G. F. Raese, retired engineer, and Mrs. Raese have returned from a trip to Great Falls, Mont., and Seattle, Wash.

Section Foreman and Mrs. Walter Rahn will spend their vacation in Florida.

N. M. Lepinski, for many years joint Soo Line-Milwaukee agent at Junction City, passed away July 23 after a brief illness.

Mrs. R. F. Bertrand has returned from Columbus, Ohio, where she attended the international convention of the auxiliary of the Brotherhood of Railroad Trainmen.

Engineer and Mrs. Charles A. Conklin are vacationing at their cottage on Deep Woods Lake. They will also attend a convention of the Brotherhood of Locomotive Firemen in Milwaukee.

Conductor and Mrs. W. J. Hayes recently attended exercises of the College of St. Scholastica at Duluth, where their daughter Catherine Mary was graduated from the St. Mary's hospital unit of the department of nursing.

Miss Mary Farrell, daughter of Machinist William Farrell, became the bride of Charles J. Kremar at St. James Catholic Church, Wausau, on July 1. The wedding dinner was served at the Central Cafe and a reception was held at the home of the bride's parents in the afternoon. The couple was also honored at a dance in Eagles Hall.

After 42 years of continuous service as telegrapher and agent on this division, H. C. Cleveland, agent at Wausau, retired on July 1. Mr. and Mrs. Cleveland plan to make their home in Berlin, Wis., where Mr. Cleveland will assist his son-in-law in his hardware store.

**Second District**

*H. F. Ogden, Correspondent*

Trainmaster J. T. Hayes, promoted to assistant superintendent at Green Bay, is being succeeded by Trainmaster G. H. Riley.

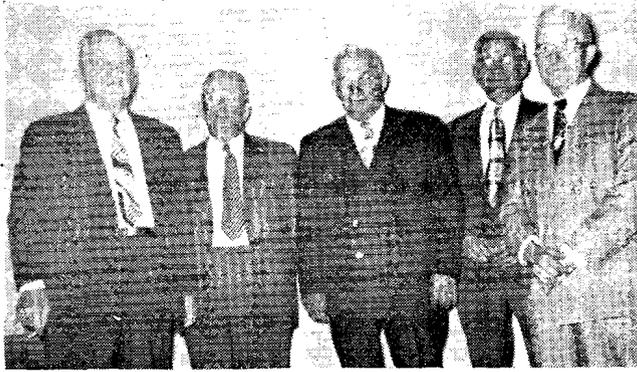
Alice Hovind, stenographer in superintendent's office, spent her recent vacation on the west coast and in Canada.

Thomas G. Pretasky, car department employe at La Crosse, died on June 29 after a long illness. He is survived by his wife, three sons, five daughters and twenty grandchildren.

Joseph T. Burns, boiler foreman at La-Crosse and veteran of World Wars I and II, died July 26. In the first World War he served with the railroad engineers, in the second with the 75th Railroad Battalion. He was an active worker in the American Legion.

Bob Roeker is the new trainmaster's clerk at La Crosse, succeeding C. W. Figgie.

Myron Steen, formerly rate clerk in the freight office at La Crosse, has been promoted to city freight agent at Des Moines.



Guests of honor at a "going away" party held at Austin, Minn., on July 26. Left to right: G. H. Lane, O. E. Bradford, W. E. Tritchler, H. M. Hauser and W. G. Ende. For details read the I&SM Division news.

Charles L. Schiffer, clerk in the freight office at Red Wing, has been promoted to traveling auditor.

Traveling Fireman W. A. Hisman, Aberdeen, has been promoted to traveling engineer, La Crosse, vice H. W. Norcross who returned to engine service at his own request.

## I & S M DIVISION

H. J. Swank, Division Editor

Among the first place winners in the finals of the Paramount Talent Contest conducted by the Minnesota Amusement Company at the Paramount Theater in Austin on June 5 were Jane Gannon and Ronnie Roope of Austin. Jane and Ronnie who were among the five first place winners in the weekly contests won first place on the audience applause meter and second place in the judges' decision. Jane is a daughter of Locomotive Engineer H. P. "Pat" Gannon. Her partner is a son of George Roope, chief of police at Austin.

B&B Carpenter Edward O. Post underwent an operation at Mercy Hospital, Mason City, on June 21. Latest reports are that he is recuperating nicely. Ed was the senior B&B foreman on the division for many years until a few years back when he decided to take the lighter work of carpenter. He lives in Austin where about a year ago he built a nice new home on South St. Paul Street.

Mr. and Mrs. Henry Bartesch (Austin car department) welcomed little Joan Marie into their home on June 12. On June 26 Mr. and Mrs. Al Josephson (yard clerk, Austin) announced the arrival of a future yard clerk in their family.

Fred L. Peck, retired locomotive engineer, passed away on June 26.

Yours Truly was so busy preparing to take off on a vacation that he missed the deadline for the July issue. However, the weather was ideal and the roads were beautiful in Iowa, Missouri, Wisconsin, Illinois and Minnesota.

Ray Hoffman, chief carpenter's clerk at Austin, spent the first week of his recent vacation working around his home and the second week angling for "the big ones" at Lake Sylvia.

A joint party was held on the evening of July 26 for five employees at Austin who were to leave us on Aug. 1—Roundhouse Foreman Herman Hauser, Freight Service Inspector O. E. Bradford, Chief Carpenter W. E. Tritchler and Train Dispatcher W. G. Ende who were retiring, and Assistant Superintendent George H. Lane who was leaving for Milwaukee to assume the duties of train rules examiner. The party got under way with a dinner at the Austin Bowl with about 65 employees present. Leo McGovern, as master of ceremonies, presented each of the honored guests with a purse as a token of friend-

ship from employees on the division. Testimonial letters were read and speeches given by various officials and employees, with a response from each of the guests.

Traveling Engineer Howard Neelings, acting on behalf of the local engineers and firemen, presented Mr. Hauser with a lathe for his workshop. The employees in the roundhouse also presented him with a cash purse. Those attending from out of town were Superintendent R. C. Dodds, Division Storekeeper C. C. Smola, Signal Supervisor E. D. Barton, Ray Sizer, retired trainmaster, Trainmaster F. H. Ryan, Chief Clerk Don Woodhouse, Chief Dispatcher F. J. McDonald, Agent W. Kemp and Roundhouse Foreman H. C. McCaughey, all of Mason City; W. L. Ennis and C. R. Dougherty of Chicago; Louis Bacci, W. A. Crowe and Ray Pfeiffer, Minneapolis; W. C. Scott, Portage; Len Mostrom, Sioux Falls; Floyd Bender and Jim Keenan, Aberdeen; and employees from Albert Lea, Lyle, Hayward, Owatonna, Faribault and Austin.

Our congratulations to Trainmaster J. O. "Jim" Willard who goes to Dubuque as assistant superintendent.

We were glad to see Conductor L. O. Olson in the office recently with his grandson, Ole getting around without the use of a cane. He was laid up for several months following an accident when he was struck by a truck, which resulted in both legs being broken.

## CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Jack Connolly, chief rate clerk at Bensenville, has been on a sick leave. Ray Kropp has been helping out during his absence.

Bill Halby has returned to the Road after an absence of more than a year and a half. He has taken over the relief caller and crew director's job between Bensenville and Galewood. Mrs. Halby is still in California where they went to live some time ago.

Rex Miller, C&M Division conductor, returned from his vacation with the report that his wife became ill and their scheduled trip to Tucson, Ariz., was called off.

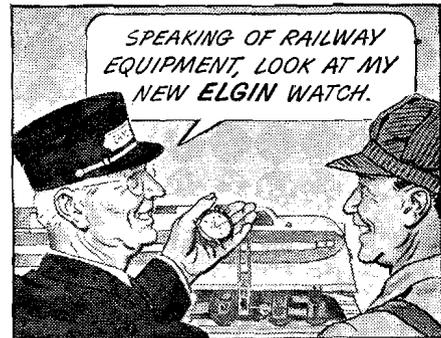
Bob Callahan, special officer, returned recently from a visit with his family in Terre Haute.

Jim Hester, special officer, announces the arrival of Patricia Ann on May 28. She was welcomed home by sister Kathleen Mary and her brother Jimmy, Jr.

Yardmaster Bill Voight was honored with a party on July 21, the eve of his retirement. Bill had been with the Milwaukee family for about 50 years. A cash purse was presented to him to show in some small measure the sincere regard of his friends.

On July 27 a breakfast was held for Safety Engineer Otto C. Stainer. Fifteen of

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the staff officers were present to wish him well in his retirement and to present him with a beautiful wallet, cash and a pen.

Lorraine Shockmel of Assistant Superintendent Wilson's office, spent her vacation in Colorado Springs visiting her father, and in Hollywood, Calif., with friends. She had lunch in Hollywood with Cecil B. DeMille.

Night Trainmaster Archie Jennings and wife Irene went to New York City for the V.F.W. convention on their vacation.

Trainmaster Johnny Melvin started from the west yard office to the east yards one night in August, shortly before daylight. Suddenly something moved. What was it? Johnny spotted a large animal and quickly threw a big stone. Nothing happened. He tried another stone as low rumbling growls came from the beast. Just then it grew light enough for him to distinguish some wheels—those blamed switchmen had found a huge teddy bear and put it where he would have to pass. The men were on the other side of a box car, growling and laughing, when they were spotted by "Bring 'Em Back Alive" Melvin.

Elizabeth Probert, mother-in-law of Robert Helton, night operator at Sturtevant, passed away on July 28. Elizabeth, who was well known to Milwaukee Road people, was born in Liverpool, England, Aug. 25, 1864, and lived in the United States for over 60 of her 85 years. During the last six months of her life Grandma Probert started cutting her third set of teeth—up to the time of her death she had cut 11 teeth. Mrs. Helton is her only surviving child.

Ted Pugesek and family have returned from a vacation in Tomshawk, Wis. They also stopped at Lake Oneida, in Harshaw, Wis., where they visited with John Jenkinson who retired in 1947. John has a dandy year-round home and would like to see and hear from his old railroad pals. His address is Lake Oneida, care Post Office, Harshaw, Wis.

**Galewood**

*Norma Gunderson, Correspondent*

Ann Zenger celebrated her birthday July 4 with a barbecue prepared by her husband and served in their garden. Her oldest daughter baked the birthday cake.

Madge Haworth and husband really gave their new car a workout on their recent vacation, going to West Baden, Ind., and from



John Jenkinson, Bensenville, Ill., employe who retired in 1947, keeps fit by chopping firewood for the year-round home he maintains at Lake Oneida, near Harshaw, Wis. John says that the welcome mat is always out for his old railroad friends.

there to Minneapolis, covering 2,000 miles. A. F. Wagner, supervisor of car records, returned recently from a trip to Spokane, Wash.

John Padour, car record department, and H. A. Borman, of the rate desk, are both on leave of absence due to illness.

Emily Young is the proud grandmother of Gayle Louise, born July 15.

Lorraine Mugavero and husband are happy to announce the arrival of Peter Mariano, born July 15.

Dan O'Herron, janitor at Galewood, announces the arrival of a grandson, Daniel Michael, born July 24.

E. J. Lemke, of the car record department, is in the Garfield Park Hospital for arthritis treatments. From all reports, they are doing wonders for him.

Barney Zienty, of LCL tracing, left for California July 23. Was he surprised when he learned that J. J. Kerwin, of the rate desk, and wife were on the same train.

Stephanie Jarosz spent her recent vacation in northern Wisconsin.

Bud Hillerbrand, night operator at tower A5, Pacific Jct., is breaking in for relief train director at Galewood.

Sympathy is extended to Mill Man John Bartkowicz whose wife passed away July 24.

Checker Harvey Brandt has returned from the Jamboree with the Boy Scouts.

On the yard 1 sick list are Joseph Samborski and John Koperny. Joe paid the clerks a visit while convalescing. Koperny has retired on disability.

J. M. Portschy, foreman at yard 1, was called to appear at a trial for the C&O at Ashland, Ky.

Because of the tremendous number of things we make in our modern factories, we enjoy half of the world's electric power, half of the radios, more than half of all the telephones, produce more steel, own 60 per cent of the world's insurance policies and 85 per cent of its automobiles.

## Union Street

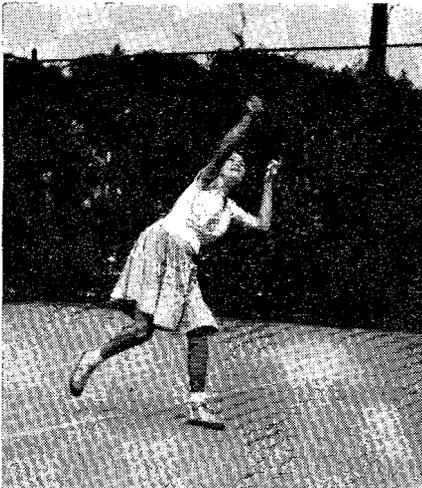
Florence LaMonica, Correspondent

Otto Stainer, safety engineer, and John Ludwig, car knocker, have both retired. We wish these boys lots of luck.

Pat Debs, House 5, has been confined to his home for several weeks. However, we understand he is recovering nicely following an operation. Walter Knopka, House 5, also has been home due to illness. Fred Haslow, crane operator, has been hospitalized for an operation.

## Western Avenue

On the ground that she incurred great personal danger to help others, Mrs. Bernice Wiedner, wife of Machinist Louis Wiedner of the coach yard, was chosen winner of The Chicago Civilian Hero Award for June. The action, in which two civilians were wounded, occurred on June 8 after the holdup of a local finance company. Ignoring the gunfire of the fleeing bandits, Mrs. Wiedner gave chase in her car and drove it over a lawn to knock down one of the gunmen. He was identified later as a desperate criminal who was wanted in several other robberies.



Betty Roberts, 16-year-old daughter of W. R. Roberts, assistant notice clerk at Union Street, Chicago, was a strong contender in the girls' intermediate division of the Chicago Park District tennis tournament this summer. Betty played 14 sets to place, but lost in the semi-finals to Gerry Flood, a sister of the former national title holder, Betty Flood. However, it was a close finish and Betty is determined to win the trophy next year.

The prize money, Mrs. Wiedner says, will be used to paint the house which the family is remodeling in Midlothian.

W. R. Jensen, supervisor telegraph and signals in the Chicago Terminal Division, located at Western Avenue, is putting in a distress call for living quarters. He needs a two-bedroom apartment or house in Chicago or a nearby suburb. His office phone is BRunswick 8-7900, extension 109.

## MILWAUKEE TERMINALS

### Davies Yard

J. J. Steele, Correspondent

Sympathy is extended to the family of Martin Kleewien who passed away July 9 at the age of 54.

Andy Schilhansl, the high, wide and handsome load inspector, has returned from a vacation trip to Canada upholding the fisherman's creed—the big ones got away.

George Eder is recuperating from a recent operation.

Homer Hill has won a goat, but his bride does not see eye to eye with him and like all new husbands, he is "giving in" to the little woman. Anyone interested in becoming the possessor of a goat should contact Homer.

John Dunar has been elevated to the position of landlord. Another landowner is Ed Nowakowski.

Ken Feustel recently attended a reunion with his war buddies at Louisville, Ky., and a good time was had by all.

Davies Yard has lost a man who will long be remembered—Joseph Starosta who retired on Aug. 1 after 42 years of service. We who knew Joe as foreman's assistant and as a friend wish him a long and happy retirement.

### Fowler Street Station

Pearl Freund, Correspondent

Our oldest employe, George Bergeler, C&O accountant, has been confined to his home recently on account of illness. Henry Miotke of the cashier department has also been ill for several weeks and was hospitalized a part of the time. We now learn that he is able to receive visitors.

Frank Smolinski, check clerk, has been off sick during June and July but expects to be back soon.

On July 17 Mrs. Josephine Conway, of the billing department, entertained at a bridal shower in honor of Miss Estelle Rege of Chestnut Street station. Edward Jorgensen, a brother of Mrs. Conway, and Miss Rege were married July 22 in the rectory of St. Girard's Church. Helen Rege, a former

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clerk at Fowler Street, was her sister's maid of honor.

Another wedding of interest was that of Elizabeth Ann Krohn, daughter of Al Krohn, yard clerk at PM dock. Miss Krohn and Douglas Kriefall were married July 1 at St. Augustine's Church. The couple went to Washington, D. C., on their honeymoon. Upon their return they will live at 822 E. Homer Street.

The newcomer at the messengers' round table is Mary Crippen, daughter of General Superintendent C. E. Crippen. Mary is a student at East Division High School where she will be a senior the coming year.

Emma Steiner departed July 31 for Crystal Lake Camp, Roscoe, N. Y., where she will spend her vacation. Sounds interesting.

Joseph Hoerl expects to spend part of his vacation in Portage, Wis., and the balance wielding a paint brush. Helen Hesperich motored in the vicinity of Hillsboro, Wis., and was surprised to find such mountainous country in our own state. Frank Schlosser, of the inbound rate department, and his wife will be traveling to Portland, Me., Boston, and other eastern points.

**IOWA DIVISION**

East End

*Benjamin P. Dvorak, Correspondent*

An expression of appreciation is due Agent R. A. Naylor, Scotch Grove, for the use of his cottage at Delhi on July 8 for an Iowa Division employe family picnic. There was boating and fishing, with ice cream, coffee and pop. Mr. and Mrs. George R. Halsey of Seattle who were vacationing in Delhi were among those present. They later visited with friends in Marion and Cedar Rapids before returning home.

Chief Dispatcher L. S. Dove and wife are spending a month at their cottage at Lake Ox near Pequot Lakes, Minn. Dispatcher N. J. Gorman relieved Mr. Dove as chief.

Car Foreman C. A. Trask and wife visited Kansas City and other Missouri points while on vacation in July.

Roadmaster A. O. Marg and family went to Wausau, Wis., for a visit and to Lake Chauteau for fish.

Signal Inspector Paul Mather of Milwaukee, who has been in Marion assisting with the C.T.C. installation to Green Island, with his wife and son Richard went to Portland, Ore. They took numerous trips from there, including one to Mt. Hood.

Mrs. R. M. Low and children are spending the summer in Rapid City, S. D.

Conductor Claud Dowd and wife, son Stanley and daughter Judy toured the Northwest and also visited in Chicago and Milwaukee while en route to Seattle in June.



A Tough Summer for Fish . . . Willard Kinast, clerk in the local freight office at Milwaukee, exhibits some of the marlins he helped to catch during a recent vacation at Acapulco, Mexico.

Night Roundhouse Foreman George Hennessey vacationed during the early part of July. On July 15 he relieved D. R. Davis, roundhouse foreman at Cedar Rapids, while the latter was vacationing.

Section Laborer John B. Lundt, Gillet Grove, retired on June 28 because of ill health. The last date he performed service was on Sept. 15, 1949.

Harold Mullaley and family attended the June wedding of Ed McGuire, Jr., and Paula Fisher, daughter of Conductor Paul Fisher of Ottumwa. Ed McGuire, Sr., is dispatcher at Ottumwa.

Dwayne Ness, 16, son of Conductor Orvie R. Ness, was confined to Mercy Hospital in Cedar Rapids for about two months following injuries sustained on June 18 when he was struck by an automobile. Dwayne will be a senior in the Marion High School in the fall.

In connection with the Civilian Defense program, Scotch Grove, Ia., has formed a Ground Observer Corps, a network of airplane spotters to serve the country under the Continental Air Command in the event of a national emergency. Its operating chief is Jerry J. Naylor, son of Agent R. A. Naylor of Scotch Grove. Jerry was appointed last winter by Governor Beardsley. The G.O.C. is seeking to recruit some 2,000 or more airplane spotters in 15 counties in northeast Iowa.

Traveling Freight Inspector A. E. Fairhurst was guest of honor at a dinner party held at the Country Club in Marion the evening of July 21. A gift was presented to him. He and Mrs. Fairhurst were visiting their daughter, Mrs. Hugh E. Jones. They have since departed for Springfield, Mass., where they have purchased a home.

Frank E. Wilber, 82, retired carpenter, died at his home in Marion on June 23, following a brief illness. He entered the service of the Road in 1903 as a B&B carpenter and later worked as signal maintainer. At the time of his retirement in 1937 he was employed as flagman in Cedar Rapids. He is survived by his wife and a son, W. Eugene Wilber of Marion.

Frank E. Higgins, 68, retired electrician, died in a San Francisco hospital, following a long illness, on June 22. He came to

Marion in 1918 and left for California in 1942. Three sons survive, John of Cedar Rapids, Edward of Iowa City and Harold of Marion.

Assistant Agent W. A. Kinder, Cedar Rapids, died July 13 after a long illness. He entered the service of the Road Jan. 16, 1916. He was a veteran of World War I. He is survived by his wife and a stepson.

Agent C. L. Osterle, Anama, is on a leave of absence because of ill health.

Virgil B. Dvorak, wife and daughter Victoria Ann, spent their recent vacation in Moulton and Des Moines.

### Council Bluffs Terminal

Agnes Kinder, Correspondent

A daughter, Barbara Lee, was born to Mrs. Amy Schoening, wife of carman, on July 1. This is their first daughter, and I might add that the two brothers were as thrilled as the parents.

Yard Clerk Ennis Geisler has recovered from his operation and begins work as of Aug. 1.

Vacation bound in July, Switchman Roy Michael, Jr., headed for the mountains of Colorado.

Recently returning from a fishing trip at Ball Club Lake Lodge, Deer River, Minn., were Section Foreman and Mrs. Vern J. Sands; also their son Jack and his wife. Jack is employed by the store department at this point.

Returning from a fishing trip at Beauty Bay Lodge Resort, Nevis, Minn., were Mr. and Mrs. Joseph Matuszeski. Joe is a car department employe at this point. They are still enjoying fish dinners from the catch they brought back. Joe's brother and his wife are the owners and managers of this beautiful resort.

### Middle, West and Des Moines

Viola Ranes, Correspondent

H. H. Jacobs has been promoted to division freight and passenger agent at Des Moines, succeeding H. W. Warren who retired Aug. 1. Jacobs is well known in Perry and vicinity among business men and shippers. To Mr. Warren we extend our best wishes on his retirement.

The Des Moines city ticket office was closed effective with the end of business on July 31. City Passenger Agent Bob Hollingsworth will have an office in the division freight and passenger office in the Des Moines Union Station and all tickets and reservations may be secured there.

A. A. Fairhurst, freight service inspector, retired on Aug. 1. His host of friends on the Iowa First and Second District wish him a lot of good luck.

General Roundhouse Foreman A. Kressin has returned to work following a trip to California to visit his daughter. Mrs. Kressin remained for a longer visit.

Mr. and Mrs. R. P. Van Horne vacationed recently in Denver and Colorado Springs.

Miss Rita Hunter, clerk in the roadmaster's office, spent her recent vacation in Denver and Kansas City.

Lyle Simpson, bus operator at Storm Lake, and wife returned recently from a three-week vacation in the West.

Mr. and Mrs. W. C. Moody and son John returned recently from a vacation trip to Stockton, Calif. It was the first long vacation Trainman Moody had taken in many years.

M. F. Hubbell, chief clerk in the Des Moines division freight and passenger office, with his wife and son Richard recently vacationed in Chicago.

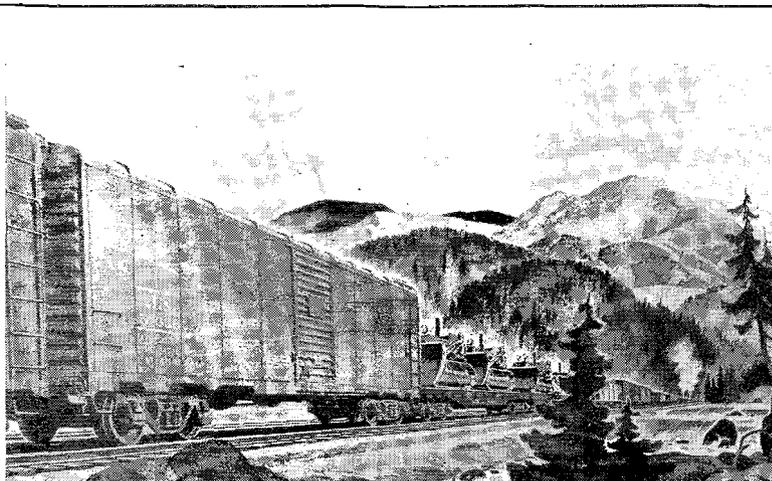
At Fort Leonard Wood for the summer encampment of the National Guard are Don Dollarhide, cashier in Perry depot; John Harris, checker on the freight platform; Claude Altig, Jr., contract drayman; and Firemen Ernest Rumley and LaVerne Huffman.

Mrs. Tom Rellihan, wife of the engineer,

in Milwaukee Road service since 1920.

We are happy to learn that Mrs. H. J. Peterson, wife of agent at Persia, is responding to arthritic treatments at the Jennie Edmondson Hospital in Council Bluffs. Mr. Peterson was formerly agent at Perry.

Brakeman E. R. Bennett was recently married to Miss Joanne Atkins of Yale. The



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(Advertisement)

is an ardent gardener and this year has raised some cabbages which she believes equal, if not exceed, that of any raised by any other amateur. She measured one head after it had been trimmed and prepared for the table and found that it measured 32 inches one way and 34 inches the other way.

Antone Michelson, boilermaker helper, is now on the retirement list. He had been

ceremony took place at Blue Earth, Minn.

Miss Betty Anfinson, daughter of Engineer P. Anfinson, was married July 29 to William Caldwell of Chattanooga, Tenn. Mrs. Anfinson went to Tennessee for the wedding.

Clayton West, retired conductor, is in Denver where he hopes the climate will benefit his health.

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Train Dispatcher J. M. Losey retired Aug. 1 after 44 years of service. He was first trick dispatcher on the main line.

A news item in the Magazine recently brought together two old friends. Fred Kinsley, who is in engine service at Moberg, recently read an item in this column and discovered that Engineer Black of Des Moines was an old schoolmate of his in Moulton, Ia. He immediately wrote Paul a letter renewing old acquaintances.

Little Joey Murphy, son of Ticket Clerk Ray Murphy and grandson of Passenger Conductor J. M. Reel, is quite a painter. Mr. and Mrs. Murphy painted their kitchen and Joey wanted to help with the job so they provided him with a little paint brush and a can of water and let him paint in his play yard. One Sunday afternoon when he was supposed to be taking a nap he took his dog into the basement where the paint cans had been stored and proceeded to decorate the dog in white and blue. He had smeared one side of the dog with a heavy coating of both colors and had started on the other side when he was discovered. He told the folks he wanted to have the dog look like the kitchen. Ray spent the balance of the afternoon with a can of turpentine cleaning the dog which has a heavy coat of brown curly hair.

## MILWAUKEE DIVISION

First District  
and Superintendent's Office

J. E. Boeshaar, Correspondent

Vacations were enjoyed recently by Operator W. F. Westphal, of Fox Lake, Ill. Agent Mervin Gould who was out East, and Agent L. M. Oskins of Sturtevant who visited in Detroit.

Conductor Roger Coleman has been reported as being very ill.

Brakeman Gordon Paegelow who recently resumed service after a turn in the Army was married July 22.

Conductor Bob Lazenby has returned to work after a period of illness.

"Tiny" Kennedy and "Pee Wee" Roderick, C&M engineers who are great golfers, have not invited any of us to audit their score books lately, but we will be glad to hear of any remarkable games they may come through with.

Extensive changes are going on in the dispatcher's office at Milwaukee. When the job is finished John Toumey, dispatcher on the Northern, will have a fine loud speaker to work with and will be able to communicate by voice with points along the Janesville line.

Brakeman N. W. Kalus, Fox Lake, Ill., has reason to be proud about



Leverman L. A. Hultman, Fond du Lac tower, believes in fisherman's luck after catching these 41 white bass at Lake Winnebago recently. He gives Mrs. Hultman a share of the credit.

the news that his son Bill, playing third base for the Dallas Eagles, is being likened to another Stanley Hack. There is a reputed \$50,000 price mark on this player's sale.

R. E. Kennedy, retired supervisor of telegraph and signals, died on Aug. 1. Funeral services were held in Milwaukee with interment at Forest Home cemetery. Dick Kennedy entered Milwaukee Road service on Aug. 11, 1907, working on the old River Division. He had been employed in the Minneapolis relay office for many years when, on Jan. 1, 1928, he was appointed supervisor of the telegraph office in Chicago. He was transferred to Milwaukee on Jan. 1, 1948, as supervisor of telegraph, retiring from that position this year on Mar. 31.

### Third District

D. A. Dunning and H. G. Brown, Correspondents

A. G. Gates, retired conductor, and family of Milwaukee have moved into the old homestead at North Lake, Wis. After completing extensive repairs Al will have a very comfortable and modern home.

F. W. Pischke, agent at Fond du Lac, attended a Midwest Shippers Advisory Board meeting in Milwaukee on July 13. Among the subjects discussed were heavier loading and prompt release of equipment and the clean car program. After the meeting a special three-car train took the party to the Union Refrigerator Lines shops on the Chest-

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Harry Kriofske, engineer on the Afternoon Hiawatha, making his last run between Chicago and Milwaukee on June 29. He is a veteran of 46 years of service. (Milwaukee Sentinel photo.)

nut Street line where a bratworst luncheon was served.

Section Laborer F. E. Karsten and wife of Mayville vacationed recently in Howell, Mich.

A daughter, Rose Mary, was born July 9 to Mrs. A. B. Herman, wife of Brakeman Herman of Horicon.

R. H. Porten, Sr., operator at Horicon, and Mrs. Porten are vacationing at their Pelican Lake resort.

### Superintendent's Office

Grace M. Johnson, Correspondent

Rodger M. Trump, Sr., of the firm of Bender, Trump & McIntyre, Milwaukee Road solicitors in the state of Wisconsin, died on July 6 after a long illness. He was 69 years of age and a resident of Milwaukee. Funeral services were held in Milwaukee. Mr. Trump rendered faithful and efficient service in the law department for more than 43 years.

### H & D DIVISION



Lloyd Gilbert, formerly H&D Division editor for the Magazine at Aberdeen, who joined the engineering staff of the E.J.&E. at Joliet, Ill., July 24. The beard was grown in connection with an American Legion celebration.

### East H & D

Martha Moehring, Correspondent

H. W. Eveland, retired conductor, dropped in recently for a chat. Since the death of his wife a year ago he has been living with his daughter in Winfield, Ia. We enjoyed a visit, too, from P. J. Lawler of Los Angeles, retired conductor, who told us all about the sessions the retired rails have at the "Cinder Pit." Frank "Inky" Burns, retired conductor, came out from Minneapolis one day to look up some of the boys.

Conductor Bill Hodge is receiving the congratulations of his fellow workers because he successfully named a dog food in the Dash Food dog contest. And what did he win? A pair of roller skates, and ever

August, 1950

since the way-freight service has been like lightning express (between Montevideo and Aberdeen).

Baggage man J. E. Asplin and wife recently celebrated their 40th wedding anniversary with an open house. Their three children were all at home for the event, coming from Los Angeles, Park Ridge, Ill., and Detroit.

Switchman Harold Stuber, his wife and daughter, Susan, and the cocker, Inky, spent their recent vacation along the North Shore and in Canada. Inky had to produce a health certificate to get over the border.

Brakeman Bill Micklus had a brand new son waiting for him when he got back to Minneapolis from a recent run. His name is Billy.

Car Foreman Martin Paulson and wife have returned from a vacation trip to Mt. Rainier National Park and Victoria, B. C.

Engineer Adolph Sunden has a curiosity that is attracting considerable attention—a white bee!

During the layovers at Aberdeen, Brakeman Al Kurtzbein is getting his share of the South Dakota walleyes.

Brakeman A. F. Miller wants to thank his fellow employes on the H&D for their generosity in contributing to a gift for "Skip" Lewis, Railway Express man on Nos. 5 and 6, who retired on July 31. Lewis is a good friend to many Milwaukee Road men and in appreciation of good fellowship he was presented with a cash purse.

### TWIN CITY TERMINALS

#### St. Paul Traffic Department

Brooksie Burk, Correspondent

In the list of retirements we find the name of one of our favorite people, Henry Monge, city ticket agent. Hank is one of those individuals who seems to be a friend of everyone—patrons and fellow employes alike—and we will really miss him. A testimonial dinner attended by employes, patrons, and representatives of other railroads was given for him on July 25, and I am told it was quite an affair. A watch was presented to him as a farewell gift. On Aug. 6 Hank plans on moving to California where he in-



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tends to spend his time fishing, playing golf and gardening. He is looking forward to having time for hunting too, but that he intends to do in Minnesota.

Vacation time is with us again, and if it weren't for the fact that I enjoy eating other things besides fish, I wouldn't be back. Such a fishing vacation as we had, and such big fish—very few got away.

George Baker, city freight agent, spent a part of his vacation fishing and he too is full of tall tales of his fishing prowess—and we don't doubt him a bit.

**St. Paul Freight Station**

*Allen C. Rothmund, Correspondent*

Raymond Sheehan and Gladys Murphy were married July 1.

Matt Medinger attended a meeting of the safety division of the A.R.E.A. at Denver June 22 to 24.

A farewell party and dinner was held at Minneapolis July 26 in honor of our friends, fellow officers and employees, who retired July 31. A second farewell and luncheon was held Aug. 3. A partial list of those who retired includes Frank Rogers, Matt Medinger, Jack Keenan, Bob O'Connor, Casper Roth, Jack Penny, C. O. Newcomb and O. E. Bradford.

I'd like to add this to the general good wishes: To my good friend Frank Rogers, to whom these magazine notes were always sent before publication, again I say, "Good-bye and good luck."

**South Minneapolis Car Dept.  
and Coach Yard**

*Oriole M. Smythe, Correspondent*

The shops schedule repair forces enjoyed their vacation July 3 through 17, fishing, resting, painting the house, and sometimes helping "the Mrs." Welder Charles Menefee and Helper Elmer Holte vacationed through Canada, Seattle and Los Angeles with the Shriner Special.

Special Officer William O'Neill has been ill since Memorial Day and is in Veterans Hospital.

Glad to report that Steno Elizabeth Brzezinski who has been ill is improving.

Clerk Einar Hauger and family recently vacationed at Lake Louise, Vancouver, Seattle and San Francisco.

Car Shop Foreman A. J. Demmers reports a new grandson, born to his daughter-in-law, Mrs. Leonard Demmers, at St. Paul on July 1.

Mrs. Julie Kasin, stenographer, is relieving on Mrs. Brzezinski's position in the car department office.

**D & I DIVISION**

*E. Stevens, Division Editor*

Philip S. Sawtelle, retired agent of Elgin, Ill., died at the home of a daughter, Mrs. Dorothy Kaney, in Blackwell, Okla., on July 14. He would have been 84 years old the following day. He is survived by two daughters, two sisters and three grandchildren. "Skip" Sawtelle was a veteran of 65 years of railroading. He was born in White Oak, Wis., and started as a boy with the IC at Dubuque. Learning telegraphy, he was later employed by the Burlington before entering the Road's service in 1889. In 1892 he became agent at Spaulding and 18 years later was appointed to the agency at Elgin. He had been retired since July, 1946.

**SEATTLE GENERAL OFFICES**

*Margaret Hickey, Correspondent*

Phillip D. Swanson, son of W. Dean Swanson, right of way engineer in the industrial department, was one of the top 10 in the graduating class of 556 at Lincoln High School. He was valedictorian of the class and by virtue of his scholastic grade was awarded a regional scholarship to Yale University. He also received the Rensselaer Polytechnic Institute gold medal for outstanding work in science and mathematics. In addition to the Yale scholarship, he was offered scholarships by M. I. T., Princeton, Harvard, Cornell, Stanford, California Tech and Reed. He is 17 years old.



Phillip D. Swanson

Samuel Greengard, assistant to vice president, retired July 31 with a total of 50 years of service. Mr. Greengard started railroading in 1900 with the Great Northern at St. Paul. His service with the Milwaukee began at Lind, Wash., in 1906 as chief clerk in the engineering department. Subsequently he worked in various clerical capacities at Spokane, Tacoma, Seattle, and Deer Lodge, Mont. He was traveling accountant from 1918 until 1925 when he transferred to the vice presi-

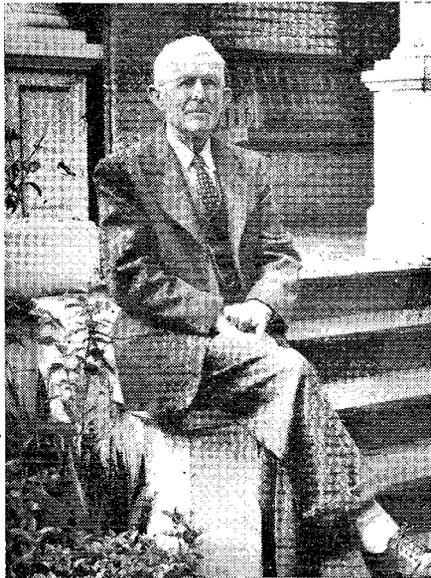


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With the closing of the rail mill at Savanna, Ill., Engine Foreman W. Dorman Bowman elected to retire, having passed his 78th birthday. Bowman started railroading as a switch tender at the yards in 1890. For the past 11 years he had been on the rail mill engine. He has two sons, one of whom is employed in the car department at Davenport. At Savanna he makes his home with his son-in-law and daughter, Illinois Division Engineer Earl Hess and wife. He is in excellent health and pursues the hobby of an amateur weather observer.

dent's office where he held, in turn, the positions of cashier, assistant treasurer and office assistant to vice president, being appointed to the latter position in June, 1944.

Walter C. Hay, payroll clerk in the traffic department, is now First Sergeant Hay in the Marines, having been called back to active duty in July.

John J. O'Meara, chief clerk to general freight agent, retired July 31 after 43 years' service. Mr. O'Meara started to work for the Milwaukee at Fond du Lac, Wis., as clerk in the agent's office. He transferred to Seattle in March, 1910, holding a clerical position. He was appointed chief clerk in 1922.

Maurice McCarrell, former city freight agent, has been appointed chief clerk to general agent, succeeding J. J. O'Meara. Mr. McCarrell came to Lines West in 1948 from Atlanta, Ga. He was formerly employed in the traffic department in Chicago.

City Freight Agent Douglas S. Carmichael is now on active duty with the Marines as a captain.

Rolland H. Smith, assistant engineer, retired on July 31 with 49 years of service to his credit. He started railroading in 1901 on the C.S. & C.C. and in 1904 took employment with the Alaska Central as chief draftsman. He came to the Milwaukee in 1907 as draftsman at Seattle, holding positions as instrumentman, chief draftsman and assistant engineer at that point; appointed division engineer at Moberge in 1925, assistant engineer at Tacoma in 1928 and division engineer at Spokane in 1930. He transferred to the chief engineer's office in Chicago in 1933 and on July 1, 1939, was appointed assistant engineer at Seattle.

Douglas Haley, former chief clerk to superintendent of transportation, has been

appointed western representative mail, express and baggage, with headquarters at Seattle, succeeding Gordon S. Cooper who retired July 31. William Sarakenoff, former chief car distributor, succeeds Mr. Haley as chief clerk. Mr. Sarakenoff is being succeeded by Thomas Quinn. William Fogelstedt succeeds Mr. Quinn as car distributor.

## TERRE HAUTE DIVISION

### West Clinton Area

*Earl H. Lehman, Correspondent*

Conductor William J. Russell died at his home in Terre Haute July 19 after an illness of several weeks. He had been an employe of the railroad for 33 years. Burial was in Terre Haute.

Conductor M. F. Ernhart and wife vacationed through the West to Seattle and southwest to Houston, Tex., during July. At the latter city they looked forward to a visit with N. C. Spaulding, retired conductor, and wife.

Herman Kutch, retired conductor, visited his brother in Carson City, Nev., in July. From there he went to California.

C. N. Blake, retired conductor, and Mrs. Blake have moved to Newburgh, Ind. They will appreciate a card from some of the "rails."

Clerk Ray Williams and wife spent part of their vacation down at Chattanooga, Tenn.

Engineer and Mrs. Rendle Endicott really "broke in" their new Ford with a trip to southern Illinois and then down to Chattanooga.

Car Foreman Carl Reuter and family left July 29 for a trip to the West. They will visit Carl's father in Dubuque and spend the remainder of their vacation in Idaho.

Conductor and Mrs. H. H. Ferguson spent part of July in Montana. They traveled 2,700 miles.

Here at West Clinton, M. H. McCandles, a veteran with over 45 years of service, retired in July. We will tell more about it in the next issue of the Magazine.

Charles E. Garrigus, yard conductor at Terre Haute, who retired several years ago, passed away at Hart, Mich., July 31. Burial was at Terre Haute.

Edward Acton, retired engineer, and wife have gone to Wilmar, Calif., for a three-month visit.

## Time Is Our Business

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## DIESEL LOCOMOTIVES

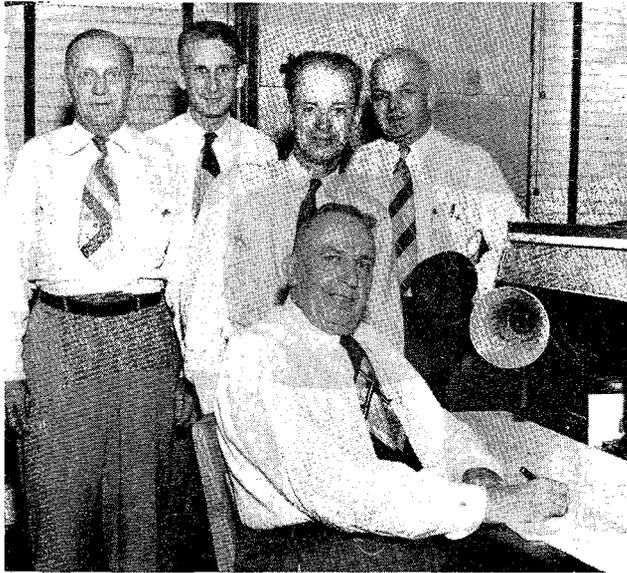
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PASSENGER, FREIGHT  
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

## ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION  
LA GRANGE, ILLINOIS, U. S. A.



E. E. "Doc" Heller (seated), first trick dispatcher at Terre Haute who retired on July 19, is shown here with fellow employes (left to right) H. A. Edwards, D. T. Hehman, E. W. Bevington and A. J. Wright. Associates honored "Doc" with a banquet and presented him with a farewell gift. He is a veteran of 48 years of service and had been at Terre Haute since 1908. (Photo by Yard Conductor Paul Thompson.)

William Southard, retired conductor, is residing in Clinton, Ind.

T. B. Seay, retired conductor, is still confined to the Vermillion County Nursing Home at Newport on account of a fractured hip received last winter.

John Steffy, retired store laborer, is seriously ill at his home in St. Bernice.

R. A. Stewart, retired conductor, is also ill at St. Bernice.

Brakeman Carl Richards and family visited in New York recently

Storekeeper Harold Patton has been promoted to general storekeeper at Terre Haute. He will be succeeded here at West Clinton by Walter C. Glass, of Hulman Street.

Leverett Hamrick, second trick roundhouse caller, and family visited in Indianapolis during July.

### Terre Haute District

T. I. Colwell, Correspondent

We wish to extend our sincere sympathy to the family of Conductor William J. Russell who passed away July 19.

A letter from Racine, Wis., informs us that Mrs. W. W. Griffith, widow of retired conductor, has been ill at the home of her son there, but has recovered to the extent that she is planning to go to Big Spring, Tex., to visit with her daughter.

We were glad to have an opportunity to visit recently with Conductor "Cliff" Currie's daughter Ruby and her husband who now reside in the Pacific Northwest and who were here on vacation. Ruby was employed as a clerk in the Rea Building for a good many years.

We are sorry to lose by transfer Division Engineer H. C. Minter, Division Freight and Passenger Agent F. W. Baker and Water Inspector P. P. West. All of these employes were in Terre Haute long enough to make a lot of friends. C. P. Cassidy and W. C. Whitham will replace them.

On long distance vacations are Conductor and Mrs. M. F. Ernhart, Engineer James Mullen and family, Fireman Tip Tipton and family, and Carman John Graam and Mrs. Graam, all of the west coast. A. L. Burt, retired office engineer, and wife are making a trip to Portland to visit their son. Clerk John Mahalek and family, Conductor Carl Richards and family, Brakeman John Uhrin and daughter and Conductor George Williamson and family all went to the east coast. Conductor O. G. McCurdy and En-

gineer William Cain and their families, who live in Florida, are visiting in Indiana.

We have a lot of retirements to report this month. Among those retiring are Division Storekeeper C. W. Pearce, Signal Supervisor Robert S. Bentley, Dispatcher E. E. Heller, Agent M. H. McCandless, Yardmasters R. A. Schuh and Otto Wherrett, Roundhouse Foreman Harry Richard and Chief Clerk to Agent George F. Lundwall. Dispatcher Gene Sanders, from Ottumwa and Milwaukee, will fill the vacancy brought about by the retirement of Doc Heller. We also have W. J. Hetherington, relief dispatcher from Green Bay, with us temporarily.

## ROCKY MOUNTAIN DIVISION

### Northern Montana

Pat Yates, Correspondent

The Go Western Days are upon us, and here am I without a mustache! I whacked off one corner of the darn thing one night while I was shaving. It didn't hurt my feelings too much, because it had started to turn red, gradually shading into orange. You know, I might have been pinched for wearing a mustache that looked like an imitation?

Nancy Lilly, daughter of Fireman Ralph Lilly of Harlowton, was in the Lewistown hospital recently due to appendicitis.

Chief Dispatcher Phil Kearney retired July 17 and returned to his home in Miles City. Phil dispatched trains at many stations on the railroad during his service and was well liked.

The new chief dispatcher here is R. E. Joiner, from Spokane. Mr. Joiner is well known here, having been an operator on the north line before going to the main line.

T. A. Spatafore, roadmaster at Great Falls, was transferred to Harlowton on July 10 to replace Roadmaster Sam Lee who retired after 26 years of service. Sam did a lot of fishing in Norway when he was a boy and grew to be an expert with the fly rod. It won't be hard to guess what he is going to do with his time from now on.

We still have one good fisherman here, Brakeman M. Barney. He fills his basket every time he goes out. I wonder if he would give us a tip on the kind of bait he is using.

We are sorry to hear of the illness of Mrs.

Leon Rozell, brakeman's wife, in the hospital at Spokane.

Among railroaders who enjoyed vacations and are back on the job are M. J. Boyd, Mabel Wolters, George Baumgartner, Dana Mathews, Noel Kenneth, John Koloff, Sam Metoff, Art Keeler, S. W. Finkbinder, Sr., W. R. Freyberg, Roy Gilham, Chris Mathews and Bert Solk.

## How Well Do You Remember Your Railroad?

The 1911 picture on page 23 was taken in Savanna, Ill., looking in a general easterly direction.

In the distance stands the old station hotel, identified by F. H. Allard, former Savanna resident, as the Bunker House. The hotel was later moved to the opposite (north) side of the track and used as the superintendent's office until a few years ago. The track at the right leads from the roundhouse.

The flood water was from the Plum River, and nothing out of the ordinary in 1911.

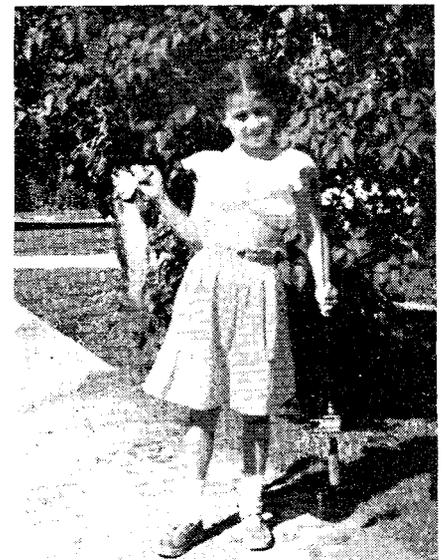
The safety performance of the American railroads in 1949 indicates that the average rail traveler could look forward to a trip of 100 miles each day for more than 38,000 years before running the risk of a fatal accident.

The customer in the fish store eyed the display and then approached the shopkeeper.

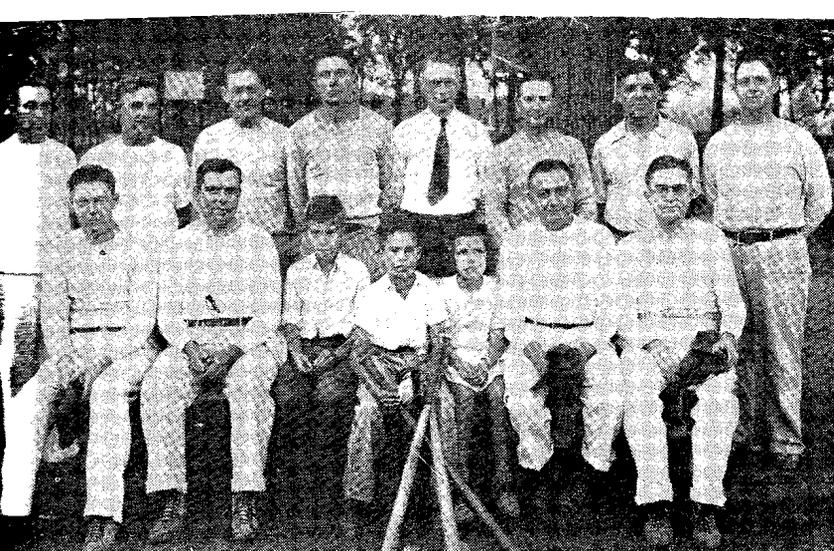
"Just stand over there and throw five of those big fish to me."

"Throw 'em? What for?" asked the shopkeeper in amazement.

"I want to say I caught 'em", explained the purchaser. "I may be a poor fisherman, but I'm no liar".



This is Gloria "Cookey" Spatafore, 8, daughter of Roadmaster Tony Spatafore, recently transferred from Lewistown, Mont., to the main line, with the two-pound trout she caught recently in the spring creek that runs through Lewistown. Her father says the fish is one pound and ten ounces heavier than any he ever caught.

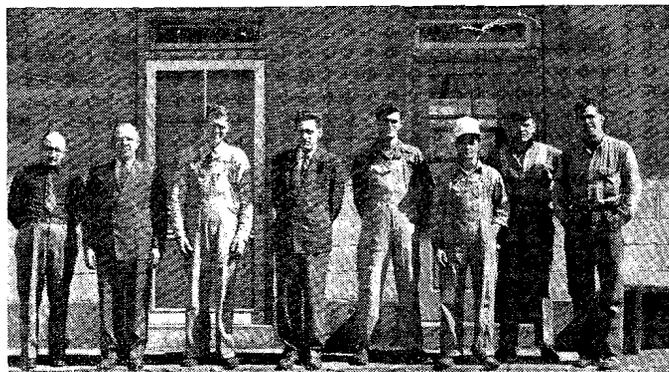


L. V. Schwartz, district storekeeper at Milwaukee, takes us back to the summer of 1934 with this picture of the big leaguers on the D&I Division force whose team was one of the best in the Savannah Industrial League that season. Mr. Schwartz identifies the players and their present positions as follows:

Seated, from left: R. Duhigg, clerk, superintendent's office, Savannah; L. F. Donald, general manager, Chicago (pitcher); James, son of L. F. Donald; W. F. Plattenberger, trainmaster, Terre Haute; Patricia, daughter of L. F. Donald; L. V. Schwartz; A. J. Novak, superintendent, Milwaukee-Kansas City Joint Agency.

Standing, from left: H. Smith, switchman, Savannah; G. Phillips, former yardmaster, Savannah; J. J. VanBockern, general manager, D.R.I.&N.W., Davenport; F. G. Schwartz, high school instructor, Des Moines; W. G. Bowen (deceased), former superintendent, D&I Division; G. E. Lanning, assistant division superintendent, Marion, Ia.; E. Nickols (deceased); and W. E. Smith, staff assistant to vice president, Chicago.

Below: Employees at Cedar Rapids, Ia., pictured beside the new yard office there. Left to right: Interchange Clerk J. L. Kelly, General Yardmaster I. W. Chermak, Yard Clerk R. D. Keenan, Chief Yard Clerk R. J. Burke, and Switch Foremen O. F. Cox, L. R. Tesar, R. K. Kingsbury and J. H. McNabb.



Above: Baseball Commissioner A. B. "Happy" Chandler (center) and his secretary, Dick Butler (extreme left), relax with friends in the Skytop Lounge of the Olympian Hiawatha which they boarded in Chicago on July 12, en route to Seattle.

Many friends were on hand July 21 to wish Ray Myles well on his retirement from the position of chief clerk in the advertising department, effective at the end of the month. He is shown between W. Wallace, assistant passenger traffic manager, and Mrs. Myles, reading the testimonial in his honor which bore the names of the friends who attended (many of whom are not shown). C. C. Dilley, advertising agent, is seated at Mrs. Myles' left.

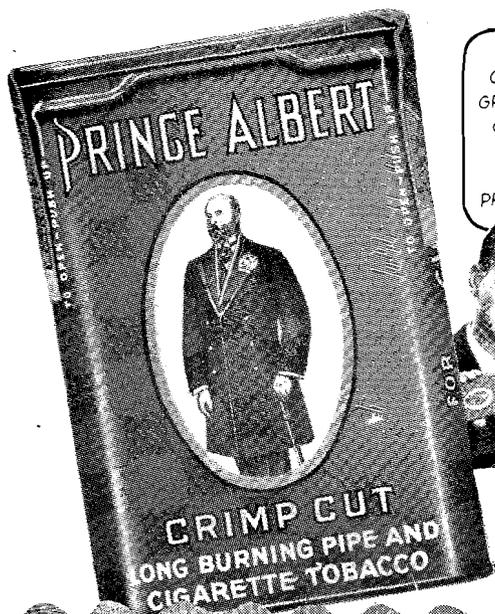
During his 29 years with the Road, Mr. Myles held many positions in the passenger department and had the distinction of presiding at the opening of Gallatin Gateway Inn in 1927. He was chief clerk in the advertising department from 1932.



*You know at first sight  
he's got P.A.\**

● It's easy to see his Pipe Appeal attracts her at first sight. And you can guess by his happy look that he has a pipeful of Prince Albert—America's largest-selling smoking tobacco. Get P. A.! Prince Albert's choice, rich-tasting tobacco is specially treated to insure against tongue bite.

*P.A.\* means  
Pipe Appeal and  
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