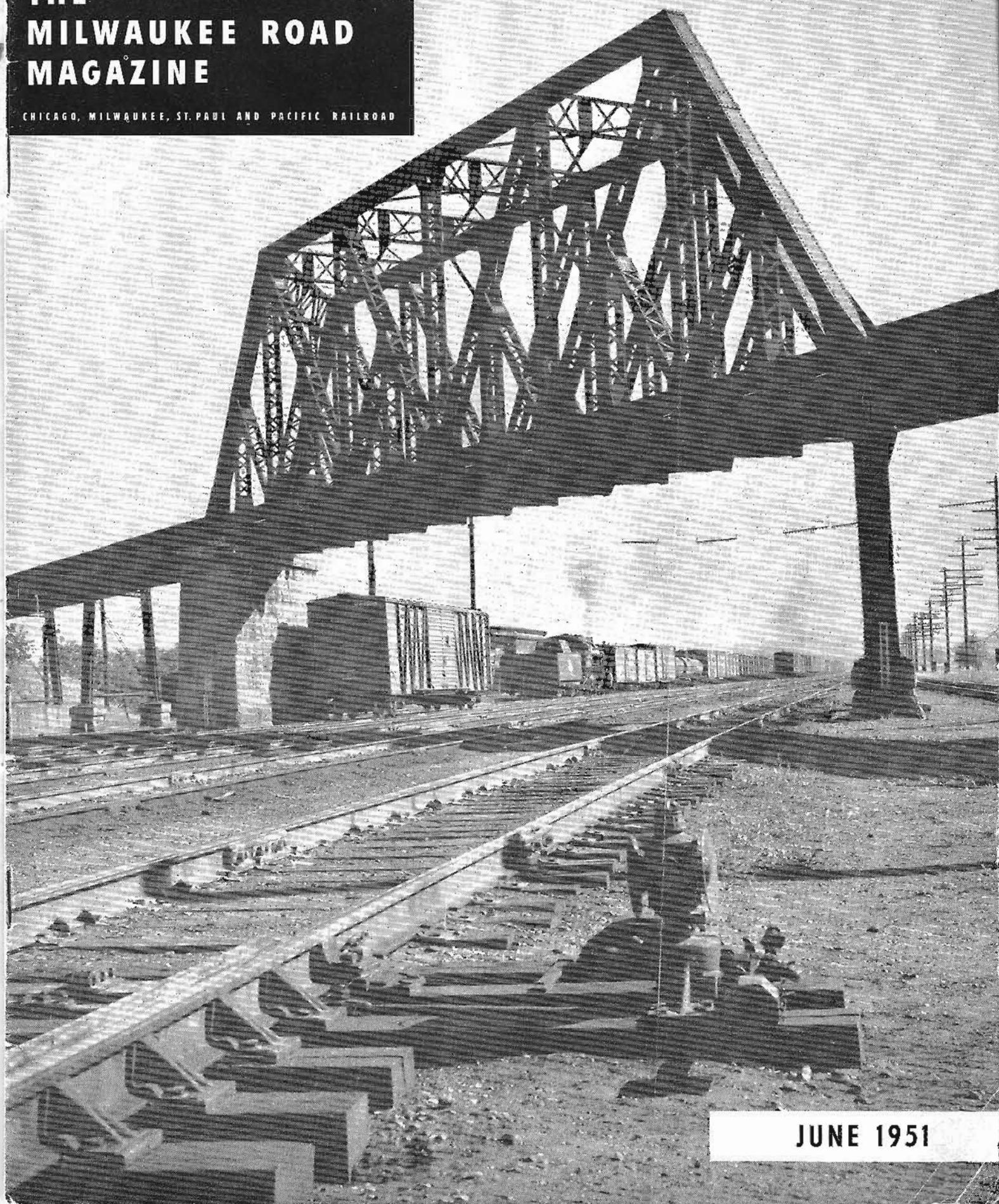


# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



JUNE 1951

JUNE  
1951

VOL. XXXIX  
No. 3

## THE MILWAUKEE ROAD MAGAZINE

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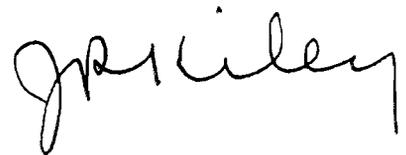
## The Voice of the Railroad

I WAS surprised and very much impressed to learn recently that in an average day Milwaukee Road people use the company's commercial telephones something like 140,000 times to talk with individuals outside the railroad.

Most of the voices on the other end of the line are our customers—actual or potential—and every person on The Milwaukee Road who uses a telephone in his work impresses those individuals favorably or unfavorably. I am sure that a major part of our contact with the shipping and traveling public is by telephone.

It follows logically that thoughtful, courteous telephone habits can mean increased business and greater employment. Within our own ranks those good habits will widen the paths toward our working well together.

I hope everyone on the railroad will bear in mind, as the public most certainly does, that his own voice on the telephone is the voice of The Milwaukee Road.



# a story of two friends of yours

**T**HIS is the story of two people . . . two friends of yours you have never met.

But you know them well because you have talked to them many times over the telephone. You have a strong mental picture of both, as though you had seen them hundreds of times.

**Here's the first person. . . .** One of these persons is kind and considerate. Whenever you call him or he calls you, immediately you feel that he is glad to meet you, even though it is by telephone. How does he convey that impression to you? You are unable to see him, to look at the smile on his face, to tell by his facial expression how attentive he is. How does he do it? By his voice alone.

**And here is the other. . . .** The other person . . . perhaps he does not mean to sound gruff, but he does . . . when he talks over the telephone. He talks too loudly and he is a bit too abrupt. If you were to meet both of these people face to face, it might be that they would be equally charming, equally pleasant. But over the telephone, as you do meet each of them, one is decidedly more pleasant.

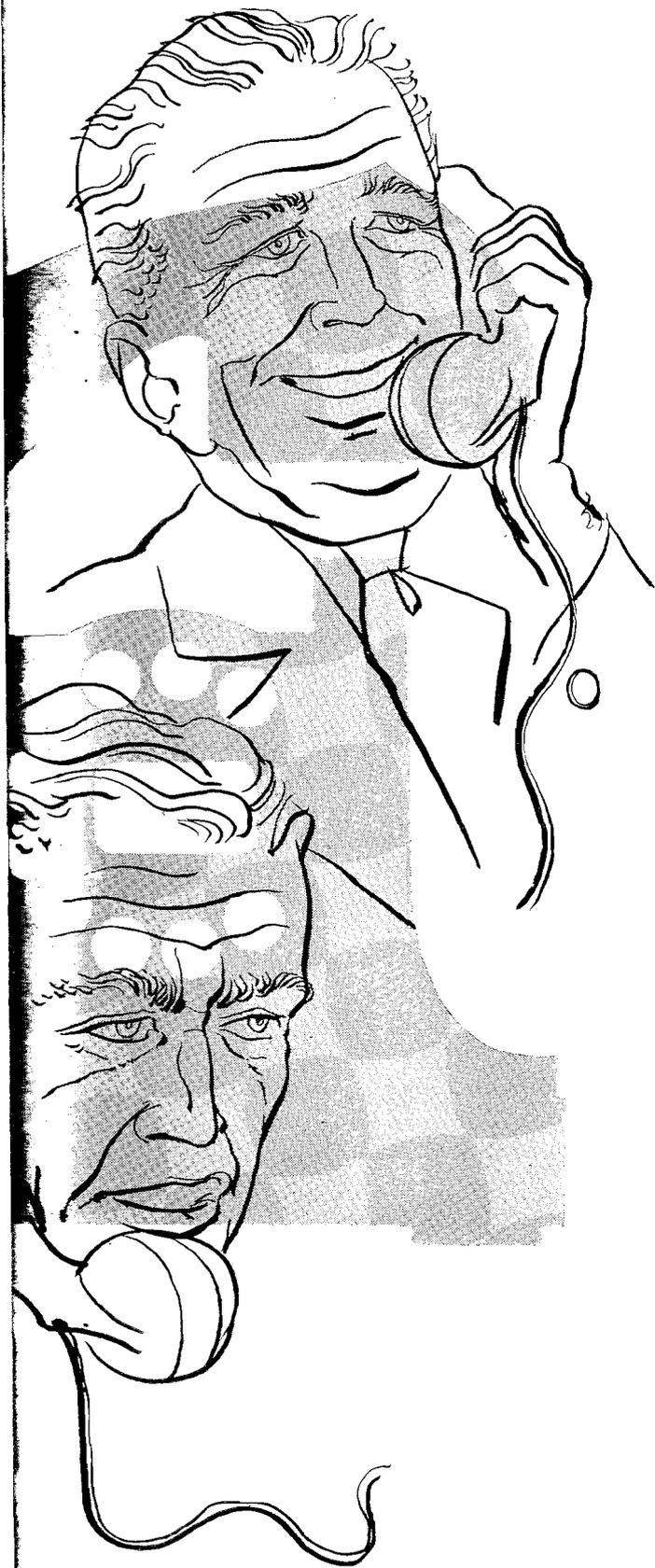
And yet, both could be equally pleasant over the telephone. It is not difficult. By following the simple rules of courtesy, one can develop a pleasing telephone personality . . . learn how to make friends by telephone.

**An asset in business. . . .** A business man who employs a great many people once said, "Whenever I need a new girl in the office, I insist that applicants call me on the telephone first before I interview them. If their voices do not sound pleasant, clear, and interesting, I don't bother to make an appointment for a personal interview."

"Talk over the telephone so that people will like to call you or have you call them," another business man told his employees. "The people over at the Blank Manufacturing Company are fine people to do business with," he remarked. "I have never been there, but I have talked with them by telephone."

**Telephone impressions are important. . . .** The impressions we make over the telephone are important . . . more important perhaps than most of us realize. In both business and social life, our voices over the wire reflect our real personalities. When meeting people face to face, poor diction oftentimes may be excused because of a winning smile or a warm personality, but when you talk over the telephone, your voice and your voice alone is you.

*The above paragraphs are quoted from a booklet entitled "How to Make Friends by Telephone," published by the Illinois Bell Telephone Company. Copies of the booklet have recently been sent to all Milwaukee Road officers and supervisors with the suggestion that they look it over and pass it on to others. Illustrated pointers on good telephone manners, taken from the booklet, will appear in future issues of The Milwaukee Road Magazine.*





General Superintendent D. T. Bagnell has a good look at the President's Safety Trophy presented to Superintendent W. E. Swingle by President J. P. Kiley. Left to right: L. J. Benson, assistant to president, Mr. Kiley, Mr. Swingle, Mr. Bagnell and L. F. Donald, vice president-operations.

## GOOD TIME REWARDS TWIN CITY SAFETY EFFORT

**B**ASKING in well deserved glory as the winners of the division safety contest for 1950, employes of the Twin City Terminal Division were honored at a gala celebration at the Minneapolis Armory on the evening of May 3. The salute to the winning division was expanded this year to include both employes and members of their families, and in lieu of the usual safety award banquet they were treated to a lively program of professional entertainment plus the opportunity to participate in a drawing for two valuable prizes. Upward of 1,350 Milwaukee Road people were there.

The Twin City casualty rate of 1.67, lowest among the 16 operating divisions, resulted from only eight reportable injuries incurred during the 4,779,569 man hours worked by employes. The closest competitor for the Safety Trophy was the Iowa and Southern Minnesota Division, with a casualty rate of 2.76.

Advance notice of the celebration was carried to employes by handbills and bulletin boards, and the show played to an appreciative house. It was staged

in the armory because of its facilities for accommodating a professional bill and a large dancing crowd. A welcoming address by L. J. Benson, assistant to president and supervisor of the Road's safety program, was followed by nine headline theater acts.

The first act, a performance on the marimba, yielded the spotlight to a team of comedy jugglers and accordionists. They were followed in turn by a magician who removed ringing alarm clocks instead of the traditional rabbits from his hat, a sister trio of harmony singers, and a comedian tap dancer whose act involved riotous audience participation. Stars of the bill were Virginia Sellers, young singing artist of radio sta-

tion WGN in Chicago, Dick Gordon, tenor of musical comedy and radio fame, and Billy and Idyle Shaw, unicyclists. The acts were introduced by James K. Thompson who, in addition to serving as master of ceremonies, provided a

With an assist from their wives, Conductor Roy Christie (left) and Trainmaster R. H. Bourgerie prepare for the big style show.



little excitement by cutting up the necktie of Chief Carpenter O. C. Denz. The show lasted until 10 o'clock.

The conclusion of the performance was the signal for President J. P. Kiley to present the Safety Trophy to Superintendent W. E. Swingle, who accepted it on behalf of the division employees. Mr. Kiley complimented the division on its record, and Mr. Swingle also made a few brief remarks, thanking the employees for the splendid cooperation which made their achievement possible.

At the close of these ceremonies, Mr. Benson took charge of the awarding of the door prizes, a \$500 Westinghouse Television set and an automatic Westinghouse roaster oven. Called out from the audience to draw the winning tickets, Miss Betty Jane Brandell, daughter of Carman Bror Brandell of the Minneapolis car department heavy repair shop, pulled first the stub belonging to Machinist Helper Clarence J. Murphy of the Minneapolis roundhouse. As he started for the stage to accept his prize, Mr. Murphy was told to bring along his foreman, Pat Sullivan. It was a great night for the Irish. Mr. Murphy was presented with the television set and Mr. Sullivan received a tooled leather wallet.

The holder of the winning ticket for the roaster oven was Henry Myrtvedt, carman in the Minneapolis light repair shop. His foreman, Ray Melquist, shared the winner's luck also, and received a

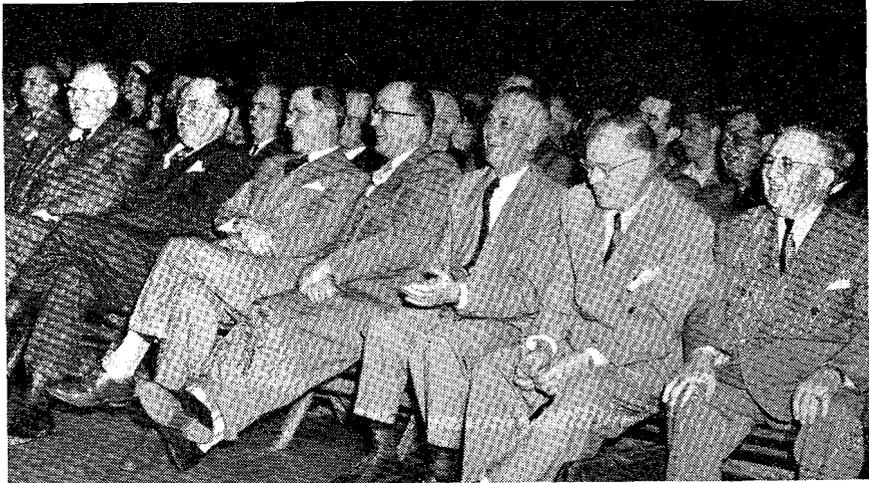
wallet similar to the one presented to Foreman Sullivan.

After the drawing the 11-piece orchestra which had played for the stage

show furnished dance music until time to clear the hall. The dancing brought to a close the first all-family safety award program.



Above: Not in his department, but Chief Carpenter O. C. Denz was given a tie replacement job at the hands of the magician. Enjoying the show are Irene Swingle, daughter of Superintendent W. E. Swingle, and Bobby Sullivan, son of Roundhouse Foreman P. J. Sullivan.



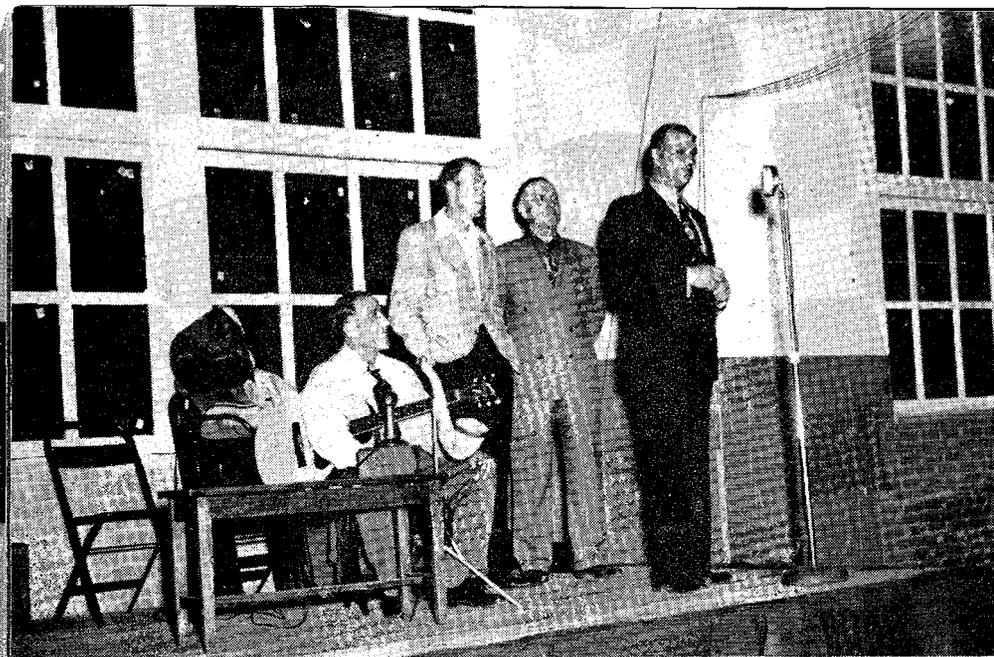
Right: Down on the front row enjoying the show. Left to right: F. J. Newell, assistant public relations officer, President J. P. Kiley, Vice President L. F. Donald, Superintendent W. E. Swingle, F. M. Washburn, district safety engineer, L. J. Benson, assistant to president, and M. L. Medinger, retired district safety engineer.

Below: Engineer Harry Muffs, one of the more striking entrants in the style show.

Below: Door prize winners—Henry Myrtvedt (left), carman, and Clarence Murphy, machinist helper, both from Minneapolis.

Below: Virginia Sellers, soprano soloist, provided both music and a decorative touch at the big Twin City party.





Shown on the stage at the open house party are, left to right: Babbittman Frank Charles, the one man band, Machinist Alex Fenion, Machinist Earl Bensch, and Electrician Wilbur Slaughtner, chairman of the Federated Shop Crafts in Deer Lodge and chairman of the crafts committee in charge of the open house.

## Open Deer Lodge Electrical Shop

**T**HE NEW electrical shop recently completed at Deer Lodge, Mont., for heavy classified repairs on Rocky Mountain Division electric locomotives, was officially opened at an open house party on the night of May 15.

Since the equipment had not yet been set up, the building easily accommodated the throng of 700 employes and townspeople who attended the affair sponsored by the Federated Shop Crafts in Deer Lodge. It was expected at that time that the shop would be in limited operation before July 1 and running full capacity within 10 months.

The local chapter of the Women's Club demonstrated its customary willingness to help out a good cause by serving refreshments to the large crowd.

The new shop, located at the south end of the shop area, next to the master mechanic's office, is conventional in exterior appearance, being a remodeled portion of a building formerly used as a car building shop and storage plant. The spacious interior presents a modern appearance in line with today's trends in shop design, with many large windows, skylights, ample artificial lighting, light yellow and green ceiling and walls, and large floor areas for the efficient placement of machinery and movement of personnel.

Among the many new items of equipment to be installed in the new shop are a dynamic balancing machine for armatures, a five-ton crane, brazing machine, coil winding machine, a 15-ton mono-

rail crane truck and a cleaning and dust-collecting device which employs corn husks as a cleaning abrasive. Two tracks have been laid into the shop from the roundhouse where routine running repairs will continue to be made. The electrical shop, or back shop, will handle the rebuilding and overhauling of more than 70 electric motors used on the Rocky Mountain Division.

The open house committee appointed by the Federated Shop Crafts consisted

of the following: Wilbur Slaughtner (chairman) and Ira Townsley, electricians; Earl Bensch and Alex Fenion, machinists; Oscar Bidlingmeyer, boilermaker; Earl Allen, pipefitter; P. W. Brance, blacksmith; and Mrs. E. L. Hopkins representing the Women's Club.

Lawrence Wiley, Milwaukee Road electrical engineer, from Seattle, addressed the group, as did Melvin Beck, president of the Powell County Civic Association, Wilbur Slaughtner and Alex Fenion. Earl Bensch, as master of ceremonies, reviewed the history of the railroad in Deer Lodge. He told of the first train arriving in 1909, the enlargement of the shops in 1912, the electrification in 1915 and 1916, the machine shop fire in 1933, the patriotic efforts put forth by the shop forces to "keep 'em rolling" during the two World Wars, and the advancement in skills and machinery, culminating in the present shop.

Mr. Bensch also brought greetings from Master Mechanic W. E. Brautigam, who was forced to be absent by reason of illness.

The entertainment provided by em-



A part of the crowd of 700 employes and townspeople who attended the celebration which marked the opening of the new shop.

announcing the

## J. T. GILLICK SCHOLARSHIP

for sons of Milwaukee Road employes

A university scholarship worth \$600 annually is being established by The Milwaukee Road for award to the son of an employe each year.

The award will entitle the qualified and accepted applicant to attend a university of his choice.

Although the exact terms to govern the selection of applicants have not been established, this announcement is made now as a matter of interest to Milwaukee Road families whose sons are leaving high school and will be interested in trying for the scholarship.

Complete details will be announced in the July issue of this magazine.



ployes included organ selections by Mrs. Kermit Wells, daughter of Machinist Alex Fenion, and orchestral numbers by a musical group consisting of Machinist T. V. Hunt and Mrs. Hunt, Electrician Pat Healey and Machinist Apprentice William Mason. Frank Charles, babbittman, also entertained with a performance as a one-man band.

The program of the evening also included dancing and a motion picture on safety, shown by Safety Engineer Victor Peterson.

### Safety on the Sidelines

Section Foreman W. Waack of Forreton, Ill., working at Leaf River on May 2, took an inventory as train No. 75-63 passed by and noticed that a shipment of poles was listing dangerously. He got word to the train immediately and the car was set out at Forreton. A check disclosed that the poles had shifted almost three feet.

Superintendent E. G. Kiesele, notified of the incident, commended his alertness in noting the condition and the prompt action taken to avert trouble. "It definitely indicates," he said, "that train inspection by our maintenance of way employes is of invaluable assistance."

### L. H. Dugan Commencement Speaker at Bowman

L. H. Dugan, vice president and western counsel, Seattle, was the principal speaker at the commencement exercises of Bowman (N.D.) High School on May 25. The subject of his address was the progress made in this country under the system of free enterprise, the threat which the present trend of world events presents to our form of government, and the resulting challenge to alert citizens.

"To me", he said, "the thing that has made America great is . . . a philosophy of life which is comparatively new and that is only to be found on the North American continent. Analysis will show that any successful constitutional government depends upon six elements of personal character for success: self reliance, personal responsibility, thrift, courage, individual initiative and spiritual faith. If you will think back over the history of our country you will see that our forefathers practiced these



L. H. Dugan

virtues and were therefore able to hand us the greatest benefits, the greatest advantages, the greatest luxuries that have ever been known to man. . . . None of this, I maintain, would have been possible under governmental socialization programs, for any undertaking designed to protect the individual practically from the cradle to the grave removes any incentive to prosper and get ahead, and self reliance will be at an end.

"Today, when taxes . . . place such a burden upon everyone . . . it is only natural we are tempted to vote for 'something for nothing' ideas; and yet, we are paying dearly, not only in taxes, but through the surrender of our liberties. I ask you to give thought to the subject.

"Just as minority groups in this country have tried to change our way of life, each of you as citizens and voters will be able to lead us back. Do not feel that you will be one of a few lone voices in the wilderness, because there is tremendous strength even in a minority. If every one of you will preach the freedom of choice and opportunity, we will in our own small ways help meet the challenge we have before us today."



Scene at the get-together luncheon showing part of the 400 members who attended. The general executive committee is seated at the far left, facing the assembly. The chapter presidents' table is directly in front of the general executive committee.

## District meeting in WOMEN'S CLUB spotlight

**A** PREDICTION that this may be a banner year for The Milwaukee Road Women's Club was the pleasant keynote of the district meeting held in Milwaukee on May 25 and 26 by Lines East chapters. A new membership record was foreseen by Miss Etta N. Lindskog, secretary general, who reported that 19,053 members had been enrolled by mid-May.

The district get-togethers are held in the uneven years and provide for a general discussion of past chapter activities and an outline of welfare and social work planned for the current year. The Milwaukee meeting brought together presidents and delegates of 38 chapters.

Milwaukee Chapter welcomed out of town members upon their arrival in the Union Station Friday morning, May 25, and served refreshments in the club rooms. Mrs. Walter Koester is president of the chapter. The business session opened in the club rooms Friday afternoon and 20 chapters received a hearing before the evening recess. The balance of the reports were delivered the following morning at a meeting in the East Room of the Hotel Schroeder.

Mrs. C. C. Steed of Milwaukee, president general, presided at both sessions. Members of the general executive committee who attended were, in addition to Miss Lindskog: Mrs. O. P. Catlin,

Chicago, first vice president general; Mrs. A. W. Wickersham, Miles City, third vice president general; Mrs. R. Vannella, Bensenville, treasurer general; Mrs. W. R. Dolan, Chicago, recording secretary general; Mmes. G. W. Loderhose and W. J. Whalen, Chicago, R. E. Melquist, Minneapolis, J. W. Allgier, Aberdeen, S. D., F. R. Doud, Madison, Wis., W. T. Stewart, Perry, Ia., and A. O. Thor, Tacoma, all general directors; Mrs. E. W. Soergel, Chicago, general advisory officer; Miss Irma Knoll, Milwaukee, general chairman of constitution; and Mrs. J. Geckler, Milwaukee, general welfare chairman.

The following chapters were repre-

sented in the caucus: Wisconsin—Beloit, Green Bay, Janesville, La Crosse, Madison, Merrill, Milwaukee, New Lisbon, Portage, Sparta, Tomah and Wausau; Illinois—Bensenville, Chicago-Fullerton Avenue, Chicago-Union Station and Savannah; Iowa—Council Bluffs, Dubuque, Des Moines, Marion, Marquette, Mason City, Ottumwa, Perry, Sanborn and Sioux City; Minnesota—Austin and Minneapolis; South Dakota—Aberdeen, Black Hills (Rapid City), Madison, Mitchell and Sioux Falls; Michigan—Channing and Iron Mountain; Indiana—Terre Haute and West Clinton; Missouri—Kansas City.

In addition to serving as a clearing house for ideas, the occasion afforded an opportunity to study the organizational setup of the club's welfare and civic activities. Reports submitted by individual chapters traced a pattern of cooperation with community work such as the Red Cross fund drive, veterans' hospital rehabilitation programs, and the March of Dimes. Many instances were reported in which the club stood by in cases of illness to assist with hospital, heat and food bills, collected clothing and furniture for employes left homeless by fires, and provided funeral dinners for bereaved families.

New developments were reported by Mrs. Steed, who informed the gathering that Mrs. John P. Kiley, wife of the president of the railroad, has accepted the office of honorary president general. Miss Lindskog followed with an announcement that a new chapter has been organized at Yankton, S. D. (the members of this group were formerly associated with Sioux City Chapter) and that 45 of the club's 60 chapters had already topped last year's membership total. Milwaukee Chapter was highest on the list with 1,534 members.

At the conclusion of the meeting a luncheon was held in the Crystal Ballroom. Upward of 400 members attended, the largest delegations coming from Milwaukee, Chicago, Madison, Wis., and Janesville. Again Mrs. Steed presided, introducing the executive committee and making a brief talk. Mrs. O. D. Wolke, president of St. Paul Chapter, was singled out for attention with the presentation of a corsage for a 16-year record of perfect attendance at chapter meetings. St. Paul Chapter had previously acknowledged Mrs. Wolke's outstanding performance with an engraved plaque.

An orchestra supplied the principal



General executive officers among those present. Seated, from left: Mmes. W. R. Dolan, C. C. Steed and O. P. Catlin. Standing, from left: Mmes. G. W. Loderhose, W. J. Whalen, Miss E. N. Lindskog, Mmes. R. Vannella and A. W. Wickersham.

entertainment, together with a monologist who did comedy impersonations of popular theatrical stars. The program, announced by Mrs. John Geckler, was a happy choice and received enthusiastic applause. The meeting dispersed immediately after the luncheon, since many visiting members had considerable distance to travel back home. For the convenience of Chicago members and those who were to make train connections in Chicago, the railroad furnished two extra cars on No. 46 out of Milwaukee.

Milwaukee Chapter, as the hostess unit, was congratulated on the arrangements made for the Lines East session and thanked for its hospitality to the visiting chapters. The meeting for Lines West chapters was scheduled for Tacoma on June 14.



Mrs. O. D. Wolke, president of St. Paul Chapter (left), and Mrs. C. C. Steed discuss Mrs. Wolke's 16-year perfect attendance record.



Milwaukee chapter officers and members of the committee on arrangements: Seated, from left: Mmes. W. D. Haggerty, J. L. Geckler (general chairman), W. Koester (president), H. Lohf, I. Lucht, J. Morrissey and E. O. Winter. Standing, from left: Mmes. M. C. Fowler, J. Kuster, E. R. TeBrake, F. D. Schunck, F. T. Ross, Miss Irma Knoll, Mmes. F. Wilke and J. Nikolas.



Directors and others at board meeting following stockholders meeting. Seated, left to right: Director A. B. Keller; President and Director John P. Kiley; Board Chairman Leo T. Crowley; Director and Chairman Finance Committee Walter J. Cummings; Director and Vice president—Finance and Accounting J. W. Severs; Director Joshua Green; Director William J. Froelich. Standing, left to right: Director William J. Sinek; Director Louis

Quarles; Director Judson Large; Director Elmer Rich; Director John B. Gallagher; A. N. Whitlock, former vice president, now consultant; Director and Chairman Executive Committee John D. Allen; Director James M. Barker; Director Walter T. Mahoney; Secretary T. W. Burtness; Vice President and General Counsel M. L. Bluhm; Director William L. O'Brien; Director John P. Wagner; Director and Consultant Robert J. Marony.

## Stockholders Vote Larger Board

AT A MEETING of Milwaukee Road stockholders held in Chicago on May 8 an overwhelming vote supported the proposal to increase the board of directors from 15 to 19 members. The response to the management's solicitation of proxies represented approximately 90 per cent of the total shares of stock outstanding.

The stockholders meeting was the first held since the expiration of the five year voting trust agreement under which the railroad has been operated since it emerged from reorganization on Dec. 1, 1945.

The four new directors elected to serve with the 15 re-elected members of the board are J. W. Severs, Milwaukee Road vice president—finance and accounting, R. J. Marony, former vice president and fiscal officer, W. J. Sinek and J. P. Wagner. Messrs. Sinek and Wagner are further identified below.

Chairman Leo T. Crowley assured the stockholders that the railroad is in good physical condition, well equipped and in a position to handle efficiently the larger volume of traffic which may be expected in connection with the nation's defense program.

President J. P. Kiley pointed out that

although seasonal variations in traffic volume make it inadvisable for the railroad to dieselize completely at this time, its operations will be largely powered by diesel-electric and electric locomotives by the end of 1951.

Vice President J. W. Severs stated that despite increased operating expenses, net railway operating income for the first four months this year was expected at that time to amount to nearly \$2,900,000 more than in the corresponding period of 1950.

The following is a list of the directors elected at the meeting:

John D. Allen, Chicago, president, Brinks, Inc.

James M. Barker, Chicago, chairman, All State Insurance Company.

Leo T. Crowley, Chicago, director and chairman of board of directors, The Milwaukee Road.

Walter J. Cummings, Chicago, chairman, Continental Illinois National Bank and Trust Company of Chicago.

William J. Froelich, Chicago, attorney at law, member of Froelich, Grossman, Teton & Tabin, lawyers.

John B. Gallagher, Chicago, vice president and director, Central Life In-

surance Company of Illinois.

Joshua Green, Seattle, Wash., chairman, Peoples National Bank.

A. B. Keller, Chicago, senior consultant, International Harvester Company.

John P. Kiley, Chicago, director and president, The Milwaukee Road.

Judson Large, Elgin, Ill., secretary-treasurer, McGraw Electric Co.

Walter T. Mahoney, Sioux City, Ia., Mahoney Motors Company.

Robert J. Marony, New York, vice president until his retirement Oct. 1, 1950, and since consultant, The Milwaukee Road.

William L. O'Brien, Chicago, president, Fred J. Ringley Company.

Philip W. Pillsbury, Minneapolis, Minn., president, Pillsbury Flour Mills Company.

Louis Quarles, Milwaukee, Wis., attorney at law.

Elmer Rich, Chicago, president, Simoniz Company.

John W. Severs, Chicago, vice president, The Milwaukee Road.

William J. Sinek, Chicago, president, City Products Corporation.

John P. Wagner, Milwaukee, Wis., president, Boynton Company.

# J. W. Severs Elected Director; M. L. Bluhm Vice President and General Counsel



J. W. Severs



M. L. Bluhm

**J.** W. Severs, who rose from the position of traveling accountant for The Milwaukee Road to that of vice president in charge of finance and accounting, was elected to the directorate of the railroad by the stockholders of the company meeting in Chicago on May 8. At a meeting of the new board of directors held the same day, M. L. Bluhm, general counsel, was elected vice president and general counsel with headquarters in Chicago, succeeding A. N. Whitlock.

Mr. Severs entered railroad service in 1912 as a clerk for the Chicago & North Western, and since 1917 has been with The Milwaukee Road in various capacities, including that of traveling accountant, special accountant, auditor of expenditure, and assistant comptroller. In 1939 he was appointed assistant to trustee. On Jan. 1, 1945 he became executive assistant and comptroller, and on Dec. 3 of that year was elected vice president and comptroller of the

reorganized company. His election to the position of vice president—finance and accounting came on May 10, 1949.

Mr. Bluhm, a native of Indiana and a graduate of the University of Indiana, as well as the University of Chicago Law School, entered private law practice in Chicago in 1919 after serving as an ensign in the U. S. Navy during World War I. He was appointed assistant general solicitor of The Milwaukee Road in 1922, became general attorney in 1931 and general solicitor in 1941. He was elected general counsel on Dec. 13, 1950.

**T**he annual reunion of The Milwaukee Road's own 744th Railway Operating Battalion, which saw active service in Europe during World War II, will be held June 29 and 30 at the Lowry Hotel in St. Paul.

For details and reservations write to M. J. Martin, secretary and treasurer, 46 Inner Drive, St. Paul 5, Minn.

## *how are we doing?*

	APRIL		FOUR MONTHS	
	1951	1950	1951	1950
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. . . . .	\$21,505,011	\$18,540,138	\$83,209,249	\$70,855,355
<b>PAID OUT IN WAGES</b>				
	11,123,148	9,271,808	43,924,134	37,855,920
PER DOLLAR RECEIVED (CENTS) . . . . .	(51.7)	(50.0)	(52.8)	(53.4)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance . . . . .	651,583	565,921	2,572,472	2,295,689
PER DOLLAR RECEIVED (CENTS) . . . . .	(3.0)	(3.1)	(3.1)	(3.2)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest . . . . .	9,484,709	8,253,574	35,951,428	32,953,287
PER DOLLAR RECEIVED (CENTS) . . . . .	(44.1)	(44.5)	(43.2)	(46.5)
<b>NET LOSS</b>				2,249,541
<b>NET INCOME</b>	245,571	448,835	761,215	

A summary of the latest news-wire releases prepared by the news room of the  
MILES CITY DAILY STAR

and  
Radio  
Station

K  
R  
J  
F

1340  
on your dial



Studios and  
Offices in  
MILES CITY,  
MONTANA

Monday - May 28 1951

TOKYO - Chinese Reds surrender in droves; other thousands trapped by advancing Allied forces.

WASHINGTON - Gen. Vandenberg testifies before Senate probers today.

WASHINGTON - Officials say proposed March truce plan for Korea still good if Communists are interested.

TEHRAN - New Iran crisis looms as Reds call mass meetings to push oil nationalization.

TOKYO - Chinese Reds announce treaty giving them stranglehold on Tibet.

VIENNA - Socialist Theodor Koerner, elected president of Austria. expected to fight for occupation end, ignore Red help.

Sports

Undated - Are Chicago White Sox another wonder team? Winners of eleven straight hailed as "pickup wonders."

CHICAGO - Maxim's new crouching style may give Charles trouble in heavyweight title go, Wednesday. \$125,000 gate seen.

# The News goes aboard at Miles City

by D. B. Campbell  
Correspondent, Miles City, Mont.



MORNING NEWS, a summary of the latest news wire releases prepared by the news room of the Miles City Daily Star and Radio Station KRJF,

Left: C. S. Winship, D.F.G.P.A., receives the news copy from Joe Renders, Miles City Daily Star telegraph editor.

Below left: The news comes off the "press." Ray Grant (left), superintendent's stenographer, and D. B. Campbell, file clerk, Magazine correspondent, and author of the accompanying article.

Below: C. C. McGee, veteran Trans-Missouri Division conductor, sends the news out over the train's sound system.



greet the passengers on Olympian Hiawatha No. 15 each morning, Monday through Friday, after the train makes its service stop at Miles City yards. An idea originated by C. S. Winship, division freight and passenger agent, and worked out in cooperation with Robert Scanlan, editor of the Miles City Daily Star, the one page summary serves to break the news gap, since no morning newspaper is published in the area.

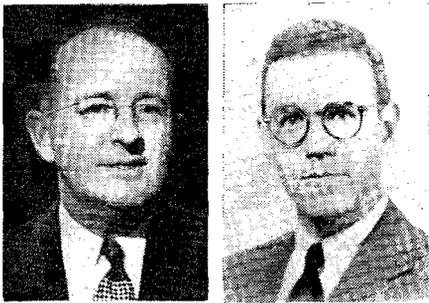
The news material is received at 7 A.M. at the Star office by teletype over the leased press wires. Before 8 o'clock a representative of the traffic department picks up the news summary copy and delivers it to the superintendent's office. There a stencil is cut by Ray Grant, Jr., superintendent's stenographer, who then runs off the morning issue on the office mimeograph. A specially printed paper stock is furnished by the newspaper for this purpose. Sufficient copies are made for distribution to the passengers in the Touralux and standard sleeping cars by the sleeping car conductor. These operations must be carried out on schedule, as No. 15 is due to arrive at the yard office at 9:30 A.M.

A copy of the Morning News is retained by the train conductor who later broadcasts this material over the sound

## J. J. Roche and J. T. Taussig Elected Assistant Secretaries

At a meeting of the board of directors held May 8, J. J. Roche, chief clerk to vice president—finance and accounting, and J. T. Taussig, statistician in the operating department, were elected assistant secretaries.

Mr. Roche entered Milwaukee Road service in 1919 as secretary to W. W. K. Sparrow, corporate chief engineer during the period of federal control. Later he served as chief clerk to Mr. Sparrow when he was vice president. From November, 1939 to December, 1944, Mr. Roche was chief clerk to W. V. Wilson, comptroller, and since Mr. Wilson's retirement, chief clerk to J. W. Severs,



J. J. Roche

J. T. Taussig

vice president—finance and accounting.

Mr. Taussig, a graduate of Lake Forest College who later did graduate work in commerce at Harvard and DePaul Universities, was with the Chicago Board of Education from 1938 to 1942, at which time he entered military service. Leaving the army in 1946 with the rank of captain in the adjutant general's department, he was employed by the American Car and Foundry Company and the Shippers Car Line Corporation before coming to the railroad as a statistician in February, 1949.

system of the train at the first opportunity after leaving the terminal. In this way the news is made available to the coach passengers and any others who did not receive copies.

The news summary was first delivered to No. 15 on Feb. 12 and has been a week day regular ever since. So many favorable responses were received that since Apr. 16 the broadcast service has also been furnished to No. 16 in the afternoon. Repeat travelers on the Olympian Hiawathas have come to expect the News. It has scored notable scoops in its short career to date and promises to continue.

## Blood Donors Club Conducts Annual Reserve Blood Bank Drive

by Grace M. Johnson  
Correspondent, Milwaukee

**E**ARLY on the morning of May 22 a mobile unit, staffed by the Junior League Blood Center of Milwaukee, Wis., arrived at the Milwaukee Road shops for the annual mass contribution to The Milwaukee Road Blood Donors Club. This organization, created in April, 1949, under a plan sponsored by the Junior League of Milwaukee, provides blood transfusions for Milwaukee Road employes and their dependents. The purpose of the annual mass contribution is to build up its blood bank reserve, the mid-year contribution being made directly to the Junior League Blood Center.

A room had been provided in one of the lumber yard buildings where eight hospital beds and all necessary equipment were brought in by the mobile unit. The caravan included a staff of 12—doctors, nurses and technicians—and a refrigerator automobile in which to store the blood.

A total of 206 employes contributed to the mass bleeding, 99 from the car department, 85 from the locomotive department and 22 from the store department. Donors were handled at the rate of six every 15 minutes after history and clinical tests were made. A canteen was set up adjacent to the hospital unit where four volunteers from The Milwaukee Road Women's Club served the donors with refreshments before they returned to their posts. The time off duty for each employe was approximately 45 minutes.

To be eligible for the benefits of the Donors Club, people must either be actively employed or actual dependents and/or contributors to the blood bank. The eligibility of each applicant for blood is investigated. Former employes who retired prior to the founding date are not eligible except in extreme emergency.

Cases are handled in this manner: The shop crafts have three chairmen for each department, general chairmen being Martin J. Biller for the car department, Joseph W. Macht, locomotive department, and Rudolph M. Freuler, store department. In addition, there are 35 or more co-chairmen and an authorized agent. Mrs. Frank T. Ross, wife of the supervisor of telegraph offices, system,

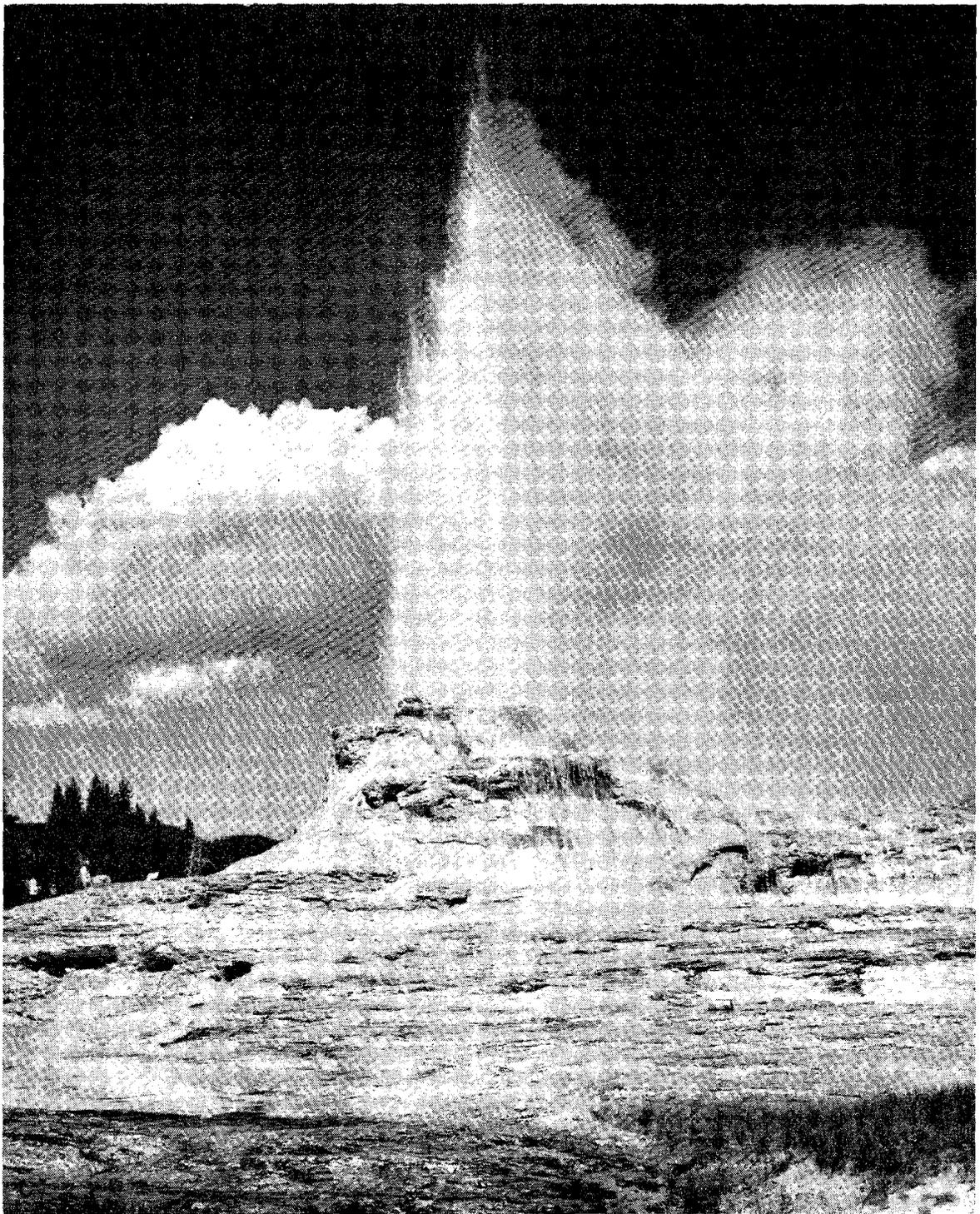
has been the agent since the club was organized, operating from her home at 2947 S. Logan Avenue, Milwaukee. She devotes her entire mornings, six days a week, to voluntary service for this project, taking care of hospital and patients' calls, answering inquiries and making the rounds of hospitals.

The co-chairmen who cover the field report individual cases to the shop chairmen who, in turn, notify Mrs. Ross. The latter immediately contacts the patient's hospital and verifies the information, the number of transfusions given and the charge for each unit. As soon as the information is confirmed, the employe is reimbursed at the rate of \$35 for each transfusion, the exact cost of the blood. Club benefits do not cover the hospital fee for administering transfusions.

If a patient is discharged from a hospital before payment for transfusions has been made, he pays his own bill and after the routine bookkeeping has been completed he or his family is reimbursed. In each instance two weeks is allowed for a routine clearance. Employes are protected within a radius of 100 miles. Special provisions are made for cases outside the Milwaukee area and for those which involve rare blood types.

Since its organization and up to mid-May, the Donors Club had provided 438 transfusions, at a cash saving to employes of \$15,330. Most cases required several transfusions, the average being from three to six. One member afflicted with leukemia received 24 transfusions, thereby saving his family \$840. This was a rare case but indicates the extent to which the blood bank has been called on for assistance. Many letters of appreciation have been received by the Donors Club.

Other Milwaukee terminal employes, as well as road train and enginemen, protect their fellow employes by providing two donors to the bank to be eligible for the full \$35 transfusion. Only by donating "two for one" to The Milwaukee Road Blood Donors Club are they eligible to receive full credit. The shop crafts have responded wholeheartedly to this project, and it is expected that other departments will see their way to becoming a part of this worthy organization.



Castle Geyser, one of the most spectacular attractions in "America's Colossal Sideshow".

## AMERICA'S COLOSSAL SIDESHOW

by W. J. Kohl

LET us say there are two kinds of people in the United States—those who have been to Yellowstone National Park and those who have not. During the past few seasons the daily attendance

has run between 11,000 and 12,000, with more than a million during 1949 and 1950. All of these folks carry cameras and take scores of pictures which they show to their friends. So it is safe to

say there is hardly a person in the country who hasn't some knowledge of the park.

Tourists flock from every state in the Union and, along with the Texas drawl

and the Bronx accent you may hear French, Chinese and Hindustani. Generally the largest gathering can be found at the most accommodating geyser of all—Old Faithful. And what are they saying in divers tongues?

"What time does she pop?"

Once, watching Old Faithful erupt, we overheard a pleased spectator address the ranger: "Does that big column of water freeze in winter?"

Eager to oblige and not disappoint, the ranger decided to forego the truth in favor of the bizarre, and replied, "Yes, ma'am, it freezes into a huge pillar. You see, that's the only way we can measure



W. J. Kohl, city passenger agent in Seattle and author of "America's Colossal Sideshow". He has been passenger representative at Gallatin Gateway Inn for the past three years.

the flow of the geyser and how high she squirts."

Then there is always the person who refuses to read or believe the guide books and dreams up fantastic answers to the question, "What makes her spout?" A surprising number of visitors believe the secret lies somewhere in the boiler room of Old Faithful Inn, and that its alarming regularity is timed with a turn of a valve after a good stoking up.

Just when the peculiar business beneath the visible part of Old Faithful began is not definitely known, but there does seem to be a great deal of Satan's wrath pent up in Yellowstone real estate. In any event, on an average of every 63.8 minutes the stewing gets hot enough to boil and we have the magnificent display of Old Faithful, often called the eighth wonder of the world.

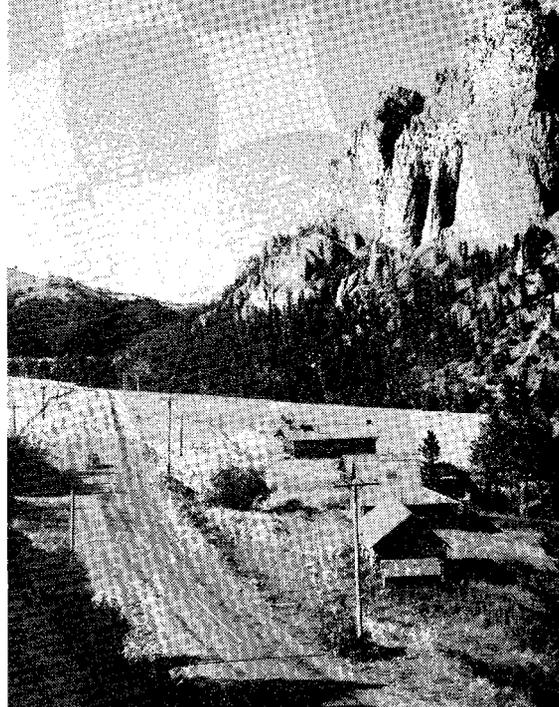
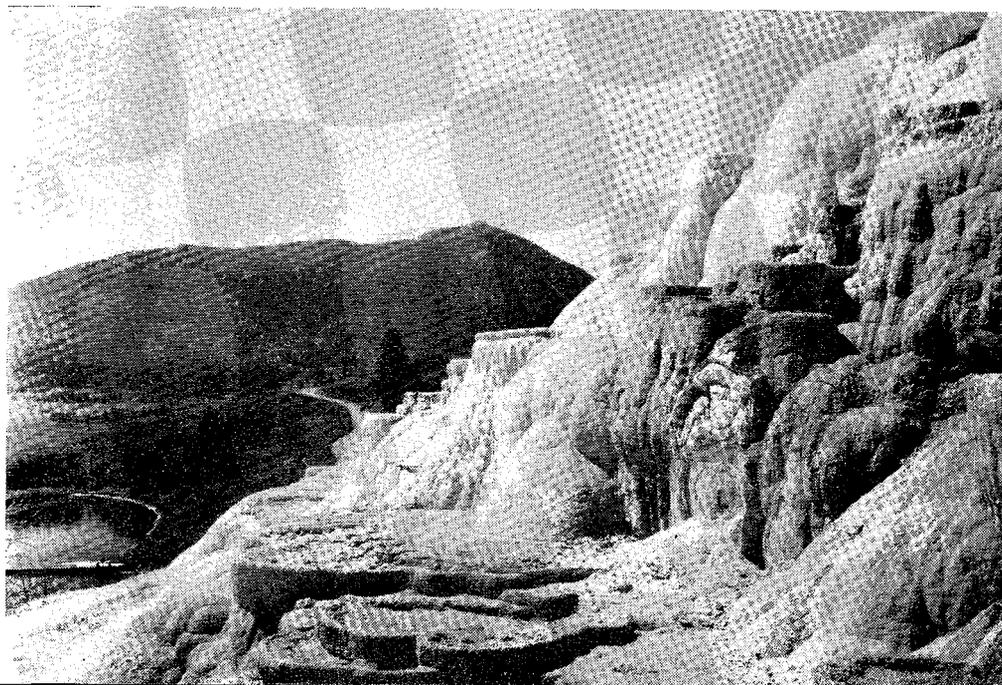
John Colter, a former member of the Lewis and Clark Expedition, came upon the wonders of Yellowstone accidentally in 1807. He had been captured by In-

dians, narrowly escaped with his life and was chased half way across the upper Gallatin Valley. He made his way through the Yellowstone area and returned to the East with fantastic tales of what he had seen. Following a number of expeditions, concluded by a U. S. Geological Survey in 1871, the park was established on Mar. 1, 1872, by an act of Congress. It is located principally in northwestern Wyoming, extending a short distance into Montana and Idaho.

Within its 3,471 square miles a wide variety of wild animals may be found, including bison, moose, wapiti, deer, bighorn and both grizzly and black bears, all living in their native environment. Strangely enough, in keeping with other Yellowstone phenomena, most of the black bears are brown.

Elevations in the park range from 6,667 feet near the west entrance to 11,360 feet at the summit of Eagle Peak near the southeast corner. The roads range in elevation from 5,314 feet at the north entrance to 8,860 feet at Dunraven Pass near Mount Washburn.

The park is so planned and managed that the public may enjoy it with a minimum of human interference with nature. Wildlife is found in its natural state, forests are protected, and the streams flow undammed. Each year millions of visitors use but do not consume the natural resources of the park. All but a small fraction of Yellowstone remains as it was before the white man appeared on the American continent. We can be pretty sure that our grandchildren and their grandchildren will be able to see and enjoy most of the primitive wilderness in this region of America as it was viewed by the trappers, the explorers and the pioneers.



A view of beautiful Gallatin Canyon and the highway along which the visitor using Milwaukee Road service to Three Forks, Mont., travels to the park.

There are, however, a few misconceptions regarding this scenic playground which I would like to dispel. First, the park is not just across the road from The Milwaukee Road station at Three Forks, Mont. The visitor leaves the Olympian Hiawatha or Columbian there and boards a comfortable bus for an hour's ride to Gallatin Gateway Inn. The park tours, of two and a half days duration, leave daily from the Inn after lunch, at 1:05 P. M. Stops are made along beautiful Gallatin Canyon in the afternoon and

The subterranean mysteries which give Yellowstone its unique geyser action have also created many beautiful formations such as the one at the right, known as Pulpit Terrace, near Mammoth Hot Springs.

at West Yellowstone, with arrival at Old Faithful Inn at 6:11 P. M. The first night is spent here, with departure at 1:30 P. M. the next day for the beautiful ride to Canyon, across the Continental Divide, along the Cascades of the Firehole River and Yellowstone Lake. After viewing the Grand Canyon and Upper and Lower Falls of the Yellowstone River, the visitor checks in at the huge Canyon Hotel for the second night's stay in the park. A breath-taking side trip to Tower Falls is included in the following morning's itinerary, and after lunch your park bus leaves for West Yellowstone via a different route and you are back at the Inn at 5:19 P. M.

This complete tour of the park covers approximately 350 miles and includes eight appetizing meals, including lunch the first day and dinner the third evening, as well as two nights comfortable lodging. Additional days in the park may be arranged on the pay-as-you-go plan.

I recall a young lady from our Chicago office who arrived at Gallatin Gateway Inn a few years ago attired for a horseback ride through the park. We informed her that Yellowstone, embracing 2,221,000 acres, is a little bigger than Lincoln Park in Chicago and that the bridle paths across the mountains are a little more rugged. However, short rides or overnight pack trips can be arranged at the Inn for those who wish to risk the callouses. The dude ranches in Gallatin Canyon, along the route between Three Forks and the park proper,



Interested in mixing a little fishing with your sightseeing? Yellowstone Park offers that too. The picture above was taken on Yellowstone Lake.

are among the finest in all Montana.

Side trips to Virginia City, the famous ghost town, and the eerie caverns of Lewis and Clark State Park are among the auto trips available from the Inn.

For those who are planning a vacation in the West, a trip through Yellowstone National Park, via Gallatin Gateway, is a *must*.

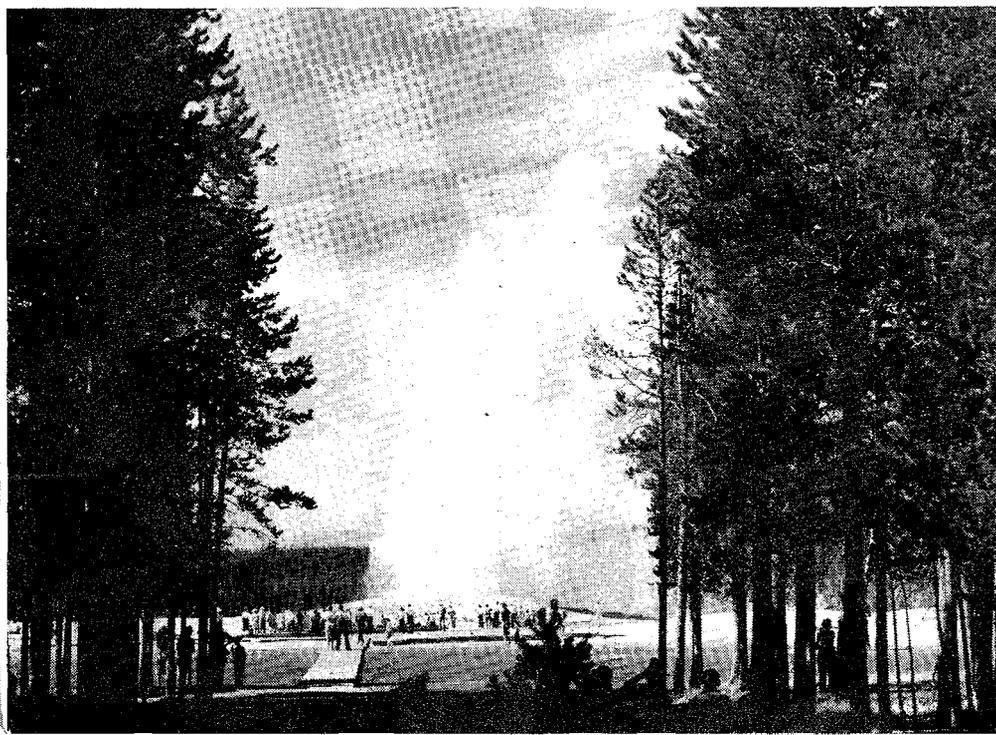
### Macy Nicholson

Macy Nicholson, a distinguished railroad official of the old school who was general manager of Lines West in the '20s, died at Hagerstown, Ind., on May 30. Until recently, when his health began to fail, he had been living in retirement on his farm near Hagerstown.

Mr. Nicholson was a protégé of James J. Hill who came to the Road in 1917 as assistant general manager, Lines East, following the promotion of J. T. Gillick to the position of general manager. Previously he had been assistant to operating vice president of the Great Northern and a member of the Commission on Car Service of the National Council of Defense for World War I. He was appointed general manager of Lines West on Mar. 1, 1920, and served in that capacity until his retirement on Oct 1, 1924. Upon leaving the railroad he accepted a position with the Western Train Service Board of Adjustment and was with that organization for many years. Milwaukee Road contemporaries remember him as an industrious worker and an official who enjoyed the confidence of his subordinates to an unusual degree.

*A box car is the hardest worker of all the different types of serviceable freight cars owned by the railroads, averaging a new load of freight every 14 days.*

Old Faithful, Yellowstone Park's most famous attraction, does 24 shows a day. Contrary to the suspicions of some visitors, the venerable geyser is not operated from the boiler room of nearby Old Faithful Inn.



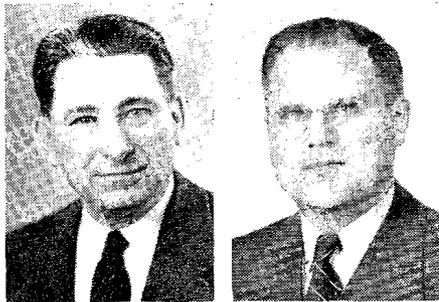
# appointments

## Store Department

Effective May 1, 1951:

France Wood has been appointed division storekeeper with headquarters at Savanna, Ill.' He has been with the Road since June, 1919, and a store department employe since 1928. He was made a member of the president's committee in 1943 with headquarters in Chicago, and for the past two years has been division storekeeper at Perry, Ia.

T. A. Richards has been appointed division storekeeper at Mason City, Ia. Since his start in Milwaukee Road service in 1919, he has held various supervisory positions on Lines East, including those of division storekeeper of the Kansas City and Iowa Divisions and chief clerk to general storekeeper. Most recently he has been division storekeeper of the D&I Division.



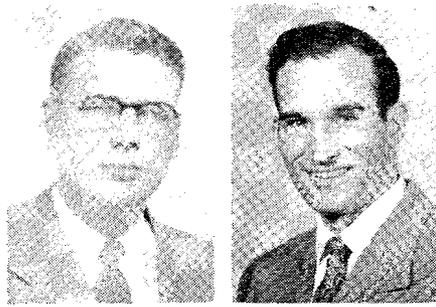
T. A. Richards

H. A. Unmacht

H. A. Unmacht has been appointed assistant district storekeeper of the Southern District with headquarters at Western Avenue, Chicago. He entered the store department in 1919, was appointed storekeeper at Dubuque shops in 1924 and in 1943 assumed the additional duties of general foreman.

L. F. Anderson has been appointed district storekeeper of the Southern District with headquarters at Western Avenue, Chicago. He became a regular employe of the store department in 1922 and held various positions on the Iowa, Iowa and Dakota and Chicago Terminal Divisions. He has been division storekeeper of the Chicago Terminal Division with headquarters at Western Avenue since Aug. 1, 1950.

The position of division storekeeper at Perry, Ia., is abolished.



H. W. Parent, Jr.

R. J. Young

## Traffic Department

Effective May 10, 1951:

H. W. Parent, Jr., has been appointed city freight agent at Milwaukee. He has been with the Road since 1943, first as a clerk at Muskego yard and later in the traffic department in Milwaukee. His former position was that of reconsigning and rate clerk.

R. J. Young has been appointed city freight agent at St. Paul. He was first employed in the office of the general northwestern freight agent at Minneapolis in May, 1946, later transferring to St. Paul. For the past two years he had been chief clerk to the general agent. He succeeds J. L. Maher who has returned to military service.

## W. L. Ennis Elected Chairman of A.A.R. Committee

W. L. Ennis, assistant to vice president-claim prevention, refrigerator and merchandise service, was elected chairman of the committee of direction of the A.A.R. Freight Station Section at a meeting in Chicago May 14. He has been a member of the committee since March, 1937, and had been serving as vice chairman since June, 1949.

The committee of direction is a territorially representative group of 12 station supervisors, or railroad officials performing the duty of that office, one each from New England and Canada, four from the East, four from the West and two from the South. In addition there are four standing com-



W. L. Ennis

mittees of 16 members each who handle the subjects of station and terminal operations, station traffic, station office operation, and loss and damage prevention. The committee of direction meets every two months and an annual meeting is held at a central location for a general discussion among station agents of the United States and Canada.

Mr. Ennis' election as chairman preceded the annual meeting held this year in Chicago on May 15-16-17. A representative group of 20 Milwaukee Road agents attended, with A. E. Ward, agent at Galewood, Ill., presiding as chairman of the loss and damage committee session.

## WHAT DO YOU KNOW?

Test your knowledge of railroads and railroading. The answers will be found on page 46. If you answer 5 of the following questions correctly, you are good; if you answer 6 or 7, you are very good; if you answer 8 or 9, you are way above average; if you answer all 10, you are a genius.

1. In what part of the United States was the first road of rail operated—Massachusetts, New York, Pennsylvania or Louisiana?
2. How far does the average freight shipment travel by rail—200, 300 or 400 miles?
3. What is a house track—(1) a track inside a roundhouse; (2) a track used for the repair of passenger and freight cars; or (3) a track alongside or within a freight station?
4. How many women are employed on the railroads of the United States—about 60,000; 90,000; or 120,000?
5. Is the weight of rail expressed in pounds per foot, pounds per yard, or pounds per rail?
6. In standard gauge railway track, are rails at all points exactly 4'8½" apart?
7. Who is known as the Father of Railway Express Service—Fargo, Harneden, Adams or Wells?
8. In what year was United States mail first transported by rail—1831, 1841 or 1851?
9. What is the longest railway bridge structure in the United States—the Lucin Cut-off in Utah, the Huey Long Bridge in Louisiana, or the Eads Bridge at St. Louis?
10. What was the leading railway center in the United States a century ago—Chicago, New York, St. Louis or Boston?

# Now the Ticket Is Streamlined Too

**T**HE experimental book-form interline ticket announced in the October, 1950, issue of this magazine has been further improved and is now on sale at all interline ticket offices on The Milwaukee Road as an experiment conducted on behalf of the entire railroad industry.

This new streamlined version of the old cumbersome interline ticket form was developed by a joint traffic-accounting committee of western carriers, of which Harry Sengstacken, passenger traffic manager, is chairman. Ralph A. Klotz, assistant to passenger traffic manager, has shared the spade work involved in developing this radical and efficient departure from a type of ticket which has been in use on America's railroads for a great many years.

The booklet tickets, just the size of a dollar bill, can be made up so as to contain two, three, four, five, or six coupons with separate coupons for transfer purposes in addition to agent's and passenger's portion. They can be used for all interline ticketing purposes, and where more than six coupons are required, two or more books may be stapled together to make one complete ticket.

The long and the short of the ticket business. Harry Sengstacken (left), passenger traffic manager, displays one of the new tickets, as Ralph A. Klotz, assistant to passenger traffic manager, holds an old interline form.



The back of each coupon is pre-carbonized so that the ticket seller may prepare a complete ticket in one writing and stamping operation. Each coupon shows the fare and tax, the destination, time limit and kind of ticket. The route and class of service are outlined in heavy rules, as shown on the accompanying facsimile.

An attractive map of the railroad appearing on the back cover of the booklet has made a hit with the public. On the front cover is an ad, reading:

*"Dear Patron:*

*"This book-type ticket was developed as the result of a test made by The Milwaukee Road. We think—and many patrons have confirmed our opinion—that it is handy, complete and clear. We hope you too will find it a big improvement over the old style tickets.*

*"In significant details, as well as in major service features, you can look to the friendly Milwaukee Road for the latest advances in rail transportation."*

Tests have proved that this type of ticket can be prepared in less than half the time required for the conventional type of interline ticket involving the same number of coupons. It is expected, as a result, that if the new form is adopted by the railroads, the customer's

Rand McNally & Co., Chicago and N. Y. Printed in U.S.A.

(140) ISSUED BY  
CHICAGO, MILWAUKEE, ST. PAUL and PACIFIC R. R. CO.

**TICKET** NON-TRANSFERABLE COUPON  
Sold Subject to Tariff Regulations  
VOID IF DETACHED

FORM IX-6 ISSUED WITH TICKET(S) FORM NUMBER(S) 5328

Date of Expiration NOV 20 1951

STAMP HERE  
MAY 20 51  
CHICAGO, ILL.

Pass. Traffic Mgr.  
CHICAGO, ILL.

Fare \$ 114.25  
Tax \$ 17.14  
Total \$ 131.39

DESTINATION SAN FRANCISCO, CAL  
GOVT. OTHER  1/2

GOOD FOR ONE PASSAGE of the class indicated - Via Railroad Between Points Outlined by Heavy Rule

FROM	CLASS	R T		VIA RAILROAD
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
TO CHICAGO	X			MILW
TO SEATTLE	X			UN PAC
TO PORTLAND	X			SO PAC
TO SAN FRANCISCO	X			WEST PA
TO SALT LAKE CITY	X			D+RCW
TO DENVER	X			CB+Q
TO CHICAGO				BAGGAGE <input checked="" type="checkbox"/>

A facsimile of the first coupon from one of the new book-form interline tickets now being tested by The Milwaukee Road. They are creating nationwide interest.

waiting time at the ticket window can be shortened considerably. In addition, hundreds of interline ticket forms now still in use could be eliminated.

It is worth noting, also, that the new ticket would facilitate the processing of refunds on unused portions, as the person handling the refund claim would have all of the essential information available on any portion presented for redemption.

## The Cover

Busy railroad on a hot summer day. The cover picture this month shows the west end of the La-Crosse freight yards just west of Grand Crossing. The overcrossing is the CB&Q's single track main line bridge.

## First Back on Duty

Miss Dorothy Bauer, a secretary in the office of assistant to vice president-personnel, Chicago, again is wearing the blue and white uniform of the Red Cross Volunteer Nurse's Aide Service.

When Chicago Chapter of the Nurse's Aide Service was reactivated this spring, having been on a reserve basis for four years, Dorothy was one of the first women in the area to report for assignment. She donates her time on Saturdays, working at the Veterans Administration Hospital, Hines, Ill. Her duties consist of carrying trays, giving patients back rubs and bed baths, and taking temperatures, pulse and respiration counts.

Dorothy has had considerable experience as a nurse's aide. She earned her certificate in 1943 and served at Augustana, Columbus, Illinois Masonic and Swedish Covenant Hospitals in Chicago during World War II.

The work of the American Red Cross Nurse's Aide Service, which has continued through the post war years



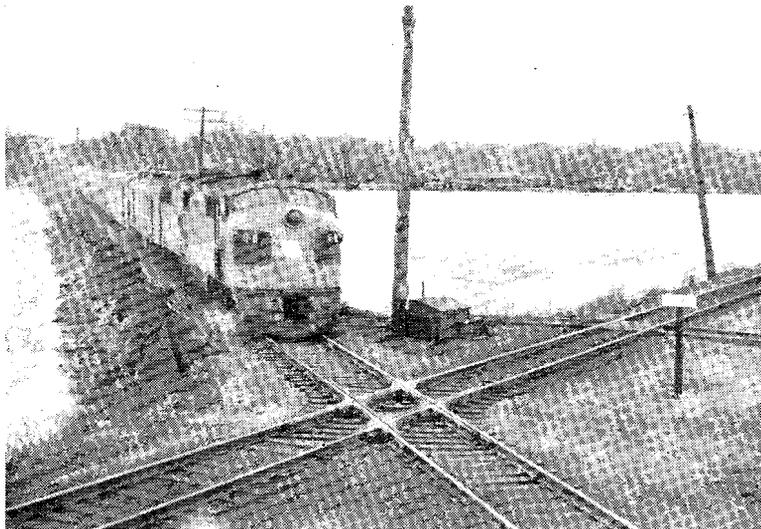
Dorothy Bauer

in other cities, was suspended in Chicago because there was no need for it in civilian and veteran hospitals. Now a nursing shortage in the Veteran's Administration Hospital and plans for the Chicago Chapter Red Cross defense blood program have made it necessary to recall 500 volunteers. Two refresher training courses were held at Red Cross headquarters in May.

Railroads purchase annually more than 100,000 different items from thumb tacks to heavy iron and steel forgings.

June, 1951

## How Well Do You Know Your Railroad?



A towerman's view of a busy spot on the railroad. Do you recognize the city on the far side of the lake; can you identify the train and the crossing line?

For the answer turn to page 42.

## W. F. Ingrahams Observe 50th Wedding Anniversary

Mr. and Mrs. W. F. Ingraham, prominent residents of Mason City, Ia., observed their golden wedding anniversary on Apr. 29 with an open house for the large Ingraham kinship and circle of friends. Mr. Ingraham is well known to Milwaukee Road people as former superintendent of the I&D Division and special representative to the general manager, who retired in 1949.

The Ingrahams were married in Chicago on May 1, 1901, and have three children, W. F. Ingraham, Jr., of Omaha, Sidney of Houston, Tex., and Mrs. L. F. Kohlhurst of Austin, Tex.; also three grandchildren and a great-grandchild. All members of the family were home for the celebration.

The anniversary day started with fam-



Mr. and Mrs. W. F. Ingraham (Photos by Frank Tree, Jr., Mason City, Ia.)

ily church services and a dinner at the Euchre and Cycle Club. A reception followed in the Flamingo Room of the Hotel Sanford where the golden anniversary theme was carried out in the table and floral arrangements. The rector of St. John's Episcopal Church read the service, using the Bible which had been presented to Mrs. Ingraham by her father, the Rev. F. Ring, on her wedding day.

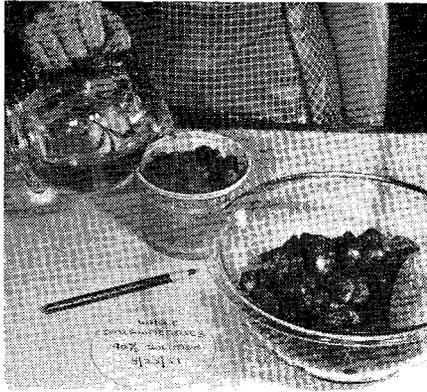
More than 200 guests took part in the celebration. Out of town guests included Mayor and Mrs. S. G. Ingraham of Evanston, Ill.; Mr. and Mrs. I. J. Ingraham and Mr. and Mrs. G. S. Ingraham of Evanston; and Martin Boyle and Herbert Barclay of Des Moines. Many friends remembered the occasion with telegrams and flowers.

Express transportation began 112 years ago—March 4, 1839. Conceived by William F. Harnden, a young conductor on an early New England railroad—the first express parcels were carried by him in a carpet bag from Boston to New York via rail and Long Island Sound packet.

From this small beginning has grown the modern Railway Express Agency operating over 195,000 miles of railroad, 90,000 miles of airways, 14,000 miles of steamship lines and 16,000 miles of motor carrier lines, and employing 50,000 persons.

A wise salesman stops talking long enough to let the buyer give him an order.

## Freeze Strawberries Now for Shortcake in December



**T**HIS is the time to freeze your surplus strawberries if you want to enjoy homemade strawberry shortcake all summer long and when the snow is flying next winter. It's easy when you have the makings in your freezer.

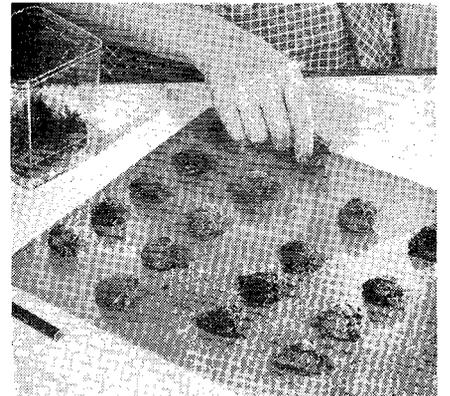
When you set aside strawberries for freezing, choose those of pronounced flavor and good color, ripe and sound. Prepare them for freezing as you would for table use. The method suggested by the General Electric Consumers Institute is this:

Wash in ice water and sort the fruit according to size, discarding bruised or spotted sections. Once the berries are washed, work quickly with them in small amounts, being careful to prevent bruising.

They may be prepared with sugar or a sugar syrup, or a substitute such as corn syrup or a mild honey, to prevent undesirable changes in color, flavor and texture. A 40-50 per cent sugar syrup is made with  $3\frac{1}{3}$ -5 cups of sugar dissolved in 4 cups of boiling water. Stir occasionally and allow to stand until sugar is completely dissolved; chill before using. Pour syrup over berries in a moisture-vaporproof container. Be sure you use enough syrup to completely cover the berries.

If you use dry sugar, place the prepared strawberries in a large bowl and sprinkle with sugar (1 pound to 4-5 pounds of berries). Allow to stand a few minutes until all of the sugar is dissolved. Pack fruit into a moisture-vaporproof container labeled with the name of the fruit, date frozen and type and amount of sweetening used.

Freezing strawberries for garnishing demands another technique. Choose medium sized berries and wash gently with the hulls on, in ice water. Drain well and spread on a cookie sheet or large shallow pan so berries are not touching each other. When frozen, put whole berries in a labeled container and place it in the freezer. As you need them, open the container and remove the desired number of berries. Do not thaw before using.



## First Aid from the Medicine Cabinet

**A** PROPERLY equipped medicine cabinet may save your life! This is the conclusion of a large insurance company that annually pays millions of dollars in death claims. In studying fatalities due to accidents it was found that many deaths could have been averted with efficient first aid.

The study revealed that there are two things basically wrong with the average family's medicine cabinet. First, it is not stocked with many of the necessary first aid items for use in an emergency. Second, many of the medicines are old and may have changed in strength so that they have become either harmful or useless.

Tincture of iodine, for example, may cause a burn when it is applied if the alcohol in it has partly evaporated. Other antiseptics may increase in strength in a similar manner, while some will disintegrate to the point where they are

no longer useful. Like changes will occur in disinfectants. The familiar hydrogen peroxide will break down with age and lose its antiseptic properties; the organic silver compounds may lose their effectiveness within a single month.



For the protection of the family, every home should have a first aid kit containing 17 essential items. Many can be kept in the medicine cabinet, but some may be too bulky and can be stored in a package in a convenient place in the home.

The basic item is a first aid handbook such as the one prepared by the American Red Cross—a knowledge of first aid procedure goes hand in hand with a properly equipped medicine cabinet. It should also include triangular bandages which may be used as slings, tourniquets and bandages; and naphtha or laundry soap, useful as a disinfectant and as a counter-measure in the event of exposure to radiation.

Other items to be included are castor oil eye drops to alleviate the pain of burns to the eyes and to promote healing; ointment for skin burns; tincture of iodine for cuts and abrasions; sulfathia-

zole ointment for dressings to limit wound infections; aromatic spirits of ammonia for use as a restorative; adhesive tape; adhesive dressings; gauze bandages and sterile gauze squares; absorbent cotton; safety pins and a pair of scissors.

Be sure to place the antiseptics and other poisons on the top shelf of the medicine cabinet, out of the reach of children. As an additional precaution, paste a narrow strip of sand paper around the bottles which contain poisons—the rough paper will warn you if you confuse the cough medicine with the iodine. Never take any medicine in the dark and never take medicines prescribed for others.

The New York Life Insurance Company has made available a handy gummed checklist of essential first aid items for a family of four. The list, of the sticker type, may be pasted on the inside of a medicine cabinet door for ready reference. To obtain one without charge, drop a postcard to the New York Life Insurance Co., 51 Madison Avenue, New York 10, N. Y.

## In the Spirit of Old Glory

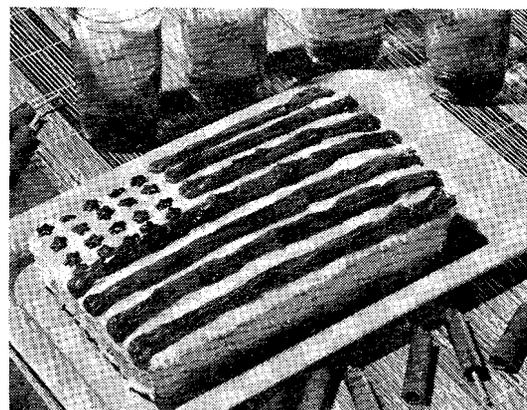
HERE'S a homemade cake that looks like a bakery-store special. It's a recipe you'll want to use often, and as decorated here, particularly suitable for Independence Day. File it away for that occasion.

### Strawberry Jam Cake

$\frac{2}{3}$  cup Kellogg's All-Bran  
(ready-to-eat)  
 $\frac{1}{2}$  cup milk  
 $1\frac{1}{2}$  cups sifted cake flour  
2 teaspoons baking powder  
 $\frac{1}{2}$  teaspoon soda  
 $\frac{1}{2}$  teaspoon salt  
 $\frac{1}{2}$  cup shortening  
 $\frac{1}{4}$  teaspoon almond flavoring  
2 eggs  
1 cup strawberry jam

Soak bran in milk. Add dry ingredients which have been sifted together. Add shortening, flavoring, eggs and jam. Beat 2 minutes by hand, or on mixer at low speed. Pour into greased shallow baking pan (9 x 9 inches) and bake in preheated moderate oven (350°F.) about 35 minutes. Cool and spread with the following frosting:

1 3-oz. package cream cheese  
 $\frac{1}{4}$  cup strawberry jam



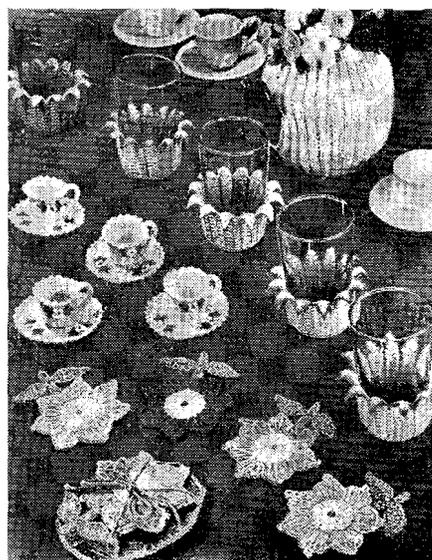
3 cups confectioners' sugar

Add cheese to jam and mix thoroughly. Sift in sugar and beat until creamy. If additional liquid is needed, add one tablespoon of orange juice. Spread over top and sides of cake, reserving some of the frosting for the stripes.

To the part reserved, add red vegetable coloring until the frosting takes on the desired color. With a decorating tube, carefully add the stripes to the cake. Red cinnamon candy stars complete the picture of Old Glory.

## Quick and Easy Does It

SUMMER'S lazy days are perfect for doing the small pieces of needlework which can be completed in a day or two. Here's a choice of two such designs, a bandanna square dance skirt and an assortment of party accessories



to knit and crochet.

The barn dance skirt can be made by any teen-ager. It requires eight handkerchiefs—buy them at the Five and Ten—and six yards of ball fringe. The three tiers are of graded fullness, with the fringe covering the seams and adding a bouncing trim.

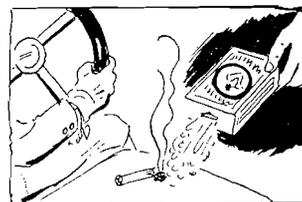
The table novelties can be used for bazaar money makers or impromptu gifts. The assortment includes a gay striped tea cozy topped with crocheted petunias, a set of coaster cups with petalled edges, tiny nut cups on matching saucers, and flower shaped coasters.

The directions for making BANDANNA BELLE and SMALL TABLE ACCESSORIES can be had without



charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

**A BOX OF BAKING SODA HANDY IN YOUR CAR,** in the dashboard compartment, a pocket, or on the back window ledge, may keep a small fire from getting out of hand. The National Board of Fire Underwriters' records show 2,285 fires every 24 hours—many of them in automobiles. With a box of baking soda, you can outsmart many small fires—just pour the soda on the blaze, and it's safely and tidily put out.



# retirements

The following employes' applications for retirement were recorded during May, 1951

## CHICAGO GENERAL OFFICES

EDWARDS, ORVILLE G.  
Asst. Genl. Attorney . . . . . Chicago, Ill.

## CHICAGO TERMINALS

KELLER, ELMER R.  
Asst. Car Foreman . . . . . Chicago, Ill.  
McGEE, WILLIAM J.  
Porter . . . . . Chicago, Ill.  
MILLER, HARRY  
Carman . . . . . Chicago, Ill.  
ROWAN, FLOYD L.  
Loco. Engineer . . . . . Chicago, Ill.  
STARK, CARL L.  
Chief Clerk . . . . . Bensenville, Ill.  
WEINSTEIN, BERT  
Steward . . . . . Chicago, Ill.

## COAST DIVISION

BYRD, NICHOLAS  
Sec. Laborer . . . . . McKenna, Wash.  
HOLT, OLAF  
Carman . . . . . Tacoma, Wash.  
HUNDVEN, MARTIN C.  
Carman . . . . . Tacoma, Wash.

## DUBUQUE & ILLINOIS DIVISION

BARNARD, HUBERT G.  
Dispatcher . . . . . Ottumwa, Iowa  
CARTER, FRANK V.  
Sec. Laborer . . . . . Linby, Iowa  
GOUKER, GEORGE H.  
Sec. Laborer . . . . . Byron, Ill.  
JOHANNSEN, DELIA C.  
Agent-Operator . . . . . Fulton, Ill.  
LEMONS, ORVILLE J.  
B&B Foreman . . . . . Ottumwa, Iowa  
PALMER, ARTHUR D.  
Loco. Engineer . . . . . Nahant, Iowa  
RANGE, WILLIAM C.  
Crossingman . . . . . Elgin, Ill.  
STONE, PORTER P.  
Sec. Laborer . . . . . Ludlow, Mo.

## HASTINGS & DAKOTA DIVISION

CLIFFORD, MARGARITE E.  
Cook . . . . . Ashton, S. D.  
FEIST, MICHAEL A. SR.  
Sec. Laborer . . . . . Aberdeen, S. D.

JOHNSON, JOHN A.  
Freight Trucker . . . . . Fargo, N. D.  
LYNCH, CLEMENT  
Ex. Gang Laborer . . . . . Ortonville, Minn.  
McCLURE, HARRY R.  
Pipefitter . . . . . Aberdeen, S. D.  
MOSHOLDER, WILLIAM H.  
Loco. Fireman . . . . . Aberdeen, S. D.  
PASEGRAU, ALBERT F.  
Loco. Engineer . . . . . Aberdeen, S. D.  
STOTZ, CHRIST  
Boilermaker Helper . . . . . Aberdeen, S. D.

## IDAHO DIVISION

BARRETT, PEARL S.  
Relief Agent . . . . . Tekoa, Wash.  
HANES, CHARLIE C.  
Sec. Foreman . . . . . Moses Lake, Wash.

## IOWA DIVISION

BAKER, ALWORTH N.  
Sec. Laborer . . . . . Green Island, Iowa  
CRANDALL, CARTHA M.  
Sec. Laborer . . . . . Perry, Iowa  
LARSON, JOSEPH L.  
Agent-Operator . . . . . Ute, Iowa  
ROBBINS, CHARLES E.  
Switchman . . . . . Perry, Iowa  
SCOTT, GLEN M.  
Sta. Attendant . . . . . Maxwell, Iowa

## IOWA & DAKOTA DIVISION

BOULTHOUSE, ALBERT  
Sec. Foreman . . . . . Parker, S. D.  
FERRIS, ARTHUR R.  
Loco. Engineer . . . . . Marquette, Iowa  
MOSES, TONY  
Sec. Laborer . . . . . Sioux City, Iowa  
RIES, ALBERT C.  
Pipefitter Helper . . . . . Mason City, Iowa  
SLOAN, JAMES J.  
Machinist . . . . . Marquette, Iowa  
THOMPSON, OTIS B.  
Loco. Engineer . . . . . Sioux Falls, S. D.

## IOWA & SOUTHERN MINNESOTA DIVISION

HILLAN, JOSEPH L.  
Asst. Foreman . . . . . Austin, Minn.

JOHNSON, GEORGE A.  
Conductor . . . . . Austin, Minn.  
MITREVITZ, JOSEPH  
Ex. Gang Laborer . . . . . Northfield, Minn.  
TREUB, TONY A.  
Storekeeper . . . . . Madison, S. D.

## LACROSSE & RIVER DIVISION

COMEAU, THEODORE  
Loco. Fireman . . . . . La Crosse, Wis.  
FOSTER, ASA A.  
Roundhouse Foreman . . . . . La Crosse, Wis.  
GOVELAS, PETER  
Ex. Gang Laborer . . . . . Wabasha, Minn.  
KRAUSE, WILLIAM F.  
Ex. Gang Laborer . . . . . Red Wing, Minn.  
LARSON, ALBIN R.  
Sec. Laborer . . . . . Stroms, Minn.  
SCHULTZ, MAXWELL W.  
Machinist . . . . . La Crosse, Wis.

## MADISON DIVISION

STRANIS, SAMUEL  
Sec. Laborer . . . . . Beloit, Wis.  
ZUNKER, FRED W.  
Loco. Engineer . . . . . Milwaukee, Wis.

## MILWAUKEE DIVISION

BARNES, THOMAS J.  
Engine Watchman . . . . . Walworth, Wis.  
GANSEN, PAUL L.  
Switchman . . . . . Oshkosh, Wis.  
GUNN, GEORGE H.  
Loco. Engineer . . . . . Green Bay, Wis.  
WAGNER, CONSTANT J.  
Sec. Laborer . . . . . Green Bay, Wis.

## MILWAUKEE TERMINALS & SHOPS

CROWL, CHARLES  
Mach. Helper . . . . . Milwaukee, Wis.  
DANTZMAN, WENZEL J.  
Mach. Helper . . . . . Milwaukee, Wis.  
ERDMANN, WILLIAM J.  
Tinsmith Foreman . . . . . Milwaukee, Wis.  
FREIHOEFER, WILLIAM J.  
Electric Welder . . . . . Milwaukee, Wis.  
GERTH, ANDREW  
Carman . . . . . Milwaukee, Wis.  
KARDIAN, STEVE J.  
Carman . . . . . Milwaukee, Wis.  
KOVATZ, LORENZ  
Cabinet Maker . . . . . Milwaukee, Wis.  
MANTELOS, DEMETRIOS A.  
Sec. Laborer . . . . . Milwaukee, Wis.  
O'NEIL, THOMAS J.  
Clerk . . . . . Milwaukee, Wis.  
RAUSCHER, JACOB  
Carpenter . . . . . Milwaukee, Wis.  
SMITHING, JESSE C.  
Loco. Engineer . . . . . Milwaukee, Wis.  
ZOURAKIS, PAUL D.  
Blacksmith . . . . . Milwaukee, Wis.

## OFF LINE & MISCELLANEOUS

WEIFFENBACH, LOUIS G.  
General Clerk . . . . . New York, N. Y.

### Attention—Members of the Veteran Employes' Association

This is a reminder to those Association members who have not as yet paid their 1951 dues. They are urged to act promptly, paying by check or money order. Remittances should be addressed to Miss Florence M. Walsh, Room 862 Union Depot, Chicago 6, Ill.

FLORENCE M. WALSH, Secretary-Treasurer,  
Veteran Employes' Association

# Railroad Hour Opens Summer Program



Dorothy Warenskjold and Gordon MacRae, co-stars on the summer series of the Railroad Hour.

A series of refreshing musical novelties has been scheduled for the summer program of the Railroad Hour, starting July 2. Each Monday night throughout the season the railroad industry radio program will feature an original dramatic story adapted from a well-loved tale of literature or folklore, with songs and music. The curtain raiser will star Gordon MacRae, as usual, together with Dorothy Warenskjold, lovely soprano of the San Francisco Opera Company.

Miss Warenskjold, who is co-starred with Gordon MacRae, has appeared as a soloist with symphony orchestras

throughout the country and as a guest on top radio programs, including the Railroad Hour. Her first ambition was for a career in law, but during college years—she is a graduate of Mills College in California—she was chosen so often to sing the lead in school shows that she switched plans to study voice and music. She sings in eight languages and is also an accomplished pianist and violinist.

An interesting sidelight on Miss Warenskjold's career is the fact that she is the grand-daughter of Axel Warenskjold, inventor of the Atlas diesel engine.

# 800 Attend Miles City Service Club Annual

The Service Club at Miles City, Mont., featured old fashioned hospitality as the theme of its eighth annual party, which was held at the Elks Home May 12. Approximately 800 were entertained, including employes and their guests.

A hot dinner was served to 600 in the dining hall, to the accompaniment of organ selections played by Dick Dickerson. Following the dinner, students of the Custer County High School entertained in the upstairs hall of the Elks building. Claude O'Brien, entertainment chairman, was master of ceremonies and Mayor Farnham Denson, Service Club chairman, welcomed the guests.

The student group, under the direction of Miss Helen Kunde and John Poliseno of the high school faculty, presented a program of guitar and accordion music, dramatic readings and singing. A. G. Dupuis, assistant public relations officer, Chicago, who was a guest, then made a brief address in which he congratulated the club on its progress in civic work. Bob Scanlan, editor of the Miles City Daily Star, also spoke, commending the club for its assistance in community activities.

After the program the hall was cleared for dancing, music being furnished by Jim Brady and his orchestra. The intermission was enlivened by the awarding of prizes which were displayed on the stage.

Among those who worked for the success of the party were I. H. Rodgers, general chairman of the entertainment committee, Claude O'Brien, Leonard Kirchoff and Ray Moore; gift committee, J. D. Wagner (chairman), Joe Brady, Swan Nelson, John Scott, Herb Lathrop, Arnold Running, Anne Smith, Charlotte Cooper and O. H. Bethke.

Members of the kitchen and dining room committees were Sam Leo and Albert Kelm, chairmen, Korliss Yates, Pete Leo, Dan Tedesco, Al Perchillo, Jim Moyes, Martin Kelm, Roman Lala, Fred Arnoldt, Glen Laird, Al Geary, Ed Keil, Vern Strom, John Drum, George Hand, Martin Walsh, John Gray, Dan Gilmer, Alex McKenzie and Vernon Heringstad.

Approaching the girl's father, the young man said, "I'd like to have your daughter's hand in marriage."

"She's a minor—" her father began. "You mean I'll have to clear it with John L. Lewis?"

## ROCKY MOUNTAIN DIVISION

BRYANT, STEPHEN A.  
Loco. Engineer .....Three Forks, Mont.  
KELLY, THOMAS H.  
Sec. Laborer .....Davers, Mont.  
PETERSILIE, OTTO  
Sec. Laborer .....Gold Creek, Mont.  
TRAINOR, PATRICK  
Sec. Laborer .....Fairfield, Mont.  
UNDERHILL, WILLIAM F.  
Loco. Engineer .....Missoula, Mont.

## TERRE HAUTE DIVISION

DAVIS, JAMES C.  
Car Foreman .....Terre Haute, Ind.  
FERGUSON, HARRY H.  
Conductor .....Terre Haute, Ind.  
LEWIS, ELZA  
Sec. & Ex. Gang Laborer Terre Haute, Ind.  
PESAVENTO, DOMENIC  
Laborer .....W. Clinton, Ind.  
SMITH, WILEY H.  
Sec. Laborer .....Faithorn, Ill.

## TRANS-MISSOURI DIVISION

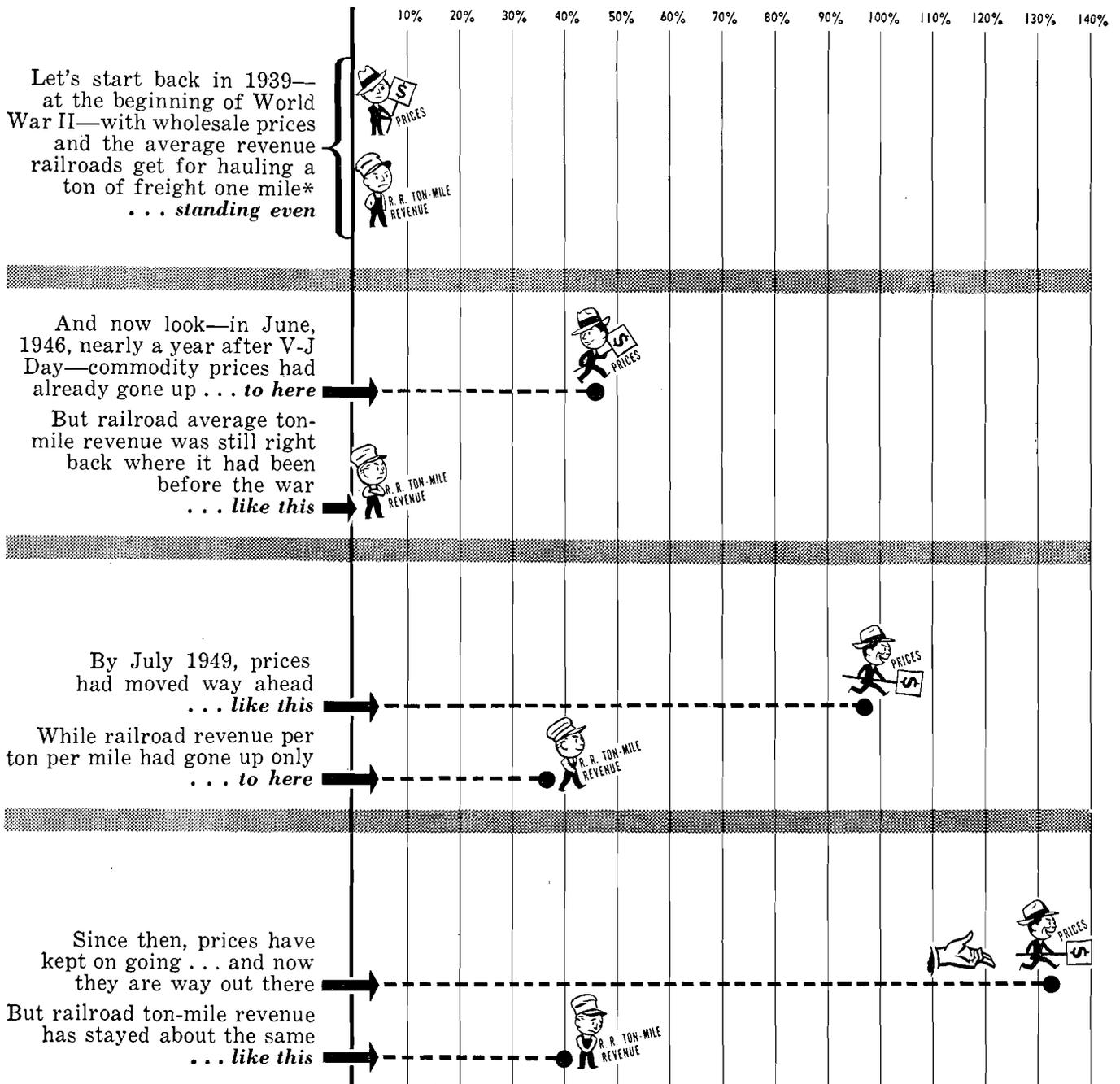
BOEHLER, PETER  
Sec. Laborer .....Isabel, S. D.  
CLIFFORD, JERRY J.  
Loco. Engineer .....Miles City, Mont.  
DE LA HUNT, ROLO I.  
Agent .....Hettinger, N. D.  
ESSLINGER, WILLIAM J.  
Loco. Engineer .....Miles City, Mont.  
TOLSON, HARRY C.  
Train Baggage man .....Miles City, Mont.

## TWIN CITY TERMINALS

CARLL, KATHERINE A.  
Clerk .....Minneapolis, Minn.  
KEYS, WILLIAM A.  
Train Baggage man .....Minneapolis, Minn.  
LARSON, OSCAR M.  
Frt. Handler .....Minneapolis, Miss.  
SAVAGE, ANDREW  
Machinist Helper .....Minneapolis, Minn.  
SCHAFMAN, ERNEST P.  
Switchman .....Minneapolis, Minn.

# Railroad Freight Charges . . .

# . . . the **Smallest Part** of rising prices



\*Prices are as reported in the Index Numbers of Wholesale Prices issued by the U.S. Department of Labor, Bureau of Labor Statistics.

Ton-mile revenue, while not an exact measure of freight rates, measures what railroads get, on the average, for hauling a ton of freight one mile.

**So it is**— that railroad freight charges—which even before the war were but a small fraction of the cost of most articles you buy—are a still smaller fraction of today's prices.

*ASSOCIATION OF AMERICAN RAILROADS*

Transportation Building • Washington 6, D. C.

# about people of the railroad

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

Bob Bigelow, chief clerk to western traffic manager and one of the golfers we can do a little bragging about, shot a 74 gross at the annual field day of the Olympic Golf Club, winning the guest prize. It was the first time that he had played in seven months.

Julia DeMers Field, telephone operator in the general offices, was more than beaming when she announced the birth of a grandson May 22, named Kirby Joe Hubbs and weighing eight and a half pounds. Mrs. Hubbs is the former Mary Lou DeMers.

T. H. Coplen, former division clerk in the traffic department, is now occupying position of rate clerk formerly held by Eugene Hallen, who resigned to take other employment. Robert Johnson, formerly of the agent's office at Spokane, succeeds Mr. Coplen.

Mr. and Mrs. LeRoy Kidd recently announced the marriage of their daughter Alice Joe to Karl Ronald Brask, the wedding taking place at Lewiston, Idaho, Mar. 17.

Miss Ethel Burriss of the freight claim department has returned from Ohio and Kentucky where she spent her vacation visiting friends and relatives.

The last Service Club luncheon for the season was held May 29 at the YWCA with Chairman B. E. Lutterman in charge, 74 attending. Through the courtesy of Marshall Culton, general agent of the Monon Line, the color and sound film "The Hoosier Line" was shown. It featured the glee club of Purdue University and the beauty of the Indiana country. John Andrews, freight claim agent at Chicago, was a special guest of the club, having been very active as chairman for several years before moving to Chicago.

Don Campbell of the reservation bureau reports having enjoyed a vacation trip at Carmel-by-the-Sea, the first two weeks in May.

## H & D Division

EAST H & D

Martha Moehring, Correspondent  
Asst. Superintendent's Office, Montevideo

Conductor Dan Ryan has enjoyed fishing and visiting with his son Tom who recently returned from Korea.

Brakeman Al Kurtzbein reports that his son Bob, also back from Korea, is in the Army hospital at Ft. Sam Houston, Tex., where he is undergoing plastic surgery for face wounds.

Operator Chuck Rodeberg is getting acquainted with his new son, Keith Allen, who arrived May 18. Yard Clerk "By" McKeown has a new son too, named Thomas Riley.

It was nice to have P. J. Lawler, retired conductor, stop in for a visit on his way

back to Los Angeles and to hear the latest developments on the Cinder Pit, daily meeting place of retired rails. We were sorry to learn that the Cinder Pit has been converted into a parking lot and that the ex-rails are now in the process of locating a new place to spit and argue.

Conductor Walt Lewis is confined to Northwestern Hospital in Minneapolis, having suffered a stroke recently. Rails who have visited him report that he is in good spirits.

We are sorry to report the death of Brakeman Lyle Hoeke of Milbank in a recent highway accident. It occurred as he was returning from a fishing trip prior to being inducted into the Army.

New recruits in the Army are Firemen Jerome Brown and Ralph Boss. Ralph was recently married to Kay Johnson, a stewardess with Northwest Airlines. Operator Sam Simonson has also left the H&D for a stretch in the Army.

Tom Kirk, retired conductor, has returned to Andover, S. D., for the summer after a winter in California.

Comes a post card from Conductor Ben Bishop and Fred Burdick, retired engineer, mailed at Tiajuana, Mexico. Your correspondent has no comment to make except that she's glad their wives went along on the trip.

Engineer John Krum is back north after his winter in Florida and busy with his rose garden on his days off.

Old timers will recall that back a ways

we had a passenger brakeman named Herbert A. Griffiths who also helped survey the land when the H&D road was built on the east and middle divisions. Herb passed away recently at the age of 93.

Engineer Charlie Ross is back on the job after a six month layoff due to illness.

## Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Frances Mason, chief telephone operator, spent the month of May in California.

On May 8 Irene Gonsior gave a luncheon in the Galewood rest room for Stephanie Jarosz who was married May 19. She was given a radio alarm clock as a wedding gift.

While Katherine O'Brien was ill on her vacation, the girls at the office bought her pretty white lingerie which was presented to her by Rita Dominick.

Marie Riley is now recuperating at home after a recent operation.

Ruth Rise, bill clerk, left for Los Angeles May 13 to spend some time with her mother.

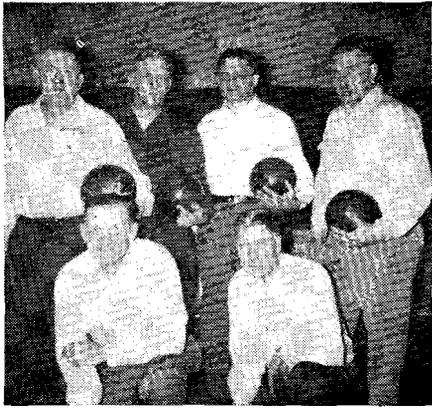
Harry Geeve, retired chief yard clerk, visited the office May 14.

George Campbell, stower at the freight house, returned to work May 14, after a long illness.

Dorothy Camp, car record department returned to work May 15 after her recent illness.



**SNAPPY IN 1921.** Remember when they called it the T'n Lizzie? It was a pretty slick job 30 years ago when the boys at the Division Street office in Chicago "sat" for their picture with Archie Ludwig's new Model T. Front row, from left: Adam Schillen, Howard Scanlan, John Pretzell (front) and L. W. Le Gros. Rear: Hank Fate, George Bamber, Mr. Ludwig, Harry Cripke, Peter Erback and Frank McPherson, Jr. Mr. Le Gros is now chief clerk at Division Street and Messrs. Ludwig, Gripke and McPherson are young old timers at Union Street.



**TOP TEAM.** The Southwest, the team which finished in first place at the close of the Milwaukee Road bowling league season in Chicago. Front, Frank Kurtzer (left) and Harry Gripke. Rear, from left: Bob Williams, Ed Hora, Dick Sweeney (captain) and Carl Williams. Bob Williams replaced Kurtzer in mid-season when the latter met with a foot injury. All except Hora are employed at Union Street—Hora is in the Union Station.

Del Morgan of the office and Ted Cilczewski of the freight house were the winners of the Booster Club awards on May 22, each receiving \$100. Another lucky laddie was Laddie Barta of the freight house, winner of \$150 in the 2600 Club.

Jack Connolly, transit rate clerk, received a wrist watch from his son in Korea for Father's Day.

Ann Zenger, PU&D clerk, and hubby celebrated their 25th wedding anniversary May 24. Ann received a beautiful diamond wedding band and she presented her husband with a wrist watch.

**WINDY CITY BOWLERS.** Members of the Milwaukee Road women's bowling league in Chicago who closed a successful season May 15. The league is composed of 12 teams, representing the Fullerton Avenue accounting offices and the Western Avenue district. Pictured in the close-up are Jean Franz, secretary (left), and Mary Burke, president.



The half century mark reached by Emil Rackow on May 28 was celebrated in his daily occupation as foreman on the platform.

Wedding bells rang June 3 for Rita Dominick, comptometer operator, and Vern Schroeder, of the police department. The lucky couple had their home all ready to step into.

Johnny Baker, retired train director, visited here recently.

Harry Brown, rate clerk, is at home recuperating from an operation.

#### UNION STREET

Florence La Monica, Correspondent

Switchman Guy Cincinelli has a brand new daughter who arrived the latter part of April.

Virginia Slusarski has resigned to stay home and take care of her little son. Caroline DiCicco has assumed the stenographic position.

Evelyn Buchner has taken over as comptometer operator. Evelyn is new to our road.

Dick Sweeney, timekeeping department, is in West Suburban Hospital at this writing. Dick is looking forward to enjoying a new home.

#### BENSENVILLE

Dorothy Lee Camp, Correspondent

On May 14 Tom Myers, caller at Bensenville, returned to work after a five-month bout with a virus infection and pneumonia. Tom spent five weeks in Hot Springs, Ark.

Yardmaster John R. Harding and wife Lucille were in an auto accident May 21 on Highway 20. Lucille received head and neck injuries and was rushed to St. Joseph's Hospital in Elgin. At this writing she is doing nicely and John is back to work.

Switchman Harry Young was laid to rest May 22. He is survived by his widow, three sons, three daughters and eight grandchildren. Harry had been railroading off and on since 1912, and had spent about 12 years with

the Milwaukee.

Roger Coleman, C&M conductor, passed away recently. Rog had a great number of friends at this end of the line who will miss him.

Arnold Rush, our new teletype man, is happy to report that he is soon to be the proud owner of a new home north of Schiller Park. His wife Jannette and sons Darrel, six, and Danny, seven, are doing their bit to help complete the home.

Jack Verstege, clerk, and family are well settled in their new home in North Lake Village.

Leon Scholl, clerk, is putting a lot of finishing touches on his new home in Bensenville. Leon says, "No place like your own."

George "Buck" Rogers has taken a night yard clerk job, transferring from the billing department. "Buck" likes the outdoors when summer rolls around.

Hi Nelson, clerk, is sporting a snazzy Lincoln sport sedan. Oh boy, the whistles when he drives up to the yard office in that neat job.

Thanks to superintendent of the Chicago terminals for passing on the following information: Mr. Jakubec writes that Chicago terminal Switchman Frank S. Urbanowicz, whose naval address will be given on request, has been around Korea on a ship giving



fighter support to the boys on the ground. He has been to Formosa and the South China coast. Urbanowicz' letter says he enjoys our Magazine every month, and would enjoy hearing from some of his old pals.

The golf season is off to a good start with a group composed of Yardmasters Bill Stutz, Ray Granger and Eddie Parr, Relief Train Director Bruno Tancula, Rate Clerk Wally Hamann, Train Director Joe Camp, Switchman Bob Lewin and Special Officer Vern Schroeder all sporting Milwaukee Road emblems on their equipment. Several groups hope to join in the fun. Soon as we have the names we will let you all know who is who on the golf course.

Paul Norris, relief caller, is taking over the 6 to 2 job as bill clerk at Bensenville.

Rita Dominick, Galewood office, and Special Officer Vern Schroeder, Bensenville district, said "I do" June 3. Open house was held at the Dominick home. The couple will make their home in Half Day. Vern was in the Air Force for several years and has been with the Milwaukee for over four years.

### SLEEPING & DINING CAR DEPARTMENT

Marie Keys, Correspondent

Our former office boy, Kenneth Kuper, who became file clerk upon the death of A. J. Guettel, is now a Seabee stationed at Port Hueneme, Calif. It appears that because he worked in the dining car department of the railroad he should know about cooking and was assigned to the galley. For reasons not disclosed, he was transferred to the typing department. While Ken is working for Uncle Sam Don Arensdorf is replacing him as office boy.

William (Slugger) Nolan, who worked in the commissary and is the brother of Jim Nolan, sign-out man, in our office, is one of the young men with the armed forces at the Korean front.

The task of running errands and other chores is being taken care of by Edward Hoffman, and Mrs. Marguerite Marriott has joined the stenographers. In order that the pay checks arrive on the designated dates, Charles Morris succeeded Mrs. M. J. O'Keefe at the time of her retirement, and Miss Eleanor Rutowicz, a comptometer operator from the accounting department, is now working in the payroll department. Marie Zembron decided that she would rather handle figures than continue in the stenographic section.

The wedding of Marie Zembron to Harold Keys, who is a senior at Illinois Institute of Technology and the son of Marie Keys, your correspondent, will be solemnized at 11 o'clock mass at St. James Church, Mango and Altgeld, June 23. Marie's sister Joan, one of our stenographers, will be an attendant. In the evening friends and fellow employes will gather in their honor at a reception at Major Hall.

Tom Rowley, who retired a little over a year ago, sends greetings to his friends and says that he still lives in the same home and would be happy to see or hear from them.

In the changes which took place in our department upon the resignation of Edwin Sokol, Leo S. Trela, former relief man, was assigned as sleeping car sign-out man.

It is anticipated that in the not too distant future the results of the efforts of W. R.



**SHURE THEY COME FROM IRELAND.** All newcomers to the U.S.A. and all from County Mayo, Ireland, it also happens that these smiling colleens are all employed in the Fullerton Avenue accounting offices in Chicago. From left: Nora Chambers, Mary Mulcrone, Mary O'Malley, (rear), Margaret Saunders, Kathleen Moran (rear) and Kathleen McDonagh. Three of the girls were friends in the old country. They all share a love of dancing and make a point of having fun together at local Irish dances.

Jones, special representative, on his two-week vacation will be evident, and samples of his agricultural enterprise will be passed around to his less fortunate fellow employes.

As it has been some time since news of our department has appeared in the Magazine, may we at this time extend our sympathy to the families of Lucian Dawson, Fred Stevenson and Louis Albright, retired waiters; F. J. Fearbow, waiter; Palmoe Fagan, retired chef and father of Waiter Roy Fagan; and Chef Albert Gonlin; also to Waiter Claude Bowman and Conductor Joseph Kane, upon the deaths of their wives.

Dining Car Waiter Johnnie Chism rated a commendation recently, due to a letter received by company officials which expressed appreciation for his services. "I wish to bring to your attention the kindness and courtesy of one of your employes," wrote Mrs. A. M. Fisher, Bernardsville, N. J. "Mr. Chism was very helpful during a recent trip I made on your road from Seattle, which I appreciated doubly because I was ill when I boarded the train."

*The housewives of our well-fed land open an estimated 30,000,000 tin cans a day. . . . Speaking of which, the U. S. Department of Agriculture says that "it is just as safe to keep canned food in the can it comes in—if the can is cool and covered—as it is to empty the food into another container."*

## Chicago General Offices

### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

We all mourn the loss of Florence Haeger, who passed away suddenly on May 17. Florence had been with us since August, 1925. She was laid to rest at Mt. Emblem Cemetery with services by the Order of the Eastern Star, Rev. Preston Bradley officiating.

A baby shower honoring Patricia Forest was given on May 18, when she resigned from her office duties for the blessed event.

William Roloff, a former employe, now retired, was an office visitor on May 11. He said he was returning to California soon to make his home.

Robert Olis is our new office boy, starting on May 16.

Pvt. Richard Weel and Pvt. Everett Hopke were office visitors May 17.

In celebration of her birthday and 25 years of service with the Road, Julia Feindt was accompanied by Helen Degner, Irene Goelz, Anne Litwin, Clara Raupp and Laura Wojciechowski on a trip to Milwaukee May 12. She was honored again by 12 of her office associates at a birthday luncheon May 17.

Margaret Gallagher left for Miami Beach, Fla., with her husband May 26, and received many cards of good wishes on her second honeymoon.

## Elected Town Trustee



J. A. Kowal

Joseph A. Kowal, car distributor in the office of the general superintendent of transportation, Chicago Union Station, was elected village trustee of Bartlett, Ill., Apr. 17, for a four-year term. He was sworn into office May 1. Bartlett is located 25 miles west of Chicago on The Milwaukee Road; population 900. Seven candidates ran for office, two for re-election and one to fill a vacancy created by retirement. The panel is composed of six trustees and one village board president.

### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Frank E. Green of our overcharge claim bureau is a patient at Ravenswood Hospital at this writing.

Recent report from the Linden household is that Mr. Linden is well on the road to recovery.

A grandchild was presented to Eddie Siuda on Apr. 30, born to his daughter Geraldine.

Delores Arno has taken a leave of absence to await a blessed event.

James Cushing, now corporal in the Army at Ft. Sill, Okla., is expected home on furlough.

Charles Gardner, rate bureau, is enjoying two weeks in San Francisco at this writing.

### PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent  
Freight Rate Office, Union Station

The entire passenger department was shocked by the death of Adelaide Taylor, stenographer in the rate department. Adelaide, who had formerly been with the auditor of capital expenditures office at Fullerton Avenue, had just started on her vacation May 18 when the car she was driving struck an abutment near Logansport, Ind.

With busy passenger department days coming on, several people have moved into seasonal jobs. Gene Henderson has gone to the city ticket office, leaving Bob Bielfeldt as summer replacement in the voucher clerk job. Dominic Odierno of Reservations has taken over an accounting job in the same office. Boris Teron, who had been helping out in the GPA's office, is filling in in Reservations. Teron, by the way, has show business aspiration. He's spent several years studying various phases of dancing and has made a number of television appearances, plus review work at the Civic Opera in Chicago and Kiel Auditorium in St. Louis, as well as professional appearances in Detroit and Canada.

Five new people have joined the passenger department force. Dave Dore and Byron Overholser are now with the GAPD's office and advertising department, respectively. Both formerly worked for the C&NW, and Over-

holser put in a year at the University of Illinois before starting with us. Harry Christenson and Vernon Jensen of Passenger Rate and the PTM's office are just starting in railroad service. Harry graduated from Kelvyn Park High here in Chicago and Vernon from the Sandstone, Minn., High School. Robert Gronbeck, also of Passenger Rate, is an ex-signal corps man who served in the South Pacific and the Philippines, later went to Roosevelt College and worked in a bank and a brokerage office before coming to Passenger Rate.

Gene Dybas, who had been in the GAPD's office as information clerk before he was inducted a few months back, has written several very detailed letters to his friends in the railroad. Gene, who is stationed with the 101st Airborne Infantry at Camp Breckinridge, Ky., reports that his typing and shorthand talents have been uncovered by the Army, and that a good deal of his day is spent doing just that.

Kenneth Newman, formerly of Advertising, has just wound up his training with an anti-aircraft unit in Texas, and after a short leave in Chicago heads for California.

Don Piette, who has been taking a special training course with his National Guard unit in San Antonio, returns to the advertising department to take up where he left off several weeks ago.

### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Sgt. Robert A. Schlueter, 26336966, and Pvt. Frederick H. McCuen, 26334141, both of Battery B, 698th AAA Gun Battalion, Camp Stewart, Ga., are now broken into Army routine and according to recent letters have no complaint against Camp Stewart. These fellows would appreciate letters from their former fellow employees.

Recent visitors included John Kuptz, on furlough after completing basic training at Fort Leonard Wood, Mo., and Angie Goodcase with pictures of her eight-month-old son Allen James. Miss Ethel Burriss, employed in the Seattle branch of the freight claim, dropped in on her way through to the east and south for a vacation.

Shirley and Mickey Rugen enjoyed a second honeymoon at Niagara Falls and eastern points.

Vincent Hunt, retired OS&D head, is vacationing in Canada.

Ethel Haynes and Anna Nasheim returned recently from Arizona and points west.

We welcomed Gustav Pearson, Jerrone Pascoe and Ruth Mathiesen as new fellow employees.

### ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

Harold Datisman, chief clerk in Mr. Ornburn's office, has heard from Lt. Joe Kirchen, formerly a draftsman in Mr. Ornburn's office and now in military service with the Engineers at Ft. Belvoir, Va. Joe has been transferred from the post engineer's office to the Department of Topography and has several enlisted men under him who teach blueprint reading in the various trade courses. Joe also reports that he gets his copy of The Milwaukee Road Magazine each month and in his own words, "It's a welcome sight." Mail is very welcome to service men, and if you would like to drop

a line to Joe, here's his address: "Lt. Joseph G. Kirchen, 523 Donmanton Blvd., Alexandria, Va., Apt. 304."

Loren Pohl, assistant engineer in Mr. Christianson's office, remarks that his new Ford is so popular with Mrs. Pohl that he hardly has a chance to get the car greased.

E. W. Bartlett, who recently came to Mr. Ornburn's office from Milwaukee, has completed the purchase of a new home at 479 Barrett Street, Elgin, Ill., and is now settled.

Wesley Celander, assistant engineer in Mr. Ornburn's office, was kept very busy getting the Cub pack of Berry Memorial Church, Chicago, in shape for the "county fair" held May 29 at the church. Wes is keenly interested in boys' work and devotes much of his spare time to the activities of the Cub pack, of which he is committeeman.

Sympathy is extended to Irwin V. Wiley, assistant engineer in Mr. Christianson's office, on the death of his father May 17.

I am succeeding Doug Rieser as correspondent for the engineering department, and am hopeful that anyone with news to report will let me know about it before the end of each month.

### AUDITOR OF EXPENDITURE'S OFFICE

Betty Melnikoff, Correspondent

Sue Pullman of the "comp" bureau became the bride of Hank Zimpelmann, track time-keeping, May 26.

Cupid has been busy giving out rings to Rose Printz, of the typing bureau, Evelyn Goeddeke, of the "comp" bureau, and Ruth Ladwig, formerly of the paymaster's office, who became engaged to Mike Schlee.

The stork delivered a six-pound nine-ounce boy to Felicia Steffens, formerly of the payroll bureau, May 6.

Vacation news: Arnold Frantz, of the "stats" bureau, went to Florida recently, Steve

## M. K. Darnell

Merrian K. Darnell, superintendent of the Fullerton Avenue office building, Chicago, died suddenly May 20. He was 59 years old. Mr. Darnell entered railroad service in June, 1913, with the CB&Q at Peoria, Ill., but resigned the following year to accept a position with the Illinois and Iowa Demurrage Bureau as a traveling inspector. The bureau was dissolved in 1915, at which time he transferred to the Milwaukee as a demurrage clerk in the office of the auditor of station accounts. In January, 1920, he was appointed demurrage inspector and held that position until May, 1945. During the war years he also acted as special traffic consultant on demurrage matters for the Defense Supplies Corporation. Funeral services for Mr. Darnell were held in Chicago. He is survived by his widow, Florenz.

Krumpack, B&V bureau, went to New Orleans, Ann Kennedy of shop timekeeping went to Hawaii, and Hortense Germain, Jean Jassak and Ruth Fitsch went to Mexico.

Dorothy Sodman of the audit section is on a three-month leave because of ill health.

We were glad to see two of our former employes recently, Corrine and Louie Skibicke. They are awaiting the stork.

Ione DeCamp, clerk in the general bureau of the CDA office, has been elected president of the Railway Business Woman's Association for a two-year term. She has been very active in the association and deserves much credit for her successful undertakings in the past. We are right proud of our gal.

Fullerton Avenue Chapter of the Women's Club had a turnout of 60 members at the May meeting. They celebrated Mother's Day by presenting to the oldest mother, Mrs. Pickartz, 84 years old, a corsage, and to the youngest mother, Mrs. Dorothy Desmond, a pair of earrings. The guest of the evening was Theodore Mansfield who showed his motion pictures of the Brookfield and Toledo zoos, Lilacia Park in Lombard, Ill., and the "Wheels A'Rolling" pageant at the Chicago Railroad Fair.

### FREIGHT AUDITOR'S OFFICE

J. A. Strohmeyer, Correspondent

Jennie Madonia, estimated earnings bureau, became Mrs. Lawrence Coffell Apr. 21, wedding at St. Philip Beniza Church. They honeymooned at Moraine on the Lake, Ill. Wedding gift from fellow employes was a breakfast set.

Lillian Stephani, formerly employed in the L.I.B. bureau, became the mother of Nancy on May 19. Pete Lencioni, rate revising bureau, is an uncle.

Vicky Fontogneses had a birthday party May 24. Her friends in the waybill filing bureau gave her a lovely gift, cards, a cake and violets.

James Murrin, review bureau, became a grandpa for the first time when Rebecca Murrin was born May 17 to his son James and Dorris Hess Murrin.

Corporal R. J. Schultz, U.S. 55041619. Co. F. 279 Inf. P.O. No. 86 c/o P.M. San Francisco, Calif., wrote Tim Wood of landing in Japan. Says he liked the camp where he was then stationed. They have steam heated brick barracks, beautiful lawns, bowling alleys, swimming pool, gymnasium, beer gardens, baseball field and a service club where dances and contests are held.

Walt Stark, review bureau, sent a card May 14 from Hialeah, Fla., where he and Mrs. Stark were enjoying a second honeymoon, their 25th wedding anniversary trip.

Elaine La Beau, accounting machine room, left May 18 on furlough to await a blessed event. Bernice Kobialko and Marge Seneke, of the same bureau, have returned from a Miami Beach, Fla., vacation. Helen Kaeseberg, same bureau, is vacationing with her husband in New Orleans at this writing. She expected to visit Helen Berg Domeno, formerly employed here.

Walt Ducret, interline bureau, had a letter recently from son Robert who is with the armed forces in Korea, in which he told of his combat duty, some of it at Pusan, and of expecting to come home for a few months' visit.



**TWO WEEKS WITH PAY.** These pictures show two unique displays of Milwaukee Road "Plan Your Vacation" travel literature. Above, the booth set up in the Rhodes Brothers Department Store, Tacoma, Wash., showing E. A. Scumacher, city passenger agent, outlining a trip for Mrs. Norma Coquillette, a buyer for the store. Rhodes Brothers advised their patrons of this service in their advertisements. Below, employes of the Line Material Company, Milwaukee, Wis., browse through Milwaukee Road travel literature in the collection of vacation brochures arranged for their convenience by the firm's traffic department. The traffic department staff also furnished information on rates and accommodations.



### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Ray "Wagons" Wagonknecht is mourning the passing of "Esmerelda", his Willys jeep. She was laid to rest recently with a badly bent and mangled body.

Bob Nielsen and Patricia Poole were married May 5 at Hemingway Methodist Church at 8:00 P.M., followed by a reception in the church parlors. They honeymooned in the Pacific Northwest.

Mary Jane Tempski and Adeline Palus vacationed in Phoenix, Ariz. Em and Joe Trezek went to New Orleans and Manes Blumberg to New York. Mr. and Mrs. A. M. Dryer spent their vacation in Florida. Al Gassner went to California for a month. Ethel and Orris Brodbeck celebrated their 25th wedding anniversary by going to Land O'Lakes, Wis., for a week. Agnes McGrath spent a week in New York City, her old home town. Marge Anderson spent her vacation driving down through Missouri. Florence Wiggen picked the Smoky Moun-

tains as the place to spend her vacation. Marion Peterson went to Philadelphia. Kitty McCants and her son spent a week in New York.

Herman Simonsen, the "model railroad magnate", would like to be remembered to the oldtimers.

Betty LeMay is recuperating from an operation.

June Dahms, formerly of the central typing bureau, has graduated from Henrotin Hospital Nursing School.

Pioneer Post finished the bowling season with Tony Kurrs' team in first place. This is Tony's third consecutive year on a winning team.

Rose Ruppert has been ill for some time but is getting along nicely now.

Vera and Louis Biasi are the parents of a girl born May 21. Adeline and John Boran are parents of a boy born May 16.

Dolores Stergios became engaged to Bob Vepley recently.

Dorothy Larson has accepted a position in the office of the auditor of capital expenditures.

## Terre Haute Division

### TERRE HAUTE DISTRICT

T. I. Colwell, Correspondent  
Superintendent's Office, Terre Haute

Mrs. Thomas W. Taber, wife of retired locomotive engineer, passed away in Terre Haute May 4.

Agent-Operator Jim Anderson of Terre Haute, a reserve naval officer, has been released from service in Guam and expects to report for duty with the Road in June.

Operator Albert C. Dressler, who is in military service near Biloxi, Miss., is planning a visit to his home in St. Paul in June.

Elmer R. Long, retired conductor, who has been in the U.S. Veterans' Hospital at Kerrville, Tex., for several years, is planning a visit to his home in Clinton, Ind., in June.

Vacationists in June include Mrs. Frances Pettus, clerk in the superintendent's office, who will visit a son in military service in Corpus Christi, Tex., and also a daughter in California. Engineer Ted Springer and Conductor Sam McReynolds will also visit in California. William E. Allen, retired dispatcher will visit a son in New York.

Mr. and Mrs. Joe Dede, both former employes on this division and now with the Road in Spokane, visited in Terre Haute May 23.



**CALIFORNIA HOME-STEADERS.** Ernie Haddock, well known C&M Division conductor who retired last September, and Mrs. Haddock (left) entertain Harvey G. Hall, retired Chicago terminals pilot, and Mrs. Hall of Los Angeles at their new home in Carden Grove, Calif. In planning for retirement the Haddocks purchased a small orange grove on which they have built a modern ranch-style house.

Operator Robert R. Myers, a member of the National Guard who has been in military service for some time, has been released. He returned to his position as second trick operator at Webster, Ill., May 24.

Floyd Hicks, car department welder at Terre Haute, passed away suddenly on May 20.

### WEST CLINTON AREA

Earl H. Lehman, Correspondent  
c/o Yardmaster, West Clinton

West Clinton Chapter of the Women's Club recently entertained railroad men who have retired since June, 1949, and their wives with a luncheon at the club rooms. Present were Mr. and Mrs. M. H. McCandless and Mr. and Mrs. H. J. Richard of Terre Haute; Mr. and Mrs. George Graft and Mr. and Mrs. William Lane of Clinton; Mr. and Mrs. H. H. Ferguson, Mr. and Mrs. J. H. Forehand, Mr. and Mrs. H. J. Kutch, Mr. and Mrs. Ben Conner, Mr. and Mrs. T. H. Hehman, and Dolph Dunkley of St. Bernice.

Crane Operator Carl Mueller passed cigars for the birth of a boy, Paul Harvey, born May 4.

Crane Operator O. E. Rudisel of Perry, Ia., was here in May to work in train service.

Mrs. Arthur Foltz, wife of machinist, was in the Paris, Ill., hospital last month.

Robert Stewart, retired conductor, 61, died at his home in St. Bernice Apr. 28 after a long illness. Funeral services were held in Clinton with interment at Jasonville. He is survived by Mrs. Stewart and two daughters.

Car Foreman J. C. Davis retired May 1 after many years of service on this division. He received a handsome gift from his department.

The rumor that Conductor H. H. Ferguson was to retire became a reality May 1. He was presented with an appropriate gift. Harry will devote the major part of his time to his Sunday School work, as he is the popular superintendent of the First Church of the Nazarene in St. Bernice.

Jack Turpin, former brakeman of Alvin, Ill., is reported to be ill at his home.

Joe Wright, retired operator, is still very ill at his home here.

Machinist William Shrum has been in the hospital.

Engineer George Hadley returned to work recently after an injury.

Machinist George Adomovitch, with the



**PEDIGREED PUPS.** Mrs. A. A. Glasnapp, former crossing tender at Menomonee Falls, Wis., and a litter of young aristocrats from the Sunny Hill Cocker Spaniel Kennel at Menomonee Falls which she now operates. She is the widow of August Glasnapp, local section foreman for 57 years, and the mother of L. G. Glasnapp, present section foreman at Oshkosh.

U.S.S. Wisconsin, was home on furlough in May.

Darrell Fisher of Ottumwa, Ia., is the new assistant car foreman here. The Fishers have moved to the Thomas Cortts property in Clinton—Mr. Cortts was formerly assistant car foreman.

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

J. E. Boeshaar, Correspondent  
Superintendent's Office, Milwaukee

The railroad agents and station employes association held its annual spring meeting at the Pabst club house in Milwaukee the evening of May 18. Approximately 75 attended. Entertainment was furnished by a quartet from Racine and an accordionist, and refreshments were served.

If the weather holds, the rail gang will finish its work on the division early in June and the first half of the session of single tracking between Tower A-20 and Rondout will be completed. Fred Mallas' gang will move in afterward to ballast track.

Conductor E. J. Moran was up to his northwoods cottage for a vacation but was driven back to Milwaukee by mosquitoes as big as bats (he says).

Agent Dallas E. Reynolds, West Lake Forest, was the successful bidder for the agency at Round Lake, Ill. The swing job between Tower A-5, Bensenville and Deerfield was awarded to John Hoker, a newcomer on the division.

Bob Bowser, an operator on this division for many years, passed away recently. At the time of his death he was employed at Tower A-4.

Relief Dispatcher E. W. Benson is filling in at the train dispatcher's office in Milwaukee while the regular men take their vacations.



**WOMEN'S CLUB HOSPITALITY.** Employees in the West Clinton, Ind., area who have retired since 1949, together with their wives are honored guests at a luncheon given by West Clinton Chapter of the Women's Club. Superintendent A. J. Farnham (far right), who at-

tended with Mrs. Farnham, was the speaker. The picture below shows the entertainment committee. From left: Mmes. William Seaton, John Gambill, Delbert Frink, Reed McGinnis (president), Wallace Jordan, Donald Bain and Harold Skelton.

### SECOND DISTRICT

M. B. Herman, Correspondent  
Asst. Superintendent's Office, Green Bay

Brakeman Elmer Reimer recently became the father of a boy.

Al LaValley, retired conductor, is confined to Iron Mountain Hospital with a fractured hip.

F. T. Buechler, retired superintendent, has returned from a trip to Alaska. He learned at Butte, Mont., that the J. D. Simons' have a little daughter born May 11. Mr. Simons was our former trainmaster.

Conductor L. W. Hugunin is a proud grand-dad to a little girl, Karen Elizabeth, born recently to his daughter.

Mrs. Henry Martyn, wife of deceased baggageman, died suddenly on May 17.

A special train, one portion starting from Pembine and the other from Marinette, consolidating at Crivitz, carried 615 school children to Madison where they visited the Capitol, the University and other points of interest. They returned to their homes the same night.

Oscar Bandt has returned from a vacation down in Houston, Tex.

John H. Friess, agent at New Holstein, has returned to work after a long illness.

Operator R. D. McLean is leaving Menominee to take second trick at Iron Mountain.

Operator Gerald E. Tessier has entered military service and is stationed at Marine Barracks, Camp Pendleton, Oceanside, Calif.

The Chilton branch of the Carnation Milk Co. marked its 40th year in business recently by shipping out 16 carloads of milk. The shipment was bound for Galveston, Tex., and from there will be shipped to Greece, on government contract. Each of the cars contained 1,250 cases, 48 cans to a case, for a total weight of 65,000 pounds per car. It was the first time since 1925 that a freight train has been made up at Chilton.

*The longest passenger cars in operation in the 1850's were 50 feet in length. These were considered to be curiosities at that time. Today, passenger cars range from 65 to 88 feet in length; the average being in the neighborhood of 72 feet.*

June, 1951



## La Crosse & River Division

### FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

The L&R Division is coming right up front these days, what with radio equipped Diesels and cabooses enabling the crews to handle 130 car drags with speed. Wonder what some of the old timers would say about the new set-ups? Some of them didn't need radios, like "Cocky" Long, who had a voice like a fog-horn.

Folks around Portage have been living good since the asparagus appeared. Take a bowl of fresh wild asparagus and a mess of blue-gills. Who wants meat with that kind of eats?

A new idea in education is bringing the grade school children to see the railroad in operation. We have had several parties at Portage and it really does you good to see their faces shine when they come face to face with a Diesel and a string of cars. I know of some kids who can drive an automobile but have never ridden on a train.

Our pet peeve: Nervous lady passenger rapping on ticket window with a half dollar to attract the attention of the operator, who at the moment has the dispatcher's telephone on one ear and the city phone on the other,

meanwhile typing a lineup with one hand and sending a manifest with the other. And the kind old lady says, "Are you busy? I'd like to get this changed."

### THIRD DISTRICT

M. G. Conklin, Correspondent  
Assistant Superintendent's Office, Wausau

Mmes. Earl Hazelwood, Felix Slomske, Edward Hahn and W. F. Freebern attended the annual spring luncheon of the Women's Club in Milwaukee.

Agent Arthur Schulz and Mrs. Schulz attended the wedding of their son Edward, who was married to Miss Anna Swan at St. Mary's Church in Tomahawk May 5. A wedding breakfast was served in the bride's home, a dinner for 40 guests at Kilinski's resort at noon, and a buffet supper for 100 at the bride's home. Miss Valeria Schulz, sister of the groom, who was an attendant, is a telegrapher on the first district.

Announcement has been made of the approaching marriage of Mrs. Estle A. Ash and Conductor Frank P. Dodd.

Frank Ryhlick, veteran roundhouse employe, has retired, and left June 1 with Mrs. Ryhlick to make his home in California. The Ryhlicks were guests of honor at several parties at which they were presented with farewell gifts.

Robert Schupp, son of Conductor H. J.

Schaupp, was elected by an all-college vote to reign at the Lawrence College junior prom. Robert is president of the International Relations Club, business manager of the college year book and head counselor at Brokaw Hall on the campus.

Ann Hazelwood, daughter of Mr. and Mrs. Earl Hazelwood and a sixth grade pupil at St. Mary's School, Wausau, received a first prize in the American poetry contest sponsored by the Catholic Daughters of America.

The son of Carman Leo Ziebell, Lt. Donald Ziebell, was married to Miss Blanche Groover in Faith Lutheran Church, Arlington, Va., on Apr. 28. The ceremony was performed by Chaplain Bosserman, who served on the aircraft carrier Philippine Seas and on two Mediterranean cruises with the groom. For the past two years Lieutenant Ziebell has been with the bureau of aeronautics in Washington, D. C.

Crossing Flagman Dan Madden and Mrs. Madden have returned from a trip to Washington and California, having visited their two daughters.

## SECOND DISTRICT

H. F. Ogden, Correspondent  
Superintendent's Office, La Crosse

John K. Flanagan, son of John E. Flanagan, operator at the "AD" office, La Crosse, who is a second year law student at the University of Wisconsin, was recently elected to membership in Phi Alpha Delta, national legal fraternity. He received his Bachelor of Science degree from



J. K. Flanagan

the University in February, majoring in political science. He has worked for the Road in various capacities in his spare time and during summer vacations since 1944.

Mary Clare Flanagan, a daughter of John E. Flanagan, has been appointed chairman of women's dormitories and independent houses in the first campus-wide Red Cross blood drive conducted by the University of Wisconsin. She is also on the Student Service and Relief Organization. A junior in dietetics, she attended La Crosse State College two years before entering the University last fall.

The Milwaukee Road bowling team, in the Last Man's Bowling League, La Crosse, shows up in first place on the report for 1950-51. Individual averages are: Carl Berg, acting chief carpenter, 161; Eric Erickson, chief clerk to superintendent, 154; Edward Wheeler, engineering department, 153; Donald Elder, dispatcher, 144; John Elliott, chief carpenter's clerk, 134; Harold Cook, engineering department, 134; R. Peacock, engineering department, 132.

Einar Johnson, born in Norway March 4, 1864, died at Hastings May 14. He is survived by his son Harold, maintenance man at company elevators, Coburg, Mo.; Phillip of Hastings; George, B&B carpenter on this division; and Maurice of Wabasha; also a daughter, Clara Sandquist of St. Paul. Mr. Johnson entered the B&B department in 1900 as a carpenter and was promoted to foreman in 1904. He retired June 30, 1937.

## Iowa Division

### EAST END

Benjamin P. Dvorak, Correspondent  
Milwaukee Passenger Station, Cedar Rapids

Mr. and Mrs. Don H. Fisher of Chicago were in Marion for the graduation exercises of the Marion High School on May 25, their son Lyle being a member of the class. Lyle played trombone in the high school band and was active in dramatics. He will enter Iowa State Teachers College, Cedar Falls.

Don Christensen, son of Railway Expressman J. C. Christensen of Marion, is also a member of the Marion High School graduation class this year. Don was an outstanding basketball player and honorary team captain for the past year. He also plans to enter Iowa State Teachers College.

Helen Reichert, daughter of Mr. and Mrs. V. M. Reichert, also graduates with the Marion High School class of 1951. She was active in dramatics and was awarded a membership in the National Honor Society because of her grades and activities in school. Helen has won a scholarship to Mt. Mercy College for Girls in Cedar Rapids and will major in journalism.

On May 22 Beverly Vavra, daughter of Roadmaster J. L. Vavra, graduated from the high school at Tama. The following morning the class left for a four-day tour of Chicago. Beverly was awarded high scholastic honors and was also made a member of the National Honor Society. Her plans are to attend Parsons College, Fairfield, Ia., this fall. Beverly was a cheer leader; also a member of the glee club and mixed chorus.

In the high school district golf tournament held May 19 over the Cedar Rapids country club course, Bill Lundquist, Jr., son of Assistant Engineer O. W. Lundquist, Marion, placed third for individual honors with a score of 87, and was first on the Marion High School squad.

Bob Boettcher, art student at Texas Christian College, Ft. Worth, will travel through northern Mexico and visit San Antonio and Galveston before returning home for the summer vacation. He is the son of Assistant Engineer L. R. Boettcher.

Dispatcher R. L. Martin, wife and daughter



**THE LIFE OF REILLY.** Dick Abrams, retired district freight claim agent, Milwaukee, shown here with Mrs. Abrams and their dog, writes of his new home in Florida: "We have about an acre and a half of ground with over 100 trees, about half of them fruit trees . . . and have planted every type of vegetable; many rare tropical flowers and shrubs, too. As for fishing, we catch shrimps, crabs and oysters right at our front door." The Abrams' new address is Route 2, Box 42, Palmetto, Fla.

Charlotte, vacationed in Middleton, Ohio, and also traveled through the Ozark country for 10 days. Jimmie Anderson relieved during Dick's absence.

Dispatcher R. P. DeVoe, who works the regular swing job at Marion and Perry, is vacationing in Washington, D. C. His grandfather, Agent M. A. DeVoe of Olin, accompanied him. E. P. Galiger, son of section foreman at Portsmouth, is relieving DeVoe.

Section Laborer Eggie E. Schoon of Monticello retired May 22. The last date he performed service was Aug. 30, 1949.

Sgt. Edward Failor, Scott Field, Ill., spent 10 days' furlough in May at home with his parents, Mr. and Mrs. Ernie Failor.

Mr. and Mrs. Fred M. Blakeslee returned May 17 from Westfield, N. J., and New York City. They were in Westfield caring for their grandchildren while their parents, Mr. and Mrs. Bryant F. Kenney, were in England. The Kenneys will leave soon for Durban, South Africa, where Mr. Kenney will be director and general manager of the new Standard Oil Vacuum Company.

John P. Oliver, retired machinist, reported in May to the Veterans hospital in Des Moines for treatment.

Mrs. John McLane died suddenly at her home in Marion May 5. Burial was in Cedar Rapids. She is survived by her husband, a conductor on the Midwest Hiawathas; two sons, Harold and Rolla Haynes of Minneapolis; and three daughters, Mrs. Leona Singer and Mrs. Muriel Hirdler of Minneapolis and Mrs. Alma Peterson of Duluth.

Roadmaster A. O. Marg was released May 22 from St. Luke's Hospital in Cedar Rapids where he had been for several weeks. R. H. Becker is relieving during his absence.

Mrs. Ralph R. Mills, who has been relief librarian at the Marion library for over two years, was appointed as assistant librarian by the library board on May 4. She is in charge while the librarian is confined to her home as the result of a fractured ankle.

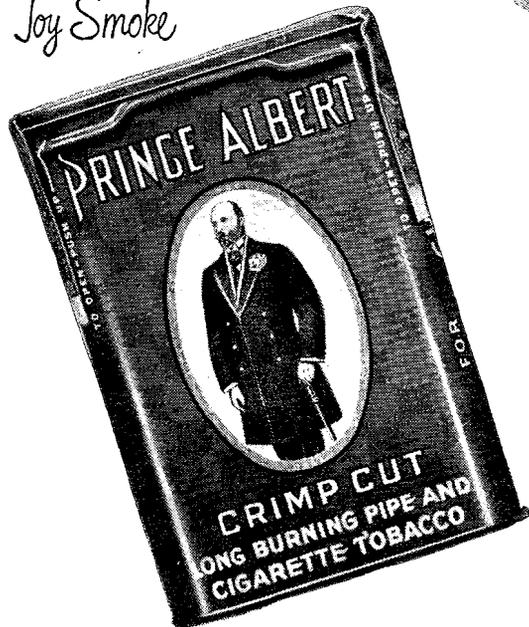


**IT RUNS IN THE FAMILY.** Only two, yet Ronny Kolb, son of CGM Division Conductor Jerome Kolb, can already handle the train he got for Christmas and give a professional highball. Grand-dad is George Kolb, also a CGM conductor.

# Bite's Out



*the National  
Joy Smoke*



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Crimp cut—and so mild, P.A.'s as big a favorite  
with roll-your-owners as with pipe smokers.**



\*Process Patented July 30, 1907

**MORE MEN SMOKE**

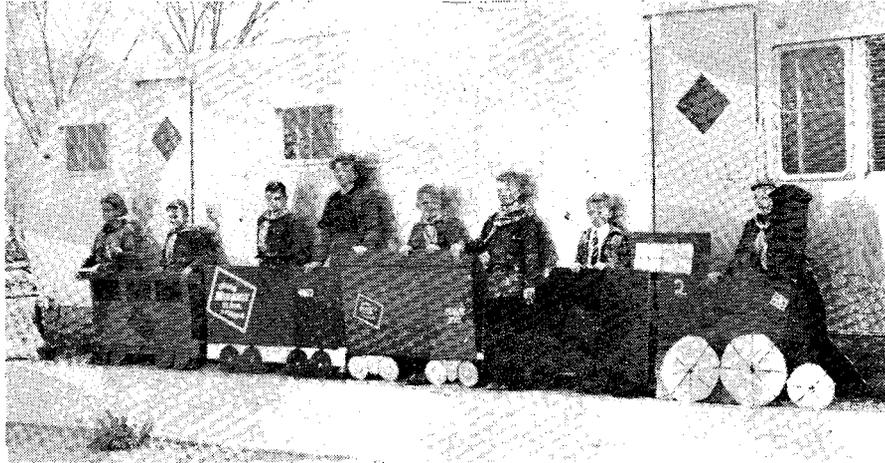
# Prince Albert

**THAN ANY OTHER TOBACCO**

R. J. Reynolds Tobacco Co., Winston-Salem, N. C.

June, 1951

33



**SCOUTING IN MILES CITY.** Cub Scouts of Den 2, Pack 47, Miles City, Mont., display their interpretation of the railroad theme which was the national Cub Scout assignment for April. Before constructing the "red ball special" the youngsters visited the Miles City shops and roundhouse to pick up information. From left: Franklin Puly, den chief, Ronnie Cooper, Douglas Kulesa, Mrs. George Cooper, wife of Miles City dispatcher, den mother, Jerry Cooksey, John Baber, Lennie Bitz and Terry Turner.

### COUNCIL BLUFFS TERMINAL

Floyd Parrack, Correspondent  
East Yard Office

We were all saddened at the death of Switchman V. Hilburn. "Valley", as he was known to most of us, died of a heart condition recently.

We are sorry to report the death of Switchman Harold De Vol's mother.

Operator Hamilton is again getting his rest following the arrival of the baby boy he proudly calls Michael Gerard. A baby boy is also making the Le Roy Jessens very happy these days, named, of course, Kenneth LeRoy. T. P. Schmidt is the very proud grandfather.

Sid O'Brien has been enjoying some very fine fishing at the surrounding lakes lately.

There is a new operator at the freight house here, Operator Miller having replaced Operator Harvey. The latter replaced Operator Linn, who is serving with the Army as a telegrapher.

Russ Anderson is in a Chicago hospital for an examination.

I spent a very enjoyable evening with the Henry Jensens recently, finding out about Henry's hobby of ceramics. He informs me that the art is the oldest in the world. He had long been interested in it and read books whenever he could get them, when a friend visiting the family from Denmark taught him how to make molds. With that knowledge and a few lessons from a local teacher, Henry started out. He is most interested in hand sculpture pieces, his latest work being a 14-inch rooster lamp base. He also has an Indian head with a hat made into a lid and spoon made like a feather protruding through the hat. This dish makes a fine jelly jar and is very decorative on the table. He also likes to experiment with glazes—there is no end to the color combinations one can get. Henry says there is much fun to be had in ceramics for people of all ages. His wife and son Wayne, who is only five, take a hand in his hobby, too. I know that Henry will be glad to correspond with any fellow ceramist in the Milwaukee family.

### Trans-Missouri Division

#### WEST

D. B. Campbell, Correspondent  
Superintendent's Office, Miles City

Edward R. Gale, instrumentman, recently joined the division engineers staff at Miles City.

Nathan Smith, assistant engineer, was transferred to Chicago in the same capacity in Mr. Ornburn's office May 1. Anne Smith, locomotive department timekeeper, left May 18 to join her husband. The Smiths were presented with a Nesco electric roaster as a going away gift by their friends and co-workers at the division offices.

Mothers Day was the theme of the regular meeting of the Milwaukee Women's Club May 7. Following a brief business meeting, Mrs. Gordon Spear presented the program. Jo Ann McElroy sang, accompanied by Jessie Lockie, Mrs. Gladys Brundage, safety chairman, gave a reading, and Shirley Leibinger presented a piano solo. Lunch was served by Mmes M. E. Hanrahan, F. W. Spear, A. W. Wickersham, P. N. Welles and S. W. Nelson. Mrs. L. Umhoefer was awarded a prize for securing the largest number of new members. She was also the oldest mother present. Mrs. Gordon Spear received the gift as the youngest mother.

It was announced that the club membership drive went "over the top" on Apr. 20 with an increase of 19 members. This was the last meeting held until September. The first fall meeting will be Sept. 4, since the regular meeting date falls on Labor Day.

Mrs. Florence M. Shearer and Marvin A. Tripp, retired agent of Marmarth, N. D., were married May 9 in the First Methodist Church of Ontario, Calif. The couple plan an extended trip and a visit to Boston, Mass. They will be at home after July 1 at 343 East Cucamonga Ave., Claremont, Calif.

Theron A. Childers, first trick operator at Marmarth, passed away at Holy Rosary Hospital in Miles City May 10, of a heart seizure. Mr. Childers was born Jan. 12, 1890, at Decatur, Ill. While a young man

he studied the telegraphy which became his occupation. The Childers' came to Marmarth to make their home in 1916. Mr. Childers was an active member of the community, having served on both the board of city commissioners and the school board. He was also active in church and fraternal organizations. Funeral services were held at Marmarth. He is survived by his widow, son Arthur, two brothers and a sister.

Herbert G. Wills, for many years crossing watchman at Montana Avenue in Miles City, passed away at his home May 25. He was born at Cambridgeshire, England, Aug. 8, 1865, and had been a long time resident of Miles City. He was a member of the Baptist Church, one of the oldest members in Montana. Funeral services and interment were at Miles City.

### Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER  
AND SUPT. OF CAR DEPT.

Harold Montgomery, Correspondent

Art Schultz is back with us after undergoing an operation.

Ed Sisolak had reason to push out his chest recently after the arrival of his first born man-child. Little Edward tipped the scale at six pounds fourteen ounces. Father is a special apprentice on the last lap of his three-year apprenticeship. He is the son of veteran Jim Sisolak of the coach shop.

Joe Borowski and Stanley Tabaka of the upholstering department are back on the job after being on the shelf for repairs.

Bruce Engelke, son of the R. W. Engelkes, had a mishap with a motorcycle recently and was hospitalized for a week with an injured heel. This will not hinder Bruce who is out to capture the championship in the Soap Box Derby.

Peter Leynse has completed his drafting room stay of five months and reports back to the shop. He will be under Earl Hogen.

Henry Depagtar says "hello" to his friends who are still with the Road. Hank left here in 1926. He is well.

Don Mueller stopped in recently to say hello to his co-workers in the upholstering shop. Don has been at camp in Louisiana.

Harken all ye boatmen, fishermen and water lovers. All information regarding the above will gladly be given by those mechanical department yachtsmen John Schull at Pewaukee Lake and Merrill Fox at Cedar Lake. For information on scows see Allan Hanson. also at Pewaukee Lake.

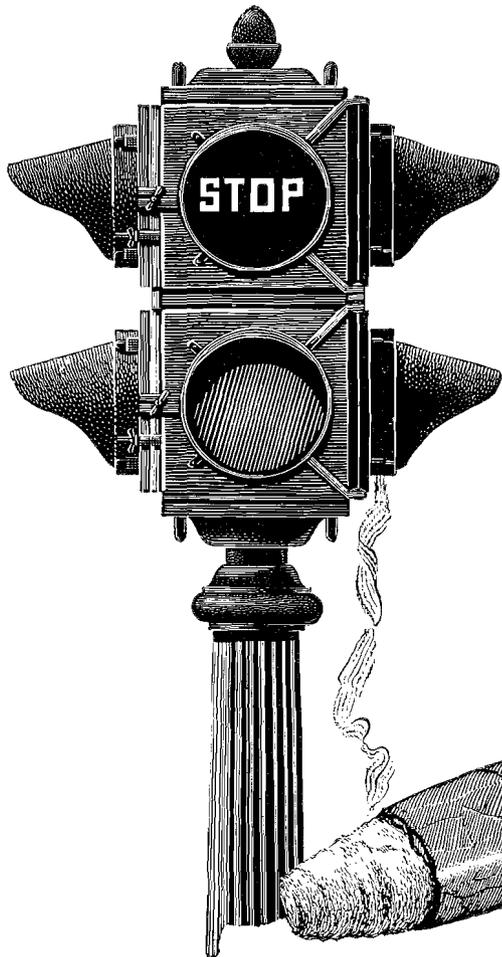
#### STORE DEPARTMENT

Earl L. Solverson, Correspondent

The wife of John H. Nachtsheim, retired stockman, died May 20 at the age of 70. John has been retired since May 15, 1941. A son, Harvey, a daughter, Alice, and three grandchildren also survive.

Crane Operator C. R. Wheeler is confined to his home and would be glad to hear from his friends. His address is 2378 N. 33rd Street, Milwaukee 10, Wis.

Timekeeper John E. Bloomquist is at Veterans Hospital, Wood, Wis., in ward 3 south, room 12. He would like to hear from his friends. John served with a machine gun battalion of the 32nd Division in World War I.



## ON YOUR WAY HOME TONIGHT....

Stop for a couple of Dutch Masters Cigars.  
It's your privilege — *an American Privilege*  
— to enrich your evening's enjoyment with  
a truly great cigar — for doing the essential  
job these busy days demand.

# DUTCH MASTERS CIGARS

Pvt. Antonio Cefalu, with the headquarters company of the 467th Chemical Mortar Battalion at Camp Atterbury, Ind., paid a visit to the shops May 25. He is able to drive home for week ends when not on duty. Tony last worked for the locomotive department in the Diesel shop. He is pitcher on the camp baseball team.



Pvt. A. Cefalu

Stockman R. M. Freuler and Chauffeur Herman Janke attended the national skat tournament at the Eagles Club in Milwaukee May 20; neither had luck.

Chauffeur John Lipinski is the father of Charles John, born Apr. 10 at St. Anthony's Hospital.

The store department bowling team, On Wisconsin, finished third in the Milwaukee Road league, Bill Smith with a 169 average, Sylvester Lemke with 150, F. Glaser with 173, Capt. G. Meyer with 171 and John Rogutich with 185. Rogutich's average led the league. Sigmund Powalisz helped out when the regulars were absent. The team's

average for the year was the highest in the league.

Storehelper Robert Knabel, freight car store, recently underwent an operation at Milwaukee Hospital.

### CAR DEPARTMENT—OFFICE AND SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

The 757th Railway Shop Battalion, consisting mostly of men from The Milwaukee Road, spent two weeks in May training at Camp McCoy, Wis. Carman Apprentice Clarence Hense, Jr., who is the possessor of a mighty appetite, said the food was good, but he just couldn't get enough to eat, even on K.P. duty.

William J. Erdmann, retired sheet metal foreman, and wife were vacationing in Florida in May.

Joe Glaub was promoted to sheet metal foreman May 1. Joe has been with us since July, 1912, and was formerly assitant foreman.

On the retired list are Jacob Rauscher, carpenter, who retired Apr. 30; Steve Kardian, carman, retired Apr. 30; and Valentine Grafenauer, carpenter, retired May 7.

Congratulations to Blacksmith Apprentice Dominic Albanese who was married to Mary

Ellen Lewinski June 2. The couple spent their honeymoon in Los Angeles.

A daughter, Evalyn Louise, weight seven pounds fifteen ounces, arrived at the home of Blacksmith Apprentice John Hafer May 6. Einar Nelsen, carpenter foreman, and family returned recently from a vacation trip to New York City and Niagara Falls.

James Schubring, cabinetmaker apprentice, has returned to work after having his tonsils removed.

Sympathy is extended to the families of the following: Fred Wismann, retired cabinetmaker, who died Apr. 18; Steve Frankell, cabinetmaker, who died Apr. 29; and Frank Skerbich, retired carpenter, who died May 5.

### LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

William Porsow, retired foreman, visited the foundry recently.

Clerk Oliver Weissenborn has transferred from the foundry to the Diesel house. We will miss his ready wit and hearty laugh.

A big welcome is extended to Rita Bednar who will take over the duties of clerk in the foundry.

We are sorry to report the death of Machinist Walter Straub, an all around good fellow. Sympathy is extended to his

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BUCKEYE STEEL CASTINGS CO.  
COLUMBUS 7, OHIO

wife and family.

News comes to us of the death of Louis Krivant, retired foundry laborer. He had served the company for 30 years before his retirement.

We like to report happy news, and there is no greater happiness than when a family is reunited. Electrician Carvel Westerlund some time back was able to have his wife come to this country from Denmark. Now the Westerlund family is complete as their teen-age son has arrived from Denmark.

Gordon Kenngott has persuaded our Dorothy Pettel to become his wife. Dorothy was a stenographer in the SMP office. We know she will love her new position of housewife.

Walking in the SMP office recently I missed Ginger Schori. Upon checking I found that she has decided to work for the store department.

Baby news—Grandpa Herb and Uncle Herman Ott tell us of the arrival of a little girl, Diana Lynn, and also of a boy, Dale Richard, in their family. Grandpa is a wheel breaker operator at the foundry and Uncle Herman is a foundry laborer.

## Milwaukee Terminals

### COACH YARD

Richard Flechsig, Jr.

Ray Nelson was recently called up for a two-week training course with the Wisconsin National Guard.

The operation performed on John Freda's eye was successful and he is expected back to work soon. Anna Hakmeyer is improving from her recent operation and is expected back also.

Max Bathwell has been ill for several weeks.

Walter Rudolph, cleaner on the night shift, died recently. He is survived by his widow.

Math Holentunter has been hospitalized and will be away for several weeks.

### FWOYLER STREET STATION

Pearl Freund, Correspondent

Beverly Geisinger, daughter of Mr. and Mrs. Walter Geisinger, will become the bride of James Kemp June 23 at Nazareth Lutheran Church. Mary Pruitt, steno-clerk in the OS&D department, will attend her as bridesmaid. The wedding reception will be held at the bride's home. James is stationed with the Air Force at Denver.

Norbert Waldoch, Jr., will take as his bride Lucille O'Shea of Milwaukee, an employe of the Telephone Co. The ceremony will be at St. Sebastian's Church on June 30 with a reception at the Bungalow Inn. Norbert is the son of Norbert P. Waldoch, Sr., assistant general agent of the C&O at Milwaukee.

On May 26 Mary Barry exchanged nuptial vows with Robert J. McCormick at St. Patrick's Church, Janesville, home of Mary's parents. Her brother, Rev. Dennis D. Barry of St. John's Cathedral, Milwaukee, officiated. Mary, although most recently employed at Chestnut Street station, has spent most of her service at Fowler Street as auto messenger and expense clerk. Bob is employed at

Muskego yard as train clerk. A shower was given recently in Mary's honor, with Lois Habersat and Ollie Yerman of North Milwaukee station acting as hostesses. About 20 Milwaukee Road girls attended. A gift of an electric french fryer was presented to Mary.

Mr. and Mrs. Ed Faulkner are the parents of a baby girl, Linda Louise, born May 22 at St. Mary's Hospital. Also reported is a baby girl born to Mr. and Mrs. Eddie Nowicki. Both fathers are employed in house No. 7.

Uncle Sam is again making claims on the Fowler Street force. Bernard J. Kozarek of house 7, in the Navy Reserves, was recently called to active duty. John Piraino, yard clerk, joined the Navy May 28.

Bill Cary, Jr., and Gene Cary expect to be furloughed for about 20 days from Ft. Sill, Okla. Bill will be finishing his advance officer's training about June 15.

Alice Sobczak and Geraldine Hartner have returned from a wonderful trip east, having stopped for sightseeing at Boston, New York and Washington, D. C.

Fred Roessger and family took the motor trip to the west coast. They visited Merrimac Caverns in Missouri, Meteor Crater and the Petrified Forest in Arizona, Grand Canyon and Hoover Dam.

Jack Regan, a fishing enthusiast, is doing just that up in the north country. Fred Coeper, inbound rate clerk, vacationing along the Flambeau River at this writing, is doing his share of fishing. Merle Schuh and family expect to spend a vacation visiting at Elcho, Wis. Helen Hesprich and family will be motoring to Woodruff, Wis., and then on to western Canada. The Walter Geisingers will spend their vacation in Denver, Colo.

Mr. and Mrs. Henry Tillidetzke have announced the arrival of a baby daughter named Marilyn Kay. Marilyn's mother, Angelina, is our former timekeeper.

A new recruit to the messenger desk is Edward Wiberg.

William Kleinschort, janitor at Fowler Street for a short time, was fatally injured May 22, when he fell from a window of his third story apartment. He was washing a window when the sill gave way, and he fell to the cement walk. He died at the county emergency hospital. Freeport, Ill., was his former home and he was also employed by the Road in the freight house there before being employed in the freight house in Milwaukee. His service date at Milwaukee was Oct. 17, 1917. He is survived by his wife, a son and a daughter. Fellow employes served as pallbearers.

### MUSKEGO YARD

Grace M. Johnson, Correspondent  
Office of General Superintendent

G. Arthur Brown, general car supervisor at Muskego Yard, has been ill for several weeks. At the present writing he needs a great deal of rest and quiet. However, I am sure our good friend, the Deacon, would very much appreciate cards or notes of cheer. His address is 2111 W. Pierce Street, Milwaukee.

James Mindell, former train clerk, was home on a 10 day furlough from the Army and stopped in to say hello. He is stationed in Colorado.



**THEY'RE IN THE ARMY NOW.** Milwaukee Road men in training with the 450th Transportation Traffic Regulation Battalion at Camp Kilmer, N. J. From left: Pfc. John D. Curry of Baraboo, Wis.; Sgt. Henry J. Millard, 1st Lt. Frederick C. Bryan Jr. and 2d Lt. Robert T. Mack, all of Milwaukee; at the right, Col. G. N. Olsen, commanding officer of the unit. They have been at Camp Kilmer since last September when they were ordered into active service. (U. S. Army photo.)

#### CHESTNUT ST., NORTH MILWAUKEE & NORTH AVENUE

Dick Steuer, Correspondent  
Chestnut Street Station

Miss Mary Barry, general clerk at Chestnut Street, became the bride of Robert McCormick, train clerk at Muskego yard, May 26 at St. Patrick's church, Janesville. The ceremony was read by the bride's brother, Rev. D. D. Barry, Milwaukee. After a reception which was attended by many friends from Milwaukee, the couple left for a two-week honeymoon in the Seattle-Vancouver area.

Recent bulletins announced the following assignments: Mary Starcevic, cashier, North Milwaukee; F. McClintic and G. W. Hoefs, demurrage clerks, A. O. Smith yard; Evelyn Scharest, general clerk, Chestnut Street; and Catherine Consolazione, bill-expense clerk, Chestnut Street.

A fishing tragedy resulted in the death of Donald Frye, son of Ben Frye, switchman at North Milwaukee. The young lad was casting from a boat when he lost his balance and toppled into deep water.

#### Madison Division

W. W. Blethen, Correspondent  
Superintendent's Office, Madison

Engineer John McGilligan, 56, succumbed to a heart seizure on May 9 as he was turning his engine in at the roundhouse at Richland Center. John started his railroad service as a fireman in April, 1917, and was promoted to engineer in April, 1921. He is survived by his wife, a son James, and daughter Priscilla.

Mrs. E. D. Coleman, wife of Agent Coleman, Boscobel, suffered a broken hip as the result of a fall the early part of April and was confined to a hospital in Madison for several weeks. She is now at home and getting along nicely.

The long legged bird is on the wing again. A daughter, Barbara Annette, arrived at the home of Fireman and Mrs. Burt Lucy on May 13; a daughter at the home of Fireman and Mrs. John Goggin on May 18—Patricia Lee is the name; a daughter at the home of Telegrapher and Mrs. K. C. Skidmore on Apr. 30; and a son, Frederick William, at the home of Fireman and Mrs. L. R. Pratt.

Brakeman Emil Tekale, who has been ill for several weeks, has returned to service.

Mrs. Maurice J. McCarthy, wife of engineer at Janesville, suffered a fatal stroke May 26. Surviving besides her husband are four daughters and three sons.

Emil H. Medenwald, retired engineer, 60, died suddenly at his home May 27. Emil retired on Feb. 19, 1948, due to failing health after completing 38 years of service. He is survived by his wife, a daughter Helen and a son David.

Engineer Ralph Hayes died at his home in Wauzeka Apr. 30, following a short illness. He is survived by his wife and a brother, Patrick Hayes, retired switchman.

Mrs. George Hogan, wife of roundhouse foreman of Janesville, has been ill for several weeks.

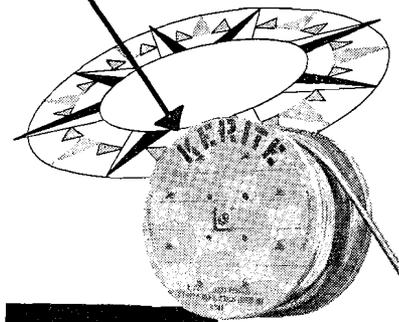
Helen Medenwald, daughter of Mrs. Emil H. Medenwald, won a scholarship trip to Europe and is sailing from New York June 10.

Mrs. Earl Harrington, wife of conductor, is recuperating at home following an operation.

Conductor George McCue is confined to St. Mary's Hospital again. He is much improved and hopes to be released soon.

Thomas Conlin, son of Freight Agent Conlin of Madison, spent a day in Madison while en route from Ft. Lewis, Wash., to Ft. Belvoir, W. Va., where he will attend school.

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CHICAGO, ILLINOIS

## SECOND DISTRICT

R. R. Cochran, Correspondent  
Asst. Superintendent's Office, Beloit

Charles Dobbert, retired conductor, was a visitor at Beloit recently, driving a new Frazer. He was getting ready to leave for the north woods for the summer.

Conductors Harvey Lindley and D. C. Burdick are on their vacation at this writing; also Agent R. V. Spickler, Davis.

Fred Wickler, agent at Delavan, has been attending the meetings of the American Association of Railroads in Chicago this year.

Dispatcher George Dean and wife are parents of a boy born Apr. 18.

Operator Paul Teckel was married May 26 to Miss Barbara Byrd of Lanark. After a wedding trip they will live in Beloit.

Operator William Lammers is living in Beloit, having moved recently from Burlington to be close to his job at west yard.

Big news on the second district this month is that Agent Oliver Butler, Elkhorn, is driving a new Chevrolet.

The second district has been assigned six radio-equipped cabooses for service on the time freights between Milwaukee and Kansas City. This end to end communication on these long trains will save many delays.

## Rocky Mountain Division

### NORTHERN MONTANA

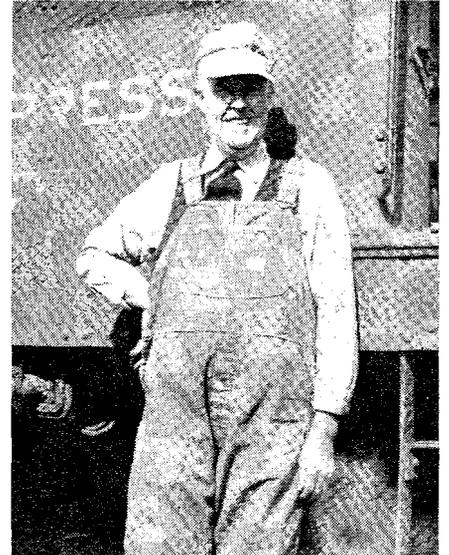
Pat Yates, Correspondent  
Car Foreman, Lewistown

Conductor and Mrs. John Robinson announce the arrival of a baby girl born on Mothers Day, May 13. The young lady has been named Wanda Theresa Ann. The proud father was quite liberal with the stogies.

Operator Mary Messier became the bride of Marine Sgt. Robert W. Daily in Lewistown on May 13 at the First Methodist Church. Mary has been a telegraph operator for the Road for several years. After June 1 the couple will make their home in Sonoma, Calif.

Mrs. Lois Newbury, mother of Mabel Wolter, chief clerk to assistant superintendent, passed away May 18 following a long illness. She had lived in Lewistown since 1911 and had many friends in this area.

Mrs. Rafael Tuss, wife of roundhouse helper in Great Falls, passed away at the Great Falls Hospital May 22. She was the stepmother of Carman William Tuss, Lewistown.



**HOME RUN.** William A. Keys, IGSM train baggageman, snapped May 19 as he was making his last trip before retiring. His run was on Nos. 118 and 121 between Minneapolis and Austin, Minn.

Conductor Charles Saint has taken a 90-day leave of absence and gone to Florida for the summer. Conductor Jack Christie took over his passenger run.

Conductor E. G. Samuel has renewed his bid as yard conductor at Great Falls. Conductor L. A. Gamell bid in the yard job at Lewistown. It's easy to see he expects to spend some time on Spring Creek after working hours. Conductor Hatton gave up the Harlowton run and is now working on the Winnett run.

Claude M. Brown and Emily Grogan were married at Great Falls Apr. 7. Claude is agent-yardmaster at Great Falls and Emily is the daughter of Tom Grogan, retired car inspector at Miles City. They have returned from a honeymoon trip to the west coast.

Freight House Clerk W. L. (Bud) Rasmussen of Harlowton is now working at the Lewistown freight house.

Conductor John Robinson caught a four pound four ounce rainbow trout the first day of the fishing season. That is a lot of fighting fish in this country.

## I & S M Division

H. J. Swank, Division Editor  
Superintendent's Office, Austin

Chief Lineman A. G. "Andy" Nelson visited the local offices while checking with the line crew which was renewing the telegraph wires on the Calmar line.

Brakeman Guy Daly's brother Paul passed away at Milwaukee on May 15 after a short illness. Burial was at Austin.

We extend sympathy to Conductor A. R. Coffman, whose father died suddenly at his home in Des Moines May 6. Also, to John W. Santers, former water inspector and pump repairer at Madison, S.D., on account of the death of Mrs. Santers, who passed away Apr. 29 after a long illness. Burial was at Du-buque.

Congratulations to Mr. and Mrs. Harry Jarrett (laborer at the Austin roundhouse) on the birth of LaVeta Mae Apr. 30.

The Milwaukee Road Magazine

## Twin City Terminals

### MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor  
General Superintendent's Office

The remodeled offices on the second floor of the Minneapolis passenger station are now about completed and everyone agrees that the new setup is fine. H. M. Larson and his staff are getting to be permanent fixtures in the "depot family".

Speaking of improvements, how do you like those new lights that have been installed above the main waiting room in the depot? We will have to admit that we are getting brighter every day.

As the old saying goes, "Something new has been added." The thing to do as you walk through the door into Mr. Swingle's office is to turn to the left and feast your eyes on the President's Safety Award cup displayed there. Pretty swell, we call it. And many thanks to all who had a hand in the party at the Armory when the cup was presented to the Twin City Terminal Division. It was an occasion to be long remembered.

Welcome to John Healy, who owns the new face in the reservation bureau.

The next improvement around the depot which we are all waiting to see is the new ticket office. When that is completed Stanley Luce has promised to throw a party.

Katherine A. Carll was honored by her friends and co-workers at a retirement dinner May 28 at Freddie's Cafe in Minneapolis. From 1918 to the time of her retirement Katherine was supervisors' clerk in the signal department. The dinner was a lively affair, informality being the keynote. Mr. Erdall of the law department was the Emcee, Mr. Dunn, signal supervisor, presented Katherine with her gift, and Elizabeth Hessburg, cashier in the freight office, led the group in community singing, aided by two young musicians.

### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

While vacationing at Albuquerque, N. M., Cal Hughes, coach yard foreman, and wife visited Frank Tschohl, formerly car foreman at new yard, St. Paul. Before returning home Frank and his wife visited cities on the west coast.

Mrs. Betty Edmiston of this office is on leave of absence expecting a visit from the stork.

Gladys Sheehan of this office and her husband Ray are headed for Miami, Fla., for a vacation at this writing.

Traveling Auditors Lutgen, Peterson and Hansom recently completed a check of this station.

### ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent  
c/o General Agent

Once again we have a full force, thanks to the arrival of our new chief clerk, Bill Wire, which enables our "old" chief, Bob Young, to assume his duties as city freight agent. Bill was chief rate clerk in Minneapolis until his promotion to St. Paul.

We've had one letter from our former city freight agent, Capt. John Maher, who is helping Uncle Sam run the Air Force. John says that he and Mrs. Maher are very pleased with the California weather, lower prices and excellent housing conditions.

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

At this writing Chief Clerk Douglas Sutton is at home with an injured back, incurred while working in his yard.

The freight traffic department is moving from 1540 Rand Tower to 540 Rand Tower where it will have larger quarters and a private office for the new division freight agent, George Neu.

S. J. Oberhauser, agricultural agent, will be located after June 1 on the second floor of the Minneapolis passenger depot.

Vacations have started, with Mrs. Ruth Y. Miller taking a trip east, stopping at Chicago, Cincinnati and Boston.

Will Wire has left our office, going to Mr. Burn's office in St. Paul as chief clerk. This moved all the young men in the office up a notch and brought in Warren Stewart as a new clerk.

Mert Gross has built himself a new garage.

Douglas Workman and Leo Villwock attended a wedding in Detroit recently—think Doug is "seeing how it's done"?

Leda Mars attended a benefit tea given for the Minneapolis Symphony by Mrs. Lucian Sprague in her home May 28. The affair was attended by board members of the Railway Business Women's Association.

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

Oriole M. Smythe, Correspondent  
District General Car Supervisor's Office

Coach Yard Foreman Tal Hughes and wife vacationed recently via the railroads, seeing Kansas City, Albuquerque, San Diego, San Francisco, Portland, Vancouver and Winnipeg.

Elmer Schultz is the new clerk in the store department office at South Minneapolis shops.

John Lovberg, carman at Minneapolis shops, was married May 5 to Mrs. Helga Buland.

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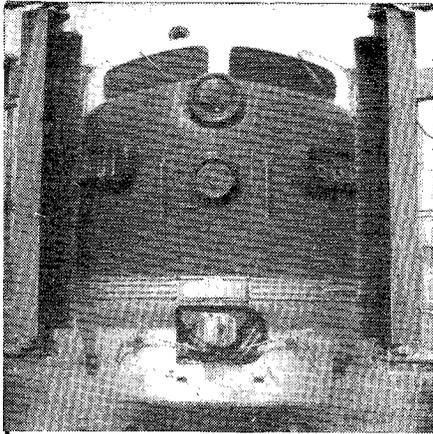
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Norris Groth, of the store department, passed candy and cigars May 6, to celebrate the arrival of a baby boy at his home.

Mr. and Mrs. James Mueller (the former Lorraine Kline) of the store department rejoiced May 1 on the arrival of a baby girl. They now have two girls and a boy.

W. E. Fawcett, locomotive department general foreman, and wife vacationed recently on Lines West. Harry Stanko, locomotive secretary, and family also vacationed on the west coast.

Mrs. James C. Weatherall, wife of chief inspector, passed away May 7 at Minneapolis. In addition to her husband, she is survived by two sons, Wilbert J., general car foreman, and Capt. Richard T., with the 25th Army Medical Battalion in Korea. Services and burial were at Ladd, Ill.

Roy Hallenberg, locomotive department machinist helper, died May 16 due to a heart ailment. E. L. Theriault, locomotive department boilermaker, passed away of a heart seizure May 18.

Coach Cleaner Andrew Romaniak retired May 27; also Wheel Shop Machinist Helper Andrew Savage on May 1, after more than 30 years of service with the Road; and Carman Arthur H. Gunter, St. Paul freight yard, on May 12, following many years of service.

## I & D Division

Karen B. Rugee, Division Editor  
Superintendent's Office, Mason City

Sophie McKillip was recently installed as president of Xi Nu Exemplar chapter of Beta Sigma Phi at a meeting at the Cerro Gordo Hotel, Mason City. At this meeting she re-

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ported on the state convention in Des Moines which she attended May 5.

John J. McGraw, machinist in the Mason City roundhouse, passed away suddenly May 10.

James Hackett, son of Agent E. J. Hackett, Calmar, has accepted a position as announcer at radio station WMT at Cedar Rapids. Jim graduated in 1950 from the University of Iowa where he majored in speech. Prior to taking over the job at Cedar Rapids he was an announcer at station WHBF at Rock Island.

Engineer A. R. Ferris has retired after 46 years of railroading. He made his last run on the day before his 65th birthday. He started firing for the Burlington at Omaha in October, 1905, and was hired by the Milwaukee in September, 1906. He was promoted to engineer six years later. In recent years he has been working as switch engineer in the Marquette yards.

Observed boarding No. 11 at Mason City May 28 were Mike Bost and his golf clubs. Mike is spending his time inspecting the relocation of the railroad at Chamberlain in connection with the construction of the Fort Randall dam. Evidently the long week ends will be spent chasing the little white balls.

## WEST END

George D. Field, Correspondent  
Operator, Deer Lodge

C. M. McMullin, Miles City, is at Deer Lodge during the absence of Car Foreman E. M. Rose, who is off on account of illness.

C. C. Higel, warehouse foreman at Missoula, passed away Apr. 24 at a Missoula hospital following a short illness. Charlie was a mighty fine fellow and will be remembered by many.

Operator E. C. Reeves, Missoula swing man, has a new boat and motor. It won't be safe on Flathead Lake this summer.

Agent F. L. Manuel, Alberton, Conductor H. B. Cole, Alberton, and Clerk P. J. Kolo-kotrones, Missoula, were away for a couple of weeks, training with their reserve unit.

If you people in this district have any news, please send it along, as this column is to be a permanent feature of the Magazine.

## SANBORN-RAPID CITY

Albert J. Gall, Correspondent  
Trainmaster's Office, Mitchell

R. W. Hunt, agent at Scenic, is on vacation, with R. P. LeClair relieving. Agent R. J. Kuckleburg of Vivian is also on vacation, C. W. Bauer relieving.

S. R. Schwiesow, brakeman at Mitchell, became the father of a baby girl May 25; his third daughter.

Engineer F. I. Heskett and wife are visiting in Elmira, N. Y., with Mr. Heskett's sister.

Walter O. Hampton, retired conductor of Murdo, and wife are taking quite a vacation trip, from Murdo to Texas, then to California, up the coast to Portland, and back home.

Conductor A. J. Place and wife of Rapid City are vacationing in California.

Harvey G. Johnson, son of Harold H. Johnson, TBM, of Mitchell, has maintained such a high average grade at Northern States Teachers College, Aberdeen, that he is the only student in the senior class graduating who is not required to take final examinations.

Clarence Boulthouse, section laborer at Parker, was called to the armed service May 23.

## SECOND DISTRICT

Fay Ness, Correspondent  
Asst. Superintendent's Office, Sioux City



J. J. Larson

J. J. Larson, agent at Ute, Ia., retired May 1, having completed almost 59 years of service as agent-operator. He had been at Ute for the past 43 years. Mr. Larson was born in Dodgeville, Wis., Oct. 12, 1869, and started railroading in 1891 as a station helper at Sioux City. The job paid \$20 a month and he slept in the freight house. Two years later he was promoted to operator and clerk in the roundhouse store department and in 1895 was sent to Arion, Ia., as agent-operator. He was stationed at Arion for five years and at Rodney for eight years before becoming agent at Ute. It was while he was stationed at Arion that he met his wife. They recently celebrated their 55th wedding anniversary. The Larsons are now looking forward to taking a few trips and visiting with railroad friends they have not seen for some time.

Conductor Frank Maxwell, 63, died at his home in Sioux City May 26 after a two-month illness. Funeral services were held at St. Boniface Church, Sioux City. He is survived by his widow, two daughters, a son and two stepchildren.

Engineer Otis B. Thompson, Sioux Falls, has retired after 53 years of service on the railroad. He started in the roundhouse at Sioux City in August, 1898, and entered engine service in August, 1899.

Traveling Engineer Groves is spending his vacation doing some extensive remodeling and redecorating of his home. However, we understand he intends to sneak off for a few days' fishing with his dad—his father is the champion when it comes to catching catfish.

Lineman Al Erickson has returned from his vacation in Minnesota, with a report that the fishing was very good.

Chief Dispatcher Hennessy and wife are vacationing on the west coast.

*The penalty people pay for not being interested in politics is to be governed by people worse than themselves.—Plato.*

## D & I Division

E. Stevens, Division Editor  
Superintendent's Office, Savanna

Roadmaster and Mrs. N. F. Kelsey announce the marriage of their only daughter, Mary Joe, to John R. Tracey of Savanna, the ceremony taking place in St. James Catholic Church, LaCrosse, Wis., May 19. Mrs. Milton Kelsey of LaCrosse, sister-in-law of the bride, and Thomas Kelsey, younger brother, were the attendants.

Iowa Division Conductor and Mrs. Louis Pazour, Savanna, are the parents of another son, Terry Lee, born May 22.

Mrs. R. A. Cassell, mother of Joe Cassell of the accounting department, Chicago, passed away in the city hospital in Savanna May 20. Surviving are two sons, Joe and Doctor Glen, of Savanna, and a daughter, Grace, of Rockford.

Mrs. Dave Raymond, wife of car department employe, Savanna, passed away at the home of her daughter on May 18, following a long illness. Surviving are her husband and three children.

Kenneth Lower, D&I first district fireman, passed away suddenly in his home at Savanna May 3, following a heart seizure. Surviving are his widow and daughter, his mother, father, sister and two brothers.

Frank Yates, who has been employed in the car department at Savanna for many years, retired in May after 43 years of service. He will spend his retirement at his country home near Savanna.

We said farewell to another old-timer June 1 when R. D. Fields, agent at Savanna, elected to retire. Ray started his railroad service on the D&I Sept. 10, 1912, as an operator at various stations on the division and from 1916 to 1924 acted as train dispatcher. He was assigned to first trick operator's position at Savanna in July, 1930, and continued in that capacity until assigned as agent May 1, 1949. He was presented with a gift from his co-workers, with the best wishes of all for many happy days to follow.

Superintendent Kiesele is receiving congratulations on the arrival of his first grandchild, the little lady arriving May 24 in the home of his daughter Adele in Urbana.

Ed Bock, retired agent, passed away at the family home in New Albin, Ia., Apr. 24, after an illness. Mr. Bock was agent at New Albin for many years, retiring on June 1, 1938.

Mrs. Joseph Gavin, wife of Dubuque

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freight house employe, passed away at Mercy Hospital, Dubuque, after a long illness.

P. J. Handley passed away May 9 at Mercy Hospital in Dubuque. Mr. Handley entered the service as a brakeman in May, 1892, and retired as a conductor in August, 1938. Surviving are his son Earl and a sister.

L. B. Beckwith, retired yardmaster, has sent us a snapshot, no doubt to make us wishful for some of the Florida sunshine. The picture was taken Mar. 10 in the patio of his home in Hollywood, Fla.

Agent Earl Crandall of Roselle, Ill., holder of an unblemished safety record for almost 40 years of service, retired May 15. Mr. Crandall started his employment with the Road as an operator Dec. 9, 1911, and was appointed agent at Roselle Mar. 15, 1921. Throughout his entire service he maintained an exemplary record for efficiency in all phases of his work. At the close of his last day on the job many associates, including Superintendent Kiesele, Chief Dispatcher Calloway, Trick Dispatcher Reiff and agents and operators along the line, came in on the wire to express their sincere wish that he and Mrs. Crandall may enjoy many years of happiness and good health. The business people of Roselle plan to honor Mr. Crandall with a get-together sometime in June. Theodore E. Lorenz, formerly agent at Ontariville, succeeded him as agent.

William H. Prindiville of Elgin, Ill., conductor in Elgin-Chicago suburban service, was hospitalized on May 3 for an abdominal operation, and was released on May 29. His condition is good, although he is under doctor's orders to do nothing more strenuous than kick the cat around for a while. He expects to be back in service about the first of July at the earliest.

Brakeman G. K. Tullis, Savanna west yard, has been commended for detecting a defect on train No. 64 May 7. His inspection disclosed that one of the cars was missing 14 inches of flange in two different places on the lead wheels. There is no question that his alertness prevented a serious derailment.

## Miles City Service Club Picks Up the Check



Darlene Williams

When 27 young women were graduated from Presentation School of Nursing at Miles City, Mont., recently, one of their number almost missed the thrill of receiving her diploma; would have,

in fact, except for the intervention of the Miles City Service Club.

Darlene Williams, the young woman in the case, happened to be in Omaha at graduation time and in the predicament of being without funds for her ticket back home. To receive that diploma had been her ambition for three years of work and study, and somehow she had to get back to wear the white cap and gown and hear her name read along with the others.

In Miles City her classmates tried to raise the money among themselves, but to no avail. Suddenly one got the bright idea of asking the Service Club for help. A 'phone call was made and the rest was easy.

The Service Club was having a party that night and when the situation was explained, the suggestion that part of the proceeds should go to Miss Williams for a ticket met with unanimous approval; "And send her \$10 for spending money". To make sure that she would have a proper welcome, Harry Stamp, chief storekeeper, met her train when she arrived.

The day following the graduation exercises Miss Williams returned to Omaha to complete her training, but not before she thanked the Miles City good fellows. "I wish I could put into words the way I feel", she said, "but I guess you have to work three years for a diploma to really know what it meant to be here to get it. The trip was so much fun, too, the people so nice and the cars so comfortable, I wish every graduate could have been with me."

### How Well Do You Know Your Railroad?

The picture on page 19 shows Train No. 18, The Varsity, eastbound out of Madison, Wis., approaching the interlocking plant at Monona tower where The Milwaukee Road crosses the North Western.

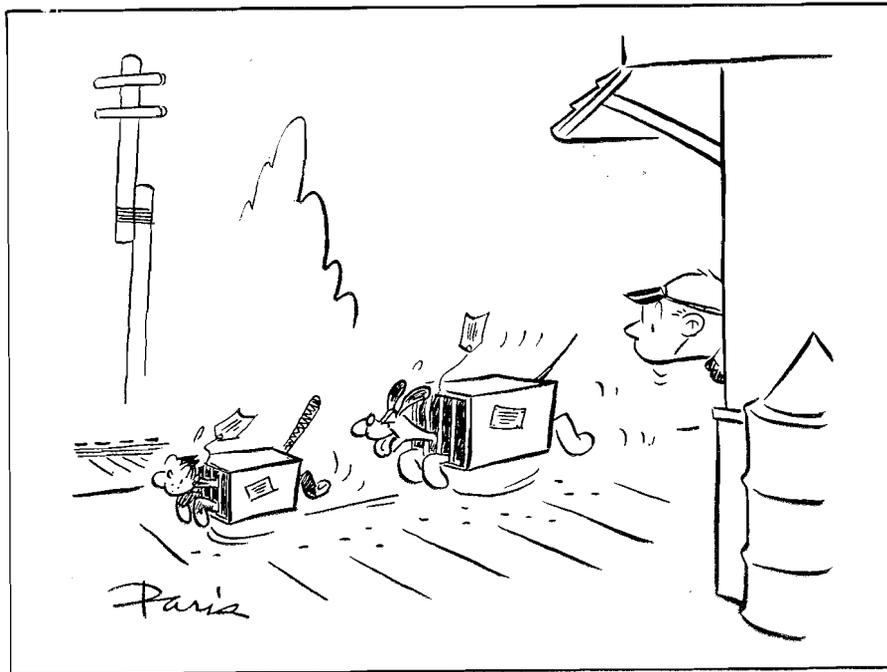
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#### QUAD-CITIES AREA

Tom Lonergan, Correspondent  
Yard Office, Nahant

S. E. (Pete) Crouse, switchman, is on leave of absence due to a strained back.

M. J. (Mike) Flanigan and Carroll J. (Dagwood) Moore, switchmen at Nahant yard, are on vacation. Mike is spending his in Clinton, Ia., and "Dagwood" is staying out on his farm in northwest Scott County.

Carroll Richardson, veteran switchman at Nahant, has been released from Mercy Hospital, Davenport, where he underwent surgery. He will be off for several weeks.

On May 5 Don Manson, son of Yardmaster Guy J. Manson, was married to Miss Jill Hiegel, the ceremony taking place in the Sacred Heart Cathedral in Davenport. Don is relief yard clerk at Nahant. After a wedding trip to Chicago the newlyweds returned to the home they have established in Davenport.

Sergeant of Police W. H. Block plans to vacation this summer on the Lakes of Wisconsin. Bill likes to fish and 'tis said that he really catches the "finny things." He has been practicing lately and says that the crappies are really running in his favorite fishing hole near Savanna. There are some who would like to know where that favorite fishing hole is, as so far they haven't found said crappies.

C. A. Manson, father of Yardmaster Guy Manson, Davenport, passed away at Savanna on May 13, following a long illness. Mr. Manson started his service with the railroad at the age of 11 as station helper at Bryant, retiring in July, 1939, while yardmaster at Savanna. Surviving are his widow, three sons and two daughters.

Art Palmer, veteran yard engineer at Nahant, retired May 1. The yard employes presented him and Mrs. Palmer with a piece of lawn furniture to enjoy this summer.

#### Idaho Division

Mrs. Ruth White, Correspondent  
Superintendent's Office, Spokane

From C. M. Pease, retired agent now living in Long Beach, Calif., I have received a note saying how much he enjoys reading the Magazine and enclosed a clipping about the death of a former employe of the Road, Clare Brechbill Barrett. Mr. Barrett was a member of the Retired Railroad Association of Los Angeles.

Clare Brechbill Barrett, formerly agent-operator at Tekoa, Wash., passed away at his home in Long Beach, Calif., May 10. He had been living in California since his retirement in October, 1943. Funeral services were held in Long Beach. He is survived by

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**WHITE ELEPHANT OUTLET.** Avery (Idaho) Chapter of the Women's Club finds rummage sales very popular with the townspeople and profitable for the club. The sale shown in progress here, with the added attraction of a light lunch served to customers, netted \$140. The committee members are, from left: Mrs. S. G. Griffith, Mrs. D. O'Bannon, Mrs. E. W. McKinnon, Miss Blanche Peterson, Mrs. H. V. Uttley and Mrs. E. W. Peterson. Mmes. Griffith and Peterson were in charge.

his widow, Mrs. Pearl Barrett; a stepson, G. R. Scott; a niece, Mrs. Dorothy Spencer; and a nephew, Ralph Elliott; all of California. Mr. Barrett started with the Road in 1898, working on the I&SM Division. He transferred to the Idaho Division in June, 1911.

Richard Staeger, retired conductor of Malden, suffered a heart seizure but after a short stay at the hospital should be home soon. Others who have been ill are Dick Eseke, engineer at Spokane, and Engineer E. Marshall. Mr. Marshall has been in the hospital.

Frank Quimby, retired conductor, and Mrs. Quimby celebrated their golden wedding anniversary May 29 with an open house at the Masonic Temple in Malden.

A new house going up in Malden will be the home of Mr. and Mrs. Fred Krebs. Engi-

neer Krebs has been working out of Malden the past several months.

Evelyn Chester is relieving Operator George Thornton on the second trick job at Spokane. The Pat Chesters have been living in Spokane for several months while Fireman Chester works out of Malden.

H. B. Kipp contemplates a month's leave from his duties as clerk in the chief dispatcher's office. Two weeks will be with the National Guard at Ft. Lewis and the remainder his vacation.

Mary and Neal Doty, children of Gregg Doty, superintendent's office, are on a trip to Pittsburgh, Washington, D. C. and New York. Mary has a schoolmate with whom they will stop and who will accompany them from Pittsburgh. Mary will graduate next year from a Bible college near Calgary, Alberta, Can.

**Coast Division**

Harry W. Anderson, Division Editor  
Superintendent's Office, Tacoma

Mary Lynch, secretary to Superintendent A. O. Thor, recently underwent an operation in Doctor's Hospital. The latest reports are that she will soon be back on the job, good as new.

Warren Wallace, telegrapher at Tacoma, has just been released from the hospital where he was treated for a leg fracture.

Harry Michelthwaite, retired engineer, ran into some tough luck recently when his beautiful home on Five Mile Lake was entirely destroyed by fire. Among the furnishings destroyed were many priceless heirlooms.

Earl Bratback, Tacoma car department, age 23, who joined the Marines about nine months ago, lost his life in combat service in Korea.

A. E. Hansen has been appointed as assistant chief carpenter at Tacoma, the position made vacant by the promotion of William McFadden to chief carpenter at Butte.

Ruby Baker, stenographer to chief carpenter, is now a two-car owner, having pur-



**RECORD BUSTERS.** The twin sons of Harold Mitcham, chief clerk to general agent, Atlanta, Ga., whose birth on Apr. 16 was a sensation in the Mitchams' home town of Norcross, as they were the first twins born in that Atlanta suburb in 20 years. This picture was taken when the record busters were four days old. Joseph Franklin (left) weighed 7 pounds 9½ ounces and John Harold weighed 7 pounds 13¼ ounces.

chased a Crosley station wagon to keep the Buick company.

A. W. (Bill) Nelson has been appointed as office manager in the engineering department at Tacoma. Larry Weams who formerly handled this job is assistant division engineer, doing field work.

Charles McOmber, retired B&B carpenter who was well known around Tacoma, passed away recently.

J. E. Brady, retired roundhouse foreman, passed away suddenly. Mr. Brady started to work for the Road in 1899 on the old Prairie du Chien Division as fireman and came to Lines West in 1908 as an engineer on the Trans-Missouri and Missoula Divisions. He came to Seattle in 1909 as roundhouse foreman and in 1920 was appointed roundhouse foreman at Tacoma. He had been retired from that position for several years.

Frank Buchanan, retired traveling engineer, is in the hospital at this writing. Have also heard that Engineer Mike Krenik is quite ill.

#### TACOMA

R. A. Grummel, Correspondent  
Agent, Tacoma

Yours Truly attended the annual freight station section meeting of the A.A.R. in Chicago during May and received some valuable information which he hopes to pass on to others. The meeting was the largest in its history, the Milwaukee being represented by some 20 major station agents.

An interesting claim prevention meeting was held in the Women's Club rooms in Tacoma the evening of May 24. The principal speaker was Roy Dougherty of our Chicago claim prevention office. Between 50 and 60 attended, including claim prevention employes and supervisors of various departments. A 1950 World Series film was shown and cake and coffee were served by the Women's Club (thanks to Mrs. Taylor, president). When Yours Truly left the club rooms Superintendent Al Thor was helping with the dishes.

Raymond Haskins, ACY clerk, and wife are vacationing in Madison, Wis., at this writing.

John S. Gates, outbound revising clerk in the freight office, and family are visiting in Minneapolis. They stopped off at Butte to visit John's brother, City Freight Agent Russell Gates.

June, 1951

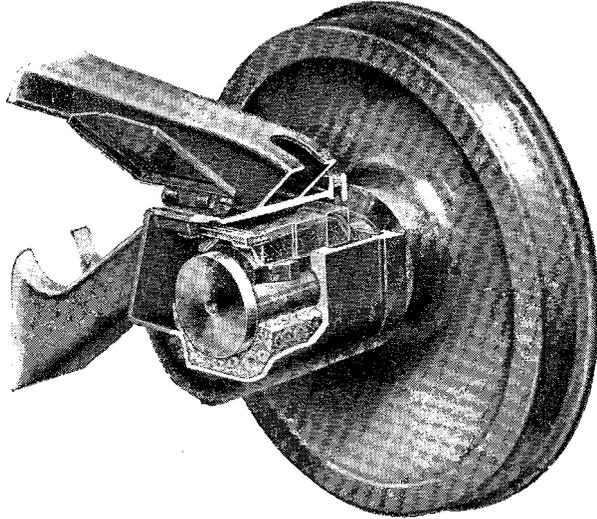
Ed Alleman, son of Billing Clerk Helen Ivory Alleman, formerly of the cashier's office in Spokane, surprised us with a visit recently. He is now an airman 1/c in the Naval Air Force, stationed at Geiger Field.

Mrs. F. C. Clover, who makes her home with her son, Car Distributor Fay Clover, was confined to Doctor's Hospital with a broken

tored to Wenatchee, Wash., to see the Apple Blossom parade, along with 100,000 other spectators. Despite torrential rain the preceding day and night, the weather was flawless, and for the 32nd time it didn't rain on the Apple Blossom parade.

Because of the Multiple Sclerosis Clinic at St. Joseph's Hospital in Tacoma, we are

## STANDARD for Rolling Stock—



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Wherever AAR solid journal bearings are used (on about 2 million U. S. freight cars) lading gets the fastest, smoothest ride available today. That's because this simple assembly for rolling stock is unrestricted as to speed and load and inherently provides flexible control of lateral shocks. Moreover, it provides a remarkably high degree of efficiency at lowest possible cost.

In operation the solid bearing glides on a single film of oil, like a skater on ice. The only "bearing friction" is within this film, between the almost infinitesimal molecules of oil. In fact, over a whole run the resistance of solid bearings is equal to or less than

that for so-called "anti-friction" bearings in railroad service.

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Free copies of a new, 20-page illustrated booklet—"The Facts About AAR Solid Journal Bearings"—will be sent to any railroad employees or officials who write, postcard or letter, to the Magnus Metal Corporation, 111 Broadway, New York 6, N. Y.; or 80 E. Jackson Boulevard, Chicago 4, Ill. This booklet will clarify for you many misconceptions that have been created in recent years. There's technical data to be sure—but simplified and related to many other aspects of train operation. Send for your copy today.

(Advertisement)

hip. She is doing nicely.

Switchman Gene Lewis, Tacoma yard, who has been in the Air Force Reserve, has been called to duty in the Army Air Force as a technical sergeant.

Robert D. LaHatt, ACY clerk, became the father of his first child, Robert Laurence, May 16.

Manda Schrock, car clerk, and family mo-

having as passengers an increasing number of patients from all parts of the country.

Now we know where Claim Clerk Dolle gets his tactics for handling claims—he is a champion chess player.

Gene Hallan, former revising clerk in the Tacoma freight office who transferred to Seattle about a year ago, resigned from the Road to accept a revising position with the San



**ISN'T THE PRICE OF HAIRCUTS AWFUL!** Yes, this is just what it appears to be, a picture of a man cutting his own hair! However, people who recognize Fireman Bill Lowman of Tacoma may be inclined to believe that, rather than starting a price war in the barber trade, he is after material to make fishing flies, at which he is very adept. The picture, a double exposure of course, was made by Bill's cousin Ed Cantelon, a Seattle photographer.

Diego and Arizona Eastern Railway in San Diego.

New expense clerk in the freight office is Frank Bushey, replacing Robert Hanes who has accepted a position as office manager with the Consolidated Dairy in Tacoma.

#### SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent  
Local Freight Office, Seattle

Word has been received that Frank E. Berg, retired warehouse and waterfront checker, passed away at the Veterans Hospital in San Antonio, Tex., May 3. Frank was one of the first warehousemen hired when the Seattle freight station was opened in June, 1909. After his retirement in 1945 he made his home in Austin, Tex.

Mrs. M. D. Weistaner, who has been at the local freight office for the past few months, returned May 1 to Raymond, Wash., where she is employed in the Milwaukee office.

Mr. and Mrs. D. P. Cartwright and son, George Daniel, welcomed little Carrie Lynn to the family circle Apr. 1. Mr. Cartwright is a car desk clerk at the local office.

We extend thanks to Mrs. C. H. McKean for the box of camelias which we received recently. Prior to his death last August Mr. McKean, zone clerk, frequently brought boxes of flowers to the girls in our office, and Mrs. McKean has thoughtfully continued the custom.

Warren H. Rode, reclaim clerk, who has been ill, was able to leave the hospital recently and is now convalescing at home.

We welcome H. R. Herth, formerly of the yard, who has taken a position in the car record department; also J. W. Mills who is helping out in the cashier's office. Mr. Mills formerly worked for the Road in Ottumwa, Ia., and came to the Coast several years ago because of his health.

The time of year has arrived when employees of the local freight begin taking off

for their vacations. Lavina McHugh, bill clerk, left May 18 for Montreal and Quebec to visit relatives, planning to return by way of New York City and Boston. Jewell Campbell, OS&D department, went to Topeka, Kans., to join Mrs. Campbell who was visiting relatives. Joseph Dennihan of the oil plant and Mrs. Dennihan vacationed in Chicago. Warehouseman George Herold and wife journeyed to California points. Vera Tuson, of the cashier's office, went to Twisp, Wash., to visit her daughter, Mrs. Richard L. James, and family and get acquainted with her new grand-daughter, little Julie James.

#### SEATTLE YARD

F. J. Kratschmer, Correspondent

J. Earl Brady, retired Seattle roundhouse foreman, passed away May 19. Mr. Brady left Seattle in the early '20s to take over the foremanship of Tacoma roundhouse, which position he held until he retired about four years ago. He passed away in a Tacoma hospital after a short illness.

C. I. Carter was acting general yardmaster during the illness of H. O. Bangs. We are glad to see Mr. Bangs around again after several strenuous weeks in the hospital with pneumonia.

Russ Herth of the yard force has bid in the switching and interchange position in the local freight house. Ernest R. Gersbach has taken over his former position of yard clerk.

Oscar J. Lano, retired locomotive engineer, passed away recently in Providence Hospital, Seattle, after a long illness. Oscar had been with the Road for 39 years and for the past 37 years had resided in Seattle. He held down the Seattle-Renton run for a number of years,

from which job he retired in November, 1949. He leaves his wife, Nellie, and two sons, Oreo and Donald, all of Seattle.

Night Car Inspector George Schindler started his vacation on May 23. He took a trip through the East and planned to see a few fast ball games while back there.

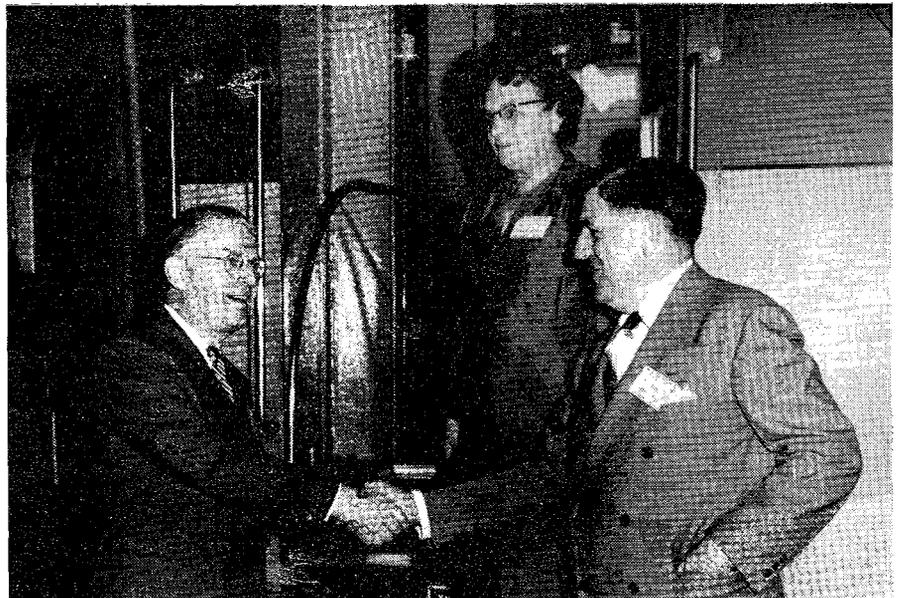
Carman Hayden Weber has been relieving equipment maintainers on the Tacoma Eastern for the past month. He is now stationed at Mineral, Wash., and will be gone practically all summer.

Carman Harry McCormack drove to California in May.

Jack Beaulieu has taken over the write-up job on repair track.

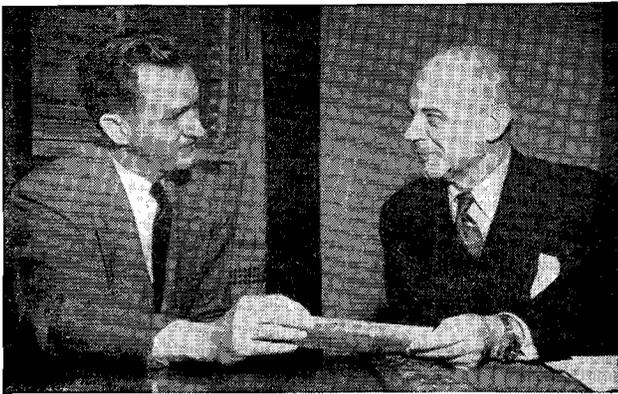
#### Answers to "What Do You Know?"

1. Massachusetts.
2. About 400 miles. The average haul in 1950 was 415 miles.
3. A track alongside or within a freight station.
4. About 60,000 (in October, 1948, 64,931 women were employed).
5. Pounds per yard.
6. No. On curves the space between rails may be 4'9" or slightly more.
7. Harnden.
8. 1831.
9. Lucin Cut-off, 12 miles in length, across Great Salt Lake.
10. Boston.



**FOURTH ESTATE HEADS WEST.** Bernard E. Esters (left), who has since been elected president of the National Editorial Association, greets Orrin R. Taylor, of the Archbold (Ohio) Buckeye, whose uncle, J. M. Taylor of Moberge, was a Milwaukee Road engineer for 52 years, as a group of 125 N.E.A. delegates and wives boarded the Olympian Hiawatha in Chicago on May 31 bound for Seattle where their annual meeting was held. Mr. Esters, shown here with his wife, is publisher of the Houlton (Maine) Pioneer Times. Other delegates joined the party, traveling in special cars, in Milwaukee, St. Paul and Minneapolis. On arrival in Ellensburg, Wash., on June 2 they detoured to attend a pancake breakfast arranged by J. C. Kaynor, editor of the Ellensburg Daily Record and at that time president of the association.

# Defense is your job, too—how to help your country now



★ “The Defense\* Bonds I bought through Payroll Savings in '41 helped me to buy my new home!” says **G. F. Nelson**, manufacturing technologist at Shell Oil Company. Congratulating Mr. Nelson is Shell Vice President and former Air Force General “**Jimmy**” **Doolittle**, who adds, “At Shell we believe in Payroll Savings—it’s a patriotic and *practical* way to do a job for defense!”

## TEAM UP WITH THESE TYPICAL AMERICANS IN THE PAYROLL SAVINGS PLAN!



★ **Pasquale Santella**, millwright at United States Steel Company’s Carrie Furnaces of the Homestead District Works, has a very personal reason for buying Savings Bonds. As he told **C. F. Hood**, United States Steel Company executive vice president, “My son Tony, 19, is missing in Korea. Used to be I bought bonds because it was my duty and it was a good way to save money. Now I want to help lick the Reds and get Tony back. I buy one bond every payday and when Uncle Sam needs more money, I’ll buy *more* bonds.” He has bought bonds regularly since 1943; has never cashed one.

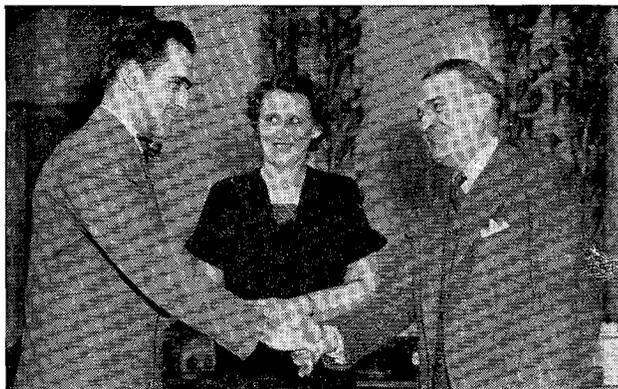


★ “The Savings Bonds I’m buying now for America’s defense will add almost \$100 a month to my company pension when I retire,” SP Engineer **Frank Bacher** tells his old friend, **A. T. Mercier**, President of the Southern Pacific Railroad. “They’re an extra step toward independence in which the railroad helped me by encouraging me to join the Payroll Savings Plan.”

## \* U.S. Savings Bonds are Defense Bonds Buy Them Regularly!

TODAY join with these Americans—business leaders and employees—in their drive to make our country and our citizens more secure. If you’re an employee, go to your company’s pay office *now* and start buying U. S. Defense Bonds through the Payroll Savings Plan—the safe, sure way to save for America’s defense and for personal dreams-come-true.

If you’re an employer, and have not yet installed the easily handled Plan, you will soon be contacted by one of industry’s leading executives. Sign up with him—and help him put the Plan in every company! It’s a practical, hard-sense way to help preserve our nation’s future, its fortune, and the very institutions that make our lives worth while!



★ **Mrs. Eleanor Minkwic**, drill press operator of Burroughs Adding Machine Company, introduces her Army veteran son Vernon, to her boss, Burroughs President **John S. Coleman**. “In 1942 I began buying Bonds through Payroll Savings at Burroughs,” says Mrs. Minkwic. “Today they’re helping Vernon’s G.I. allowance to see him through college!”



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**TIME FOR LUNCH.** Fireman and coaling tower helper refuel an L-2 at Milbank, S. D.

