



**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

MAY 1951

THE MILWAUKEE ROAD MAGAZINE

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IN THIS ISSUE

	Page
Our Place Is at the Top By President J. P. Kiley.....	2
Freight Handling Safety.....	3
Wisconsin, Of Course! By W. J. Cycmanick.....	6
C. F. Dahnke Honored by Traffic Organizations.....	8
Terre Haute Division Awarded Fire Prevention Trophy.....	9
Fireman H. R. Sumner Saves a Child.....	10
Railroad Retirement News.....	10
Miles City Employees Win Municipal Posts.....	11
How Are We Doing?.....	11
President Kiley Tells Railroad Progress In Four April Addresses.....	13
What Do You Know?.....	14
Appointments.....	15
Hold Annual Bowling Tourney at Austin.....	16
She Survived the Titanic Disaster By Martha Moehring.....	17
Juice for the Electricians.....	18
How's Your Typing?.....	19
His Hobby, Pipes of Many Nations.....	19
Home Department.....	20
Retirements.....	23
A Woman's Touch on the Tele- graph Key By H. J. Swank.....	24
About People of the Railroad... ..	26

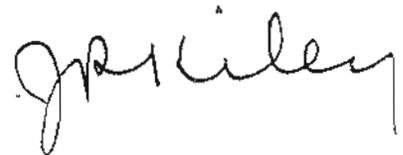
Our Place Is at the Top

ON May 3, for the first time in the 10 years of the division safety contest, the President's Safety Trophy was awarded to the employes of a terminal division. The Twin City Terminal, with a casualty rate of 1.67, had the best safety record on the railroad during 1950, and the third lowest rate achieved by any division during the past 10 years.

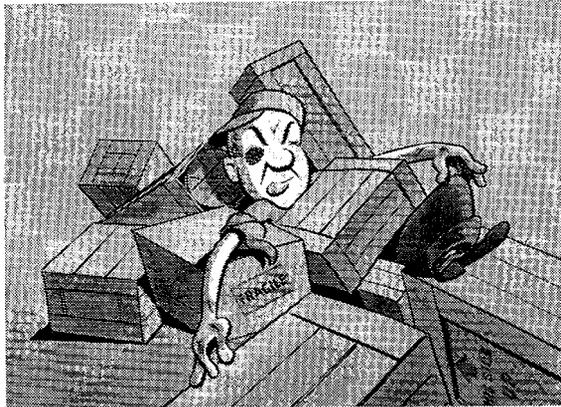
In a span of five years the 2,092 men and women employed in the Twin Cities and on the Duluth line have pulled themselves up from twelfth place to first, finishing in second place twice on the way up. I believe we would all be happy and proud if our entire system, which stood ninth among 18 Group A railroads last year, had done as well.

The determination of Twin Cities people to make their part of The Milwaukee Road a safe place in which to work impresses me once more with a fact which I firmly believe: *Improving our safety performance is largely a matter of making up our minds, individually, to do it.*

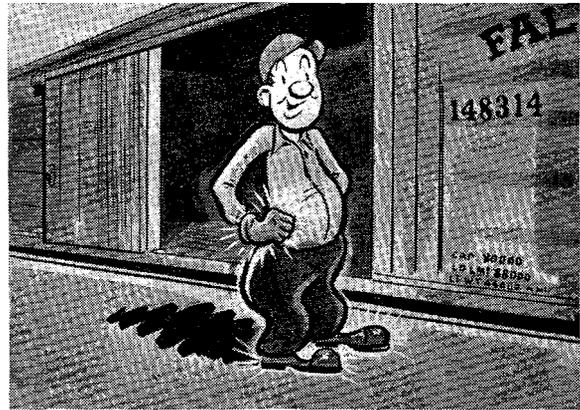
We continually hang up new records in operating efficiency, but our railroad as a whole is a long way from its rightful spot in the matter of safety. There is only one place for The Milwaukee Road — at the top. We can reach it if we will.



the story of Happy Jack, the freight handler, . . .



who was Unhappy Jack till . . .



he saw the sense of safety

the pictures above and those at the top of pages 4 and 5 are from the film "Freight Handling Safety"

new film reviews

FREIGHT HANDLING SAFETY

at safety rallies

A COMBINATION motion picture and sound slide film recently produced on The Milwaukee Road by the National Safety Council told the story of freight handling safety clearly and effectively to a total of 1,062 employes attending safety rallies in Chicago on Apr. 10 and Milwaukee on Apr. 17.

The "set" for all of the scenes in the picture, apart from those taken in the studio, was the Jefferson Street freight house in Chicago where a number of Milwaukee Road employes worked with the professional actors in scenes illustrative of the right and wrong ways of handling various types of freight house work. Among the employe actors appearing in the film are Tony Scott, Ernie Hubert, Tom Hafey and Oscar Hanson, checkers; Frank Vari

and Dan Quinlivan, callers; and Frank LaSalle, stower.

The picture opens with the introduction of a cartoon character named Happy Jack whose only claim to the nickname lies in the fact that ignorance, for a short while at least, is bliss. He learns the hard way that safety makes sense, and in the end has a more solid claim to the name of "Happy". The film consists of a graphic series of safety lessons the little fellow learns.

The film was featured at the Chicago meeting, along with several short, entertaining motion pictures, after which the 556 terminal employes in the audience were addressed briefly by several officers. Heading the list was President J. P. Kiley, who reminded his audience that the safety ratings of the railroads leave

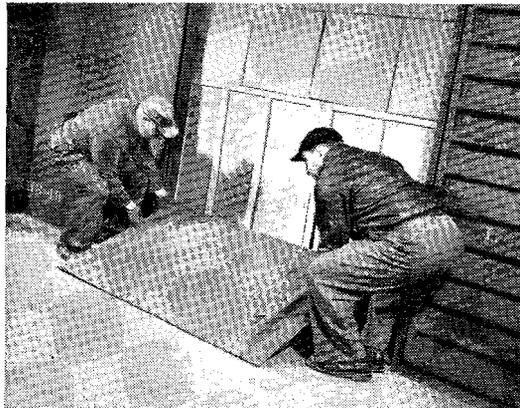
The Milwaukee Road a long way from the top. Getting to the top, he said, is "just a matter of making up your minds."

Other officers called upon for brief remarks by L. J. Benson, assistant to president, were K. R. Schwartz, at that time superintendent of the Chicago Terminal Division (now superintendent of the Hastings & Dakota Division); J. J. O'Toole, assistant general manager; F. A. Shoulty, assistant superintendent, car department; A. W. Shea, district safety engineer; W. G. Powrie, chief engineer; G. M. Dempsey, general inspector, division of safety; L. F. Donald, vice president—operations.

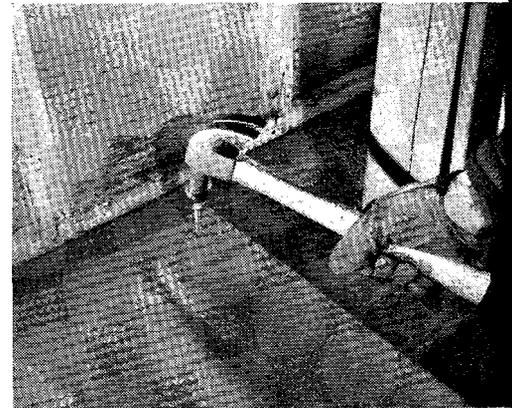
Superintendent Schwartz commented in detail on the safety performance of terminals employes in various departments, asking the men in those depart-



This safe worker makes sure that there's nothing leaning against the door to fall out when he opens it.



He played it safe and got help before attempting to place the heavy run board. The man at the left is Ernest Huber, checker.



And he remembered the importance of anchoring the run board to prevent its slipping off the platform or car door sill when in use.



Left: President Kiley addresses the employes at the safety rally in Chicago.



Right: L. J. Benson (left), assistant to president, discusses the Western Avenue (Chicago) coach yard safety record with T. F. Blanch, local chairman of the B. of R.T. at that point.

Below: Part of the group of 556 at the Chicago rally.

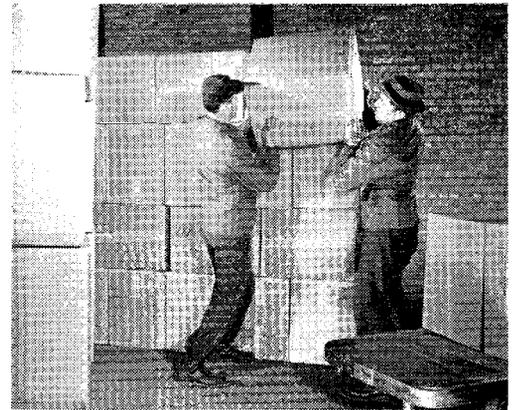




This demonstration of what a heavy object like that run board can do to toes convinced Happy Jack that safety shoes make sense.



Another safe worker demonstrates the proper way to lift. Getting a firm grip, he bends his knees and lifts with his legs.



As for stacking, the safe way is to cross-tie. The stack is steadier. When it gets above easy piling height, the safe worker gets help.

ments to stand and be recognized.

This safety rally, like others, was held for employe families rather than for the men alone. Pencils imprinted with safety slogans were given to everyone, and for the children there were lollipops to impress them with the fact that Dad's safety meetings are worth attending.

In addition to the film, "Freight Handling Safety", and short reels of entertaining motion pictures, the 506 employes who attended the safety rally in Milwaukee were shown a 20-minute film on the subject of safety shoes.

J. J. Dombrowski, superintendent of the Milwaukee Terminal Division, spoke briefly, as did C. W. Capron, district safety engineer; J. A. Deppe, superintendent, car department; F. L. King, master mechanic; J. J. O'Toole, assist-

ant general manager; W. G. Powrie, chief engineer; and L. F. Donald, vice president—operations. W. J. Hotchkiss, superintendent of the Milwaukee Division, and J. H. Stewart, general superintendent, were also introduced but, due to the shortage of time, neither addressed the group.

As several of the speakers pointed out, the Milwaukee Terminal Division accounted for one-fifth of the total number of reportable injuries on the entire system in 1950, and during the first three months of 1951 had accounted for one-fourth of the injuries on the entire system.

The hope was expressed that the rally might result in a reduction in the number of injuries suffered by employes in the Milwaukee terminal area.



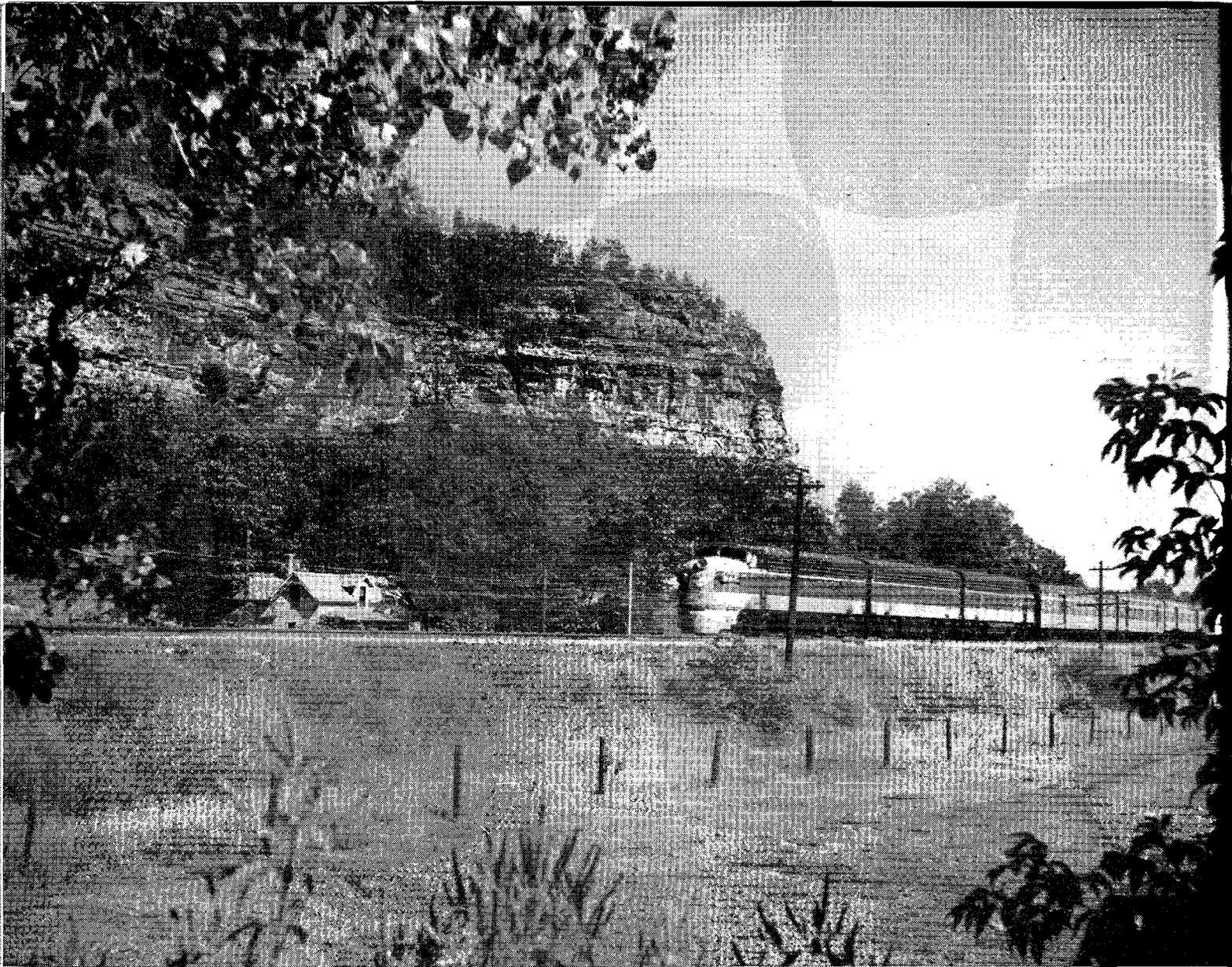
Sizing up a mixed truck load, the safe worker spotted this "sleeper", got help and took it out first. The man at right is Caller Frank Vari.



The end of a hard, and a safe, day's work. This safe worker, like Happy Jack, has learned by experience that safety is its own reward.



Left: The 506 employes from the Milwaukee terminal area who attended the rally held in the Public Museum Lecture Hall on the night of Apr. 17.



The Afternoon Hiawatha rushes past Camp Douglas, Wis., bound for vacationland.

WISCONSIN, of course!

by W. J. Cycmanick

I THOROUGHLY enjoyed Rudy Gertz' article on the Pacific Northwest and Alaska in the March issue of the Magazine and the one on dude ranches which Ken Coughlin wrote for April, but there is one thought I'd like to add: Ask the average person to name the country's vacation state and the answer is almost certain to be, "Wisconsin, of course!" I'm from Wisconsin and I ought to know.

The tourist trade is now our state's second largest industry and The Milwaukee Road exerts itself to provide top-notch service for these seasonal visitors. Among the five million people who come to Wisconsin annually, thousands find their way to the remote sections to enjoy the relaxing sight of scenes not too different today from those which greeted the first white explorer.

History presumes this first white man

to have been Jean Nicolet who, like many who came later, was not looking for Wisconsin at all but for a north-west passage to the western sea and the Orient. Instead of oriental silks and carved ivory, Nicolet found riches of another sort—wild life on a scale so abundant that the country still abounds in it. Today the same silent woodlands, the well-stocked streams and the 7,000 lakes are all dedicated to America's

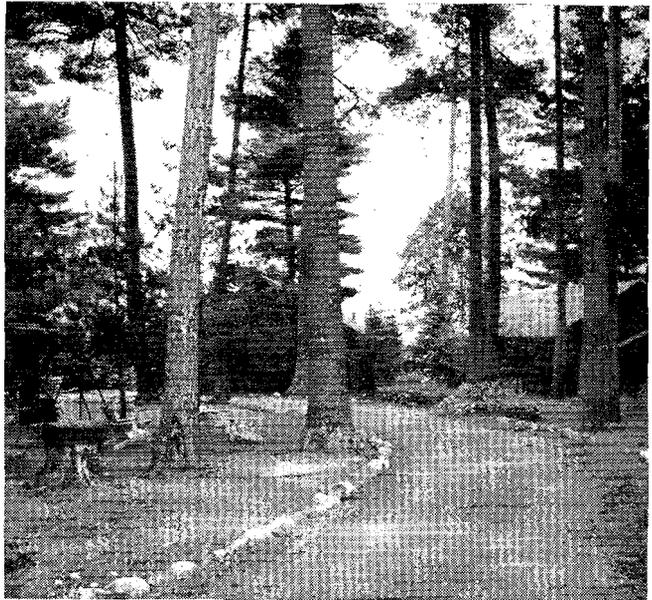
vacationers and lovers of nature.

Conscious of the fact that sections of our beautiful state were among the last genuine outposts of nature in this country, the various state administrations have recognized this unique quality and have taken the steps necessary to preserve these scenic and historic areas. Even the friendly Potawatami Indians have survived and have gathered at such tourist centers as The Wisconsin Dells to practice their arts and dances.

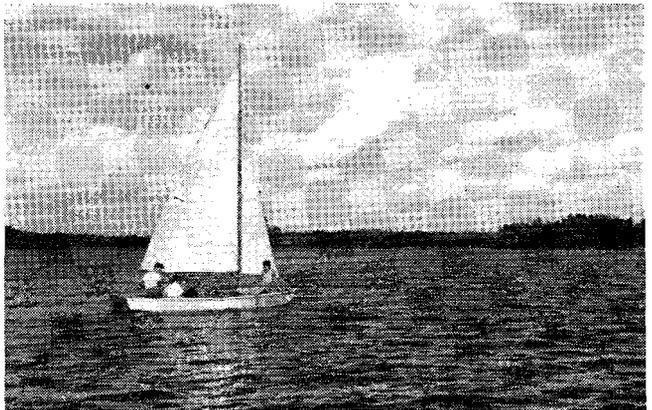
It is not news to many Milwaukee Road employes, but a happy fact nevertheless, that many of the parks in the state have been formed to include waterfalls, strange and imposing rock formations, cool blue glacial lakes, great river palisades and forests of giant pine, spruce and fir.

Some of the richest farm and pasture land in the world lies in Wisconsin, but not all of its vast miles were suited to farming, and as the settlers moved north and westward, many regions were dedicated exclusively to the enjoyment of nature—fishing, hunting, swimming, riding and, in many cases, just plain loafing.

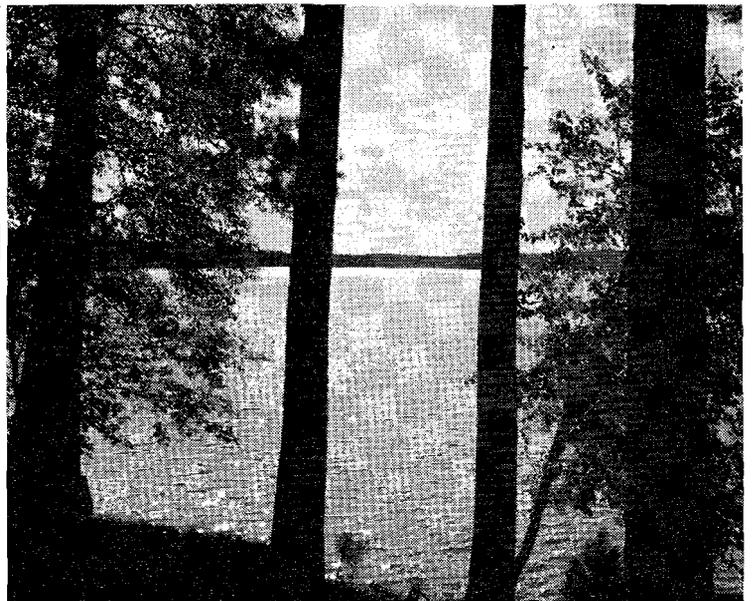
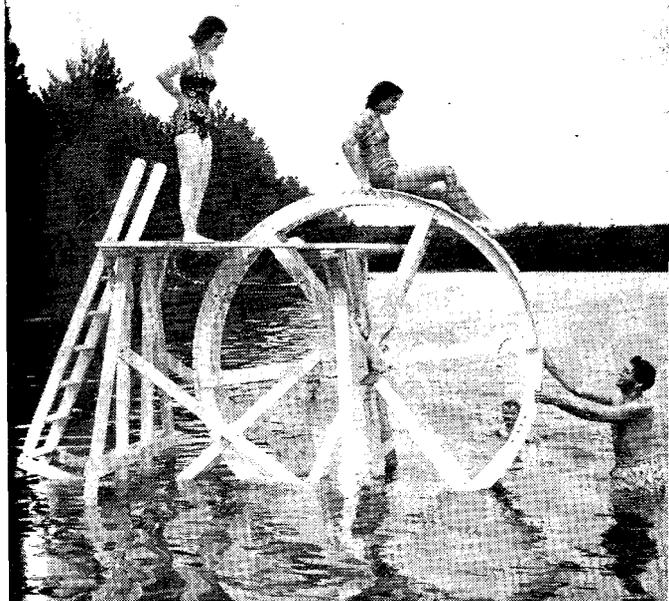
Fast Milwaukee Road trains serving Wisconsin not only take thousands of families to and from this wonderful country, but make possible what we call a "commuter's vacation": With the family established in a woodland cabin, Dad commutes on the week ends, thus working out a rare combination of business and pleasure through the warmer months.



Every Wisconsin vacationer will hold a fond memory of a scene like this—the familiar footpath leading to "our cabin" and the lake.



Wisconsin offers sailing as a cure for taut nerves.



Sun on the water, seen from a wooded shore . . . a typical scene in the vacation state.

Every lake has its bathing beach.

May, 1951

One of the many attractions of the lakes area in Wisconsin is the excellent fishing to be enjoyed the year around.

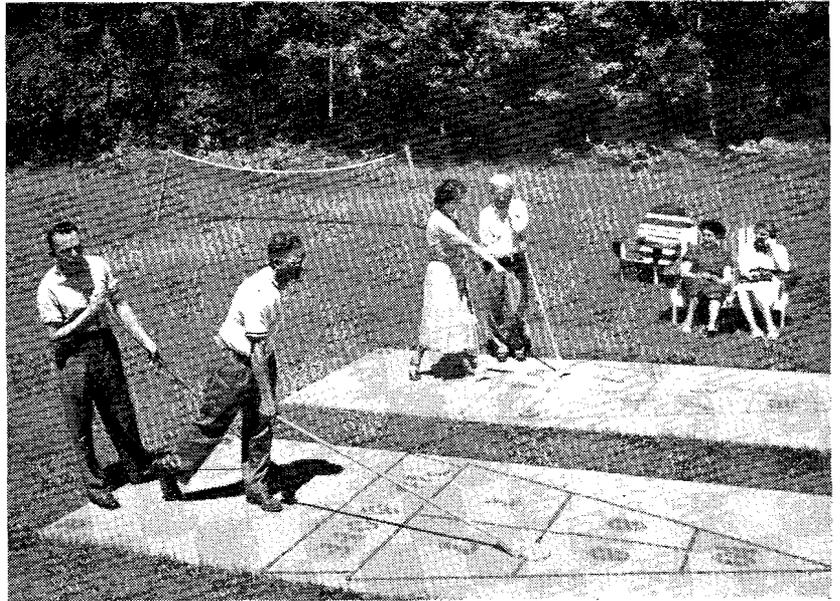
The first mention of the fishing grounds of Wisconsin or Upper Michigan in any gathering is the sure signal for tales about big fish, and with good reason. There are lakes of every description—big, open lakes suitable for large power craft, and tiny wilderness potholes where mallards and pintails raise their broods. There are more than 518,000 acres of water in Wisconsin and in every acre the crop is fish.

Whether you favor casting, trolling, or dozing on the bank with a cane pole and bobber, you can catch fish in Wisconsin—blue gills, perch or sun fish at least, and wall-eyed and northern pike, bass, pickerel, trout and the mighty muskellunge if you know how to go after them.

Inland the fishing is well known, but on the Wisconsin shore of Lake Michigan one can find expert guides, boats and tackle to give the angler a thrill found only in deep sea fishing.

Northern Wisconsin and Upper Michigan are definitely not millionaires' playgrounds, nor is their appeal confined to fishermen. Roughly, this vacationland is divided into two broad areas: The more easterly portion starts at Green Bay and extends north to the tip of Ke-wee-naw Peninsula, while the other begins at Tomahawk and north central Wisconsin and runs northward, embracing the areas around Arbor Vitae, reached by our Valley Division service.

There is swimming in most of the cool, clear lakes, many of them with sandy beaches and sufficiently shallow



Ashore there are games to fill the hours between fishing, boating, swimming and loafing.

margins to make them safe for families with children.

This Wisconsin Valley area also caters to the golfing fraternity. As a matter of fact, almost every sport of the Midwest is offered by the resorts, whose accommodations range from simple cottages and log cabins to luxurious hotels.

The North Woods affords a natural setting for many camps for boys and girls during the summer vacation period. The environment is, of course, perfect for youngsters—away from the crowds, traffic and humid temperatures of the cities. Many hundreds of such groups

find their way into Wisconsin's cool vacationland every summer aboard Milwaukee Road trains.

Farther north than most of the Wisconsin vacation areas and, of course, a good deal more rugged, are Mackinac Island and Isle Royal, the only preserve in the country set aside for moose. On Mackinac Island is the largest summer hotel in the world, whose 500-acre estate affords recreation of all kinds.

The Milwaukee Road is looking forward to its summer visitors, each of whom will want to bring a camera to capture memories of the marvels of the Badger State.



W. J. Cycmanick, traveling passenger agent at LaCrosse, author of "Wisconsin, of Course!", and a fisherman with a reputation, as the pike indicate.

C. F. Dahnke Honored by Traffic Organizations

At a meeting of the Milwaukee Traffic Club on Apr. 3, Carl F. Dahnke, assistant general passenger agent with headquarters in Milwaukee, was elected to fill a vacancy on the board of directors for three years.

The distinction followed closely on his election to an honorary life membership in the American Association of Railroad Ticket Agents.

Mr. Dahnke has been with the Road



C. F. Dahnke

since 1915, starting as a telegraph operator at Boscobel, Wis. He served, in turn, as ticket agent at Richland Center and Madison, Wis., and was city passenger agent at Madison from 1929 until 1939 when he was promoted to general agent passenger department in Milwaukee. He has been assistant general passenger agent since 1946.

Friends and neighbors, the taxes are indeed heavy, and if those laid on by the government were the only ones we had to pay, we might more easily discharge them; but we have many others, and much more grievous to some of us. We are taxed twice as much by our idleness, three times as much by our pride, and four times as much by our folly; and from these taxes the commissioners cannot ease or deliver us.

—Benjamin Franklin.



Group in office of Superintendent A. J. Farnham, Terre Haute, for the presentation of the Fire Prevention Trophy. Seated, left to right: R. T. Shields, general inspector, fire prevention bureau; L. J. Benson, assistant to president; Superintendent Farnham; L. F. Donald, vice president—operations; W. G. Powrie, chief engineer. Standing, left to right: C. P.

Cassidy, D.F.&P.A.; O. L. Clawson, trainmaster; R. T. Mulhern, captain of police; M. B. Kirschbaum, roadmaster; R. W. Middleton, division engineer; F. O. McGrew, chief carpenter; Harold Patton, division storekeeper; C. L. Dawson, general car foreman; B. LeBow, assistant master mechanic; and B. J. Ornburn, assistant chief engineer.

Terre Haute Division Awarded Fire Prevention Trophy

EMPLOYEES of the Terre Haute Division again proved the effectiveness of their efforts to control fire losses on the railroad by winning the Fire Prevention Trophy for 1950. Their record for the year consisted of two small fires with a resulting loss of only \$11. It was a familiar situation for the Hoosier division, which had won the initial contest in 1939 and repeated in 1943.

Due to the backlog of work in all departments resulting from current demands on the railroad, it was thought inadvisable for several hundred employes to leave their duties for a luncheon such as has been held in all but the war years. Instead, Superintendent A. J. Farnham accepted custody of the silver trophy cup on behalf of the division, in a ceremony at his headquarters in Terre Haute Apr. 26. The presentation was made by L. F. Donald, vice president in charge of operations.

Speaking of the division's remarkable showing, Mr. Donald said: "The officers and employes are to be congratu-

lated on such a wonderful record. It indicates what can be accomplished when important matters are given proper supervision and all employes cooperate. I sincerely congratulate you on your good housekeeping and hope it will be my privilege to visit Terre Haute regularly on occasions like this in the future."

L. J. Benson, assistant to president, praised the results of the contest also, and by way of illustration quoted figures on the Road's fire losses. They indicated that from a high of \$550,000 in 1920 the trend was definitely downward to a low of \$39,000 in 1937 and again in 1940; also that the trend is upward at present, due in part to increased property values. The fire loss in 1949 was \$190,000; in 1950 it dropped to \$158,000.

"Only through the elimination of so-called minor hazards, early detection and prompt extinguishment of small fires can losses be controlled," Mr. Benson said. "The big costly fire never

develops if the little ones are avoided."

An analysis of the fire incidence in 1950 shows that five causes were responsible for 75 per cent of the total loss. The greatest loss (\$33,640) was due to derailments. The other leading causes were electrical defects, \$30,504; fires communicated from adjacent property, \$25,520; cigarettes, \$17,139; and acetylene torches, \$12,305.

The principal property damage occurred to freight cars, the loss totaling \$52,197. Damage to electric locomotives amounted to \$30,366, and bridges \$23,983. Buildings and their contents, together with passenger cars, accounted for approximately \$41,000 of the total.

The fire prevention trophy is awarded under contest rules. To determine the winner, 36 fires and about 44 per cent of the total monetary loss were deleted from the 1950 grand total. It is believed that normal precautions on the part of employes could not have prevented these fires.

Fireman H. R. Sumner Saves a Child

It was a routine trip for Fireman H. R. Sumner and Engineer H. Richter on a light engine, eastbound at Winona, Minn., the afternoon of Apr. 11. Riding on the left side of the engine, conductor Pilot J. S. Feipel and Sumner noticed what they thought was a dog between the rails of the westbound track. Coming toward it was a diesel time freight, No. 63. Suddenly the scene assumed a terrifying aspect.



H. R. Sumner

The object on the track had come into focus—and it was a small child!

The conduct of Fireman Sumner in the above dilemma reads like thriller fiction, but unlike fiction, it was fraught with a danger that leaves no doubt of his extraordinary courage. The child was two-year-old Jimmy Decker who had wandered away from his home nearby. No one knows precisely how he happened to be playing on the track, but when Sumner noticed him he was apparently trying to climb over the north

rail. The diesel bearing down on him was from 350 to 400 feet away and traveling at about 30 m.p.h.

In the hope that they could pull opposite the child before the westbound train reached it, Engineer Richter increased the speed of the light engine, and as it drew close Sumner made a flying leap. He fell in doing so, but regained his footing quickly and ran diagonally across the track in the face of Train 63, which was then 12 to 15 feet away from the child.

The next few moments were a nightmare to the witnesses. Sumner was seen to seize the child around the waist, clutch him to his chest and, hurling his body sideways, roll clear of the north rail. That the rescue was not a second too soon is borne out by the fact that the nose of the diesel obscured the details from the crew and about 10 cars of the train ran past the point of rescue before it was brought to a stop.

The hero of this real life drama is an L&R Division employe. He is 26 years old and lives in Minneapolis with his wife and four small daughters. Fortunately neither he nor the child was injured in their experience.

Railroad Retirement News

The widow of a railroad pensioner who applies for, or receives, an insurance lump sum need not fear—as some apparently do—that she is endangering her rights to monthly survivor benefits at age 65. The Railroad Retirement Board has issued a reminder that a widow does not forfeit her monthly benefits at age 65 unless she accepts a residual lump-sum payment. These two payments—the insurance lump sum and the residual lump sum—are distinct; the acceptance of the first in no way affects any monthly benefits to which the widow is entitled.

It is virtually impossible for a widow to unwittingly lose her rights to a monthly survivor benefit at age 65. She may, of course, choose to forfeit her rights under such a benefit and accept a residual payment instead. Once a widow elects a residual payment, she cannot, under the law, revoke or change this election.

When a widow notifies the board that she is considering taking the residual payment, she is told the exact amount of the payment she will receive, the exact amount of the monthly benefits she will be forfeiting and the insurance value of the monthly benefits. If she then decides to take the residual, the board sends her a "waiver" statement, which she must sign in the presence of two witnesses.

The board also explains the rights of a widow who is entitled to both an insurance lump sum and a deferred monthly benefit at age 65. If only the widow of an insured employe is entitled to benefits when he dies, and she is under age 65 at that time, she is eligible for an insurance lump sum immediately. When she becomes 65 she will be entitled to a monthly benefit, provided she has not remarried.

A residual payment is made to a widow who is entitled to an annuity at age 65 only if she: (1) remarries before that age, or (2) elects, before her 65th birthday, to forfeit her rights to future monthly benefits. This applies also to a parent who has a choice between a residual payment and a parent's annuity beginning at age 65.

The board advises that usually the potential monthly benefits at age 65 are worth far more than the residual payment.

1950 Fire Losses by Divisions

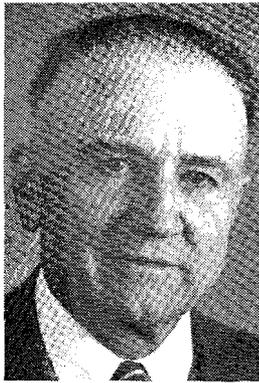
Listed Under Trophy Contest Rules **

DIVISION	NO. OF FIRES	ESTIMATED LOSS	RANK
Terre Haute	2	\$ 11	1
Iowa & Dakota	4	289	2
Idaho	6	151	3
Iowa & Southern Minnesota	4	425	4
Hastings & Dakota	6	248	5
Milwaukee	8	344	6
La Crosse & River	8	541	7
Milwaukee Terminals	8	613	8
Iowa	10	913	9
Twin City Terminals	4	1,963	10
Madison	5	4,436	11
Dubuque & Illinois	14	6,304	12
Trans-Missouri	20	7,209	13
Coast	17	12,314	14
Chicago Terminals	12	19,257	15
Rocky Mountain	11	32,592	16
	139	\$87,610	

** 1-point demerit for each fire and 1/100th point demerit for each dollar of loss. Fires caused by derailments, communication from adjacent private property, trespassers and some tenant fires excluded.

And you say that you guarantee these canaries?"

"Guarantee them? Why, madam, we raise them ourselves from canary seed!"



F. L. Denson



Martin Walsh



Mrs. S. E. Moss



J. D. Hilderman



Albert Kelm

Miles City Employes Win Municipal Posts

MILWAUKEE ROAD employes at Miles City, Mont., were successful as candidates for municipal offices in the election held there Apr. 2. The election was hotly contested, 58 per cent of the eligible voters casting their ballots.

Farnham L. Denson, boiler foreman, was elected mayor, defeating the incumbent, Prescott Boutelle, 1184 to 757. Mayor Denson has been a member of the city council for 23 years. During that time he has served on every committee

and in every capacity, including that of council president. His experience has provided him with a thorough training in all phases of the city's government.

Martin Walsh, retired master mechanic, was elected police judge, winning by a substantial majority. Mr. Walsh has long been a leader in local commercial, social and fraternal organizations. It was his first political campaign.

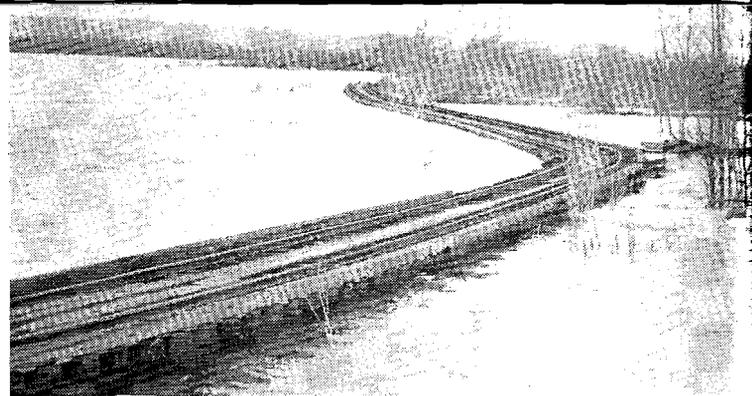
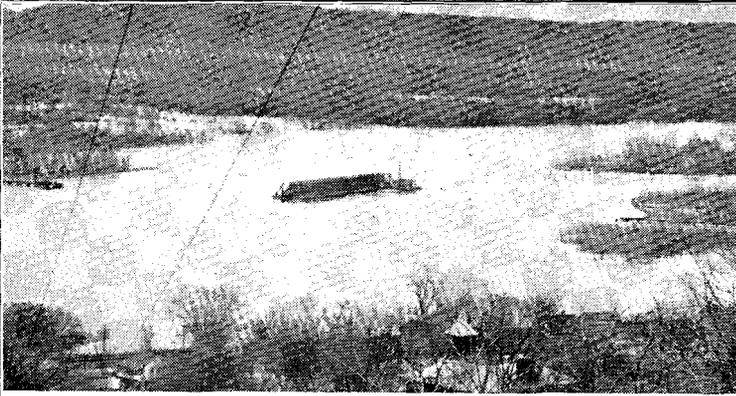
J. D. Hilderman, car department em-

ploye, was re-elected as alderman of the first ward, having served one term previous to this election. A clean sweep was scored in the fourth ward, where Mrs. S. E. Moss, wife of retired conductor, and Albert Kelm, car department employe, were elected aldermen, Mrs. Moss for the third term. Kelm was making his first bid for office.

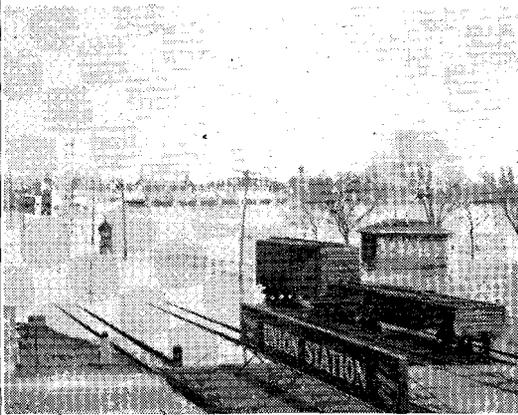
The new civic leaders take office at the first council meeting in May. Their terms are for two years.

how are we doing?

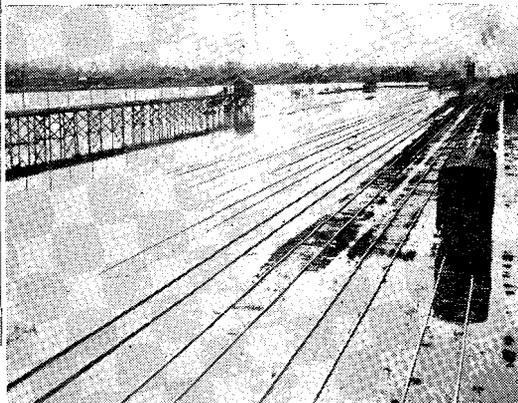
	MARCH		THREE MONTHS	
	1951	1950	1951	1950
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$22,294,478	\$19,484,293	\$61,704,238	\$52,315,217
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS).....	11,627,645	9,941,686	32,800,986	28,584,112
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	(52.2)	(51.0)	(53.2)	(54.6)
PER DOLLAR RECEIVED (CENTS).....	666,465	599,383	1,920,889	1,729,768
PER DOLLAR RECEIVED (CENTS).....	(3.0)	(3.1)	(3.1)	(3.3)
ALL OTHER PAYMENTS				
For operating expenses, taxes, rents and interest	9,509,017	8,471,721	26,466,719	24,699,713
PER DOLLAR RECEIVED (CENTS).....	(42.6)	(43.5)	(42.9)	(47.2)
NET LOSS	—	—	—	2,698,376
NET INCOME	491,351	471,503	515,644	



Above left: Aerial view from the Minnesota side showing damage to pontoon bridge at Read's Landing, Minn. The pontoon itself is shown in the center. At the extreme right the ties and rails washed from the bridge approach can be seen trailing downstream. The picture at the right is a close-up. (Photo courtesy the Plainview News, Plainview, Minn.)



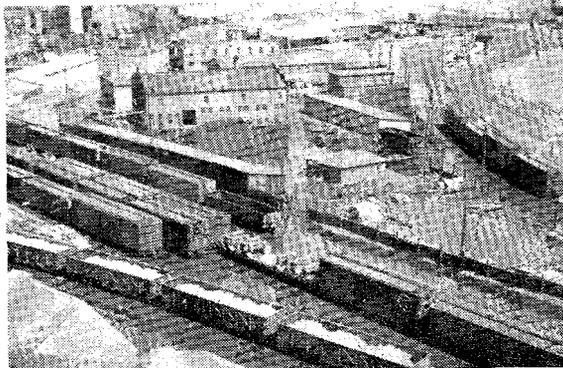
The Union Station in Davenport, Ia.



West end of "C" yard, Savanna, Ill., with icing platform at left.



Water over the sandbags—St. Paul yard looking east toward yard office.



Extreme left: The Milwaukee Road passenger station in Dubuque, Ia. Left: Milwaukee Road downtown yards, Dubuque.

HIGH WATER

BY mid-April spring had caught up with the snows of the hard winter and The Milwaukee Road found itself with a still tougher fight on its hands—a fight against high water. Likewise, many cities along the railroad, caught in the mounting flood which advanced and spread down the valley of the Mississippi, floundered in the high-water of their history.

The railroad suffered its most crippling single blow when heavy ice floes, riding the crest of the flood, knocked out the pontoon bridge at Read's Landing, Minn. This bridge, the longest of its kind in the United States, and possibly the longest in the world, connected the Chippewa Valley branch with the main line near Wabasha, Minn. Anticipating the danger to the bridge, the railroad had requested that the ice not be cut in Lake Pepin, which lies a few miles to the north. The ice was cut regardless and came down the river on the flood which was already at a level which allowed the ice to clear the ice breakers set into the river above the bridge. Crashing into the approach span on the Minnesota side, it knocked out 35 sections and left the decking, rails, ties and all, trailing in the torrent. The pontoon itself, which bridged the river by swinging into place between the approaches from either shore, was undamaged and has since been released from its pivot hinge and towed downstream for storage in a bay at Wabasha.

The pontoon bridge across the river between Prairie du Chien, Wis., and Marquette, Ia., was also out of service between Apr. 15 and 26, the period during which the water was so high that the floating span could not be lowered to connect with the approaches.

Among other streams reaching flood stage was the Soldier River, which damaged the Milwaukee Road bridge at Charter Oak, Ia., to such an extent that traffic had to be detoured for four days.

A number of trains operating over the La Crosse & River, Madison, Iowa & Dakota and Dubuque & Illinois Divisions were re-routed to avoid washouts, damaged bridges and other conditions resulting from the sweeping flood.

Freight trains operating between Chicago and Kansas City and between Milwaukee and Kansas City, normally going via Savanna, Ill., and the west side of the river through Davenport and Nahant, Ia., were handled to Marion, Ia., and on to Ottumwa over the Cedar Rapids-Ottumwa line. They were later taken down the east side of the river via Savanna-Ebner-Rock Island while the Iowa line was still out of service.

An interesting sidelight on the flood developed in St. Paul when an employe of a contracting firm became ill while doing emergency ballasting in Pig's Eye yard. When the ambulance could not get through the water to him, a train was made up and he was taken to the roundhouse. But the ambulance could not reach the roundhouse either, and

President Kiley Tells Railroad Progress In Four April Addresses

THE rate of fatal accidents to employees on the principal railroads in the United States between 1918 and 1949 decreased 91 per cent and injuries causing absence from work decreased 87 per cent, due largely to the work of the medical departments of the railroads, President J. P. Kiley said at a meeting of the Medical and Surgical Section of the Association of American Railroads in Chicago on Apr. 2.

The meeting was the first of four major gatherings during April at which Mr. Kiley was a principal speaker. The other occasions were the "Jim Brown

another train, consisting of locomotive and caboose, went from the roundhouse to the ambulance, returning with the ambulance crew and stretcher. The workman was placed aboard the train, returned to the ambulance and rushed to the hospital.

Milwaukee Road track and bridge forces, who worked feverishly night and day ballasting, sandbagging and doing everything they could to keep the railroad intact between St. Paul and Davenport, will not soon forget the '51 flood.

As always, this emergency imposed a heavy expense on the railroad, but demonstrated the resourcefulness of a transportation agency whose right of way is maintained without taxpayer support.

Day" luncheon held in honor of the recently retired general superintendent of transportation of The Milwaukee Road in Chicago on Apr. 12; a meeting of the Western Railway Club of Chicago on Apr. 16, honoring this railroad and the Illinois Central in connection with the two roads' 100th birthdays; and the general conference of the Pacific Northwest Trade Association in Portland, Ore., on Apr. 23.

The progress of The Milwaukee Road and of the railroad industry provided the theme which characterized all of the addresses.

In his remarks before the railroad surgeons, Mr. Kiley observed that in considering the increased efficiency of railroads, railroad men are prone to emphasize mechanical improvements, diesel locomotives, heavier rail, and improved communications systems.

"I wonder", he said, "if we aren't forgetting one all-important element—*better manpower.*"

"Casey Jones may have been a mighty good engineer by standards of his day, but I wonder how he would have stood up in the cab of a big diesel hauling a modern passenger train. For all we know, the famous Casey might have been color blind. . . ."

"In every department of modern railroads, and particularly in the operating department, physically fit, well-balanced men are an absolute necessity. When-

ever a tragedy occurs which seems to involve a human failure, we are sharply reminded of this fact.

"I doubt whether our highly organized and highly coordinated modern railroads, which demand efficiency and teamwork from so many individuals, could be properly run without the careful medical supervision of their personnel.

"When I visit our medical department and see the cabinets containing the records of periodic physical examination of thousands of our employes whose work in one way or another is directly concerned with the movement of trains, I am given a thrill of assurance, for those cabinets tell me that we are doing everything we can to guard against human failure in our operations."

He concluded his remarks with a tribute to Dr. A. R. Metz, chief surgeon of The Milwaukee Road and chairman of the A.A.R. Medical and Surgical Section.

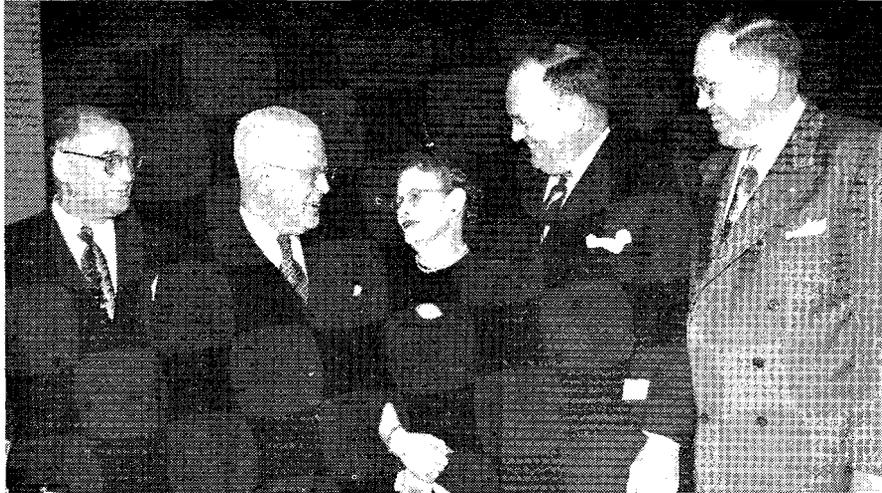
Much of President Kiley's address at the luncheon sponsored jointly by The Traffic Club of Chicago and the Midwest Shippers Advisory Board in honor of J. L. Brown had to do with the retiring head of the Road's transportation department himself.

One of the incidents related had to do with Jim Brown's attending a Shippers Advisory Board meeting in St.



President Kiley addressing the Medical and Surgical Section of the A. A. R. Left to right: Dr. W. W. Leake, chief surgeon of the Illinois Central; Dr. J. A. Cahill, Milwaukee Road surgeon at Dubuque, Ia., and president of the American Association of Railway Surgeons; Mr. Kiley;

Dr. A. R. Metz, chief surgeon of The Milwaukee Road, and chairman of the Medical and Surgical Section of the A. A. R.; Dr. A. M. W. Hursh, chief medical examiner, Pennsylvania Railroad; and Dr. T. L. Hansen, chief surgeon of the Rock Island.



The principals at the "Jim Brown Day" luncheon. Left to right: A. B. Murphy, general freight agent, C.R.I.&P., and president of The Traffic Club of Chicago; J. L. Brown, retired general superintendent of transportation, The Milwaukee Road; Mrs. Brown; Mr. Kiley; and T. C. Burwell, vice president in charge of traffic of the A. E. Staley Manufacturing Company, Decatur, Ill., and general chairman of the Mid-West Shippers' Advisory Board, who served as toastmaster at the luncheon.

Louis and managing to obtain a room immediately in a hotel where rooms supposedly weren't available. It was learned later that he turned the trick by the simple device of registering as "J. L. Brown, president of The Milwaukee Road." The incident demonstrated, Mr. Kiley observed, the kind of resourcefulness needed for the job of shepherding the flock of 60,000 Milwaukee freight cars and more than 1,000 passenger train cars, not to mention the many foreign cars always on our line.

The occasion also afforded opportunity for the president to point out that the matter of cleaning of box cars by receivers of freight, for which Mr. Brown has long crusaded, is one of great importance.

An average of three days is lost in switching and cleaning a freight car, Mr. Kiley stated, pointing out that on the Milwaukee alone approximately 900,000 "car days" are lost during an average year through failure of receivers of freight to remove debris from cars.

Mr. Kiley's remarks before the Pacific Northwest Trade Association general conference in Portland, Ore., covered a wide range of subjects of mutual concern to the railroad and the membership of the association.

Of particular interest was his statement regarding the military traffic this and other railroads are carrying and the preparations they have made which will benefit the country in the event war should strike the United States.

"We are organized," he said, "to take care of ourselves should catastrophe strike and to give assistance to stricken peoples and communities along our

lines. Communications will be worked if necessary from the outside in, and the railroads will cooperate and join together in rendering all possible assistance, regardless of the company or the ownership of the lines and facilities involved.

"Naturally, many problems which cannot be effectively estimated or foreseen may arise, but we do know that every effort will be made to keep the communication lines of the railroads' telegraph, telephone and radio in operation. Necessary personnel and supplies required in devastated areas will be moved and refugees taken out.

"We in railroading assure you that the subject is meeting our earnest consideration and planning, and the railroads in time of disaster, as in time of peace, stand ready to serve."

Famous Fossil Forests On the Yellowstone Line

The most remarkable fossil forests known to the world are in the mountainous area about 65 miles south of Bozeman, Mont. These petrified trees stand as monuments commemorating the climate, plant and animal life that existed in the age when the topography of the country was more or less level, before the forces of nature erupted volcanically to form the mountain ranges.

These fine specimens, still standing erect, range in size up to about 50 feet in circumference and 40 feet in height. They cover a wide area in many portions of Yellowstone National Park and the Gallatin and Absaroka national forests.

The largest specimens are of the

WHAT DO YOU KNOW?

Test your knowledge of railroads and railroading. The answers will be found on page 42. 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. *Guess within 50 tons the weight of the world's largest steam locomotive, including tender.*
2. *What is the seating capacity of a standard streamlined passenger coach—about 50, 80, 100?*
3. *What is a tie plate—a device used to support crossties, a tool used to measure the distance between ties, or a device used to support rail on crossties?*
4. *What are freight claims—claims made by the railroads for lost freight, claims made by shippers for loss or damage to freight, or unclaimed freight shipments?*
5. *What is the unit of measurement in weighing rail—foot, yard or rod?*
6. *What is a catenary—a space in the baggage car reserved for cats, an overhead structure holding the electrically charged contact wire used in electric railway operations, or a collapsible structure atop an electric locomotive or motor car for the transmission of electric current?*
7. *Is a 100-car freight train more or less than 1 mile in length?*
8. *In railroad terms, what is a mule—an electric tractor employed in car dumping operations, a locomotive crane, or a power-driven handcar?*
9. *When was the Diesel-electric locomotive introduced in passenger train service—1924, 1929 or 1934?*
10. *Where was the first railway bridge across the Mississippi River—at St. Louis, Mo., Davenport, Ia., or Memphis, Tenn.?*

magnificent Redwood or Sequoia species, attesting to the fact that the climate of this region during the period of their growth was not unlike that of Virginia at the present time.

The existence of these fossil forests was first brought to scientific attention by E. C. Alderson, early Bozeman newspaperman, and F. H. Knowlton of the U. S. Geological Survey in August, 1887.

—Harry C. Duntsch,
Bozeman Courier

appointments

Law Department

Effective Apr. 1, 1951:

R. W. Spangenberg has been appointed assistant general counsel succeeding O. G. Edwards who retired Mar. 31. A graduate of the University of Chicago and the Northwestern University Law School (1933), Mr. Spangenberg has been with the railroad continuously since May 1, 1935, when he was employed as chief clerk in the law department.



R. W. Spangenberg



J. P. Reedy

J. P. Reedy has been appointed attorney with offices in Chicago. He is a graduate of Ripon College and Notre Dame University, and is a veteran of the Naval Air Corps.

Store Department

Effective Apr. 1, 1951:

H. A. Rieff has been appointed inspector of stores with headquarters at Milwaukee shops, Wis. He was first employed by the Road as a clerk at Dubuque in 1922 and has since held various supervisory positions. For the past seven years he has been division storekeeper in charge of the La Crosse & River Division.



H. A. Rieff



G. C. Sheridan

May, 1951

G. C. Sheridan has been appointed storekeeper at La Crosse, succeeding H. A. Rieff.

W. Goudy has been appointed assistant maintenance of way storekeeper with headquarters at Tomah, Wis. He entered the employ of the store department in Green Bay, Wis., in 1919.



W. Goudy

Mechanical Department

Effective Apr. 16, 1951:

F. A. Upton has been appointed master mechanic with jurisdiction over Western Avenue in the Chicago Terminal Division. Mr. Upton started with the Road as machinist apprentice at Perry, Ia., in September, 1939. He served two years with a railway shop battalion during the last war, and has been master mechanic of the Trans-Missouri Division at Miles City, Mont., since August, 1950.



L. H. Rabun



F. A. Upton

L. H. Rabun has been appointed master mechanic of the Trans-Missouri Division, the Northern Montana Division, including Harlowton, and that part of the Hastings & Dakota Division from Aberdeen to Mobridge, S. D., with headquarters at Miles City, Mont. Starting as a mechanic at Savanna, Ill., in 1918, he has served in various capacities, and has been assigned as master mechanic at Savanna and Chicago for the past 10 years.

E. L. Grote has been appointed master mechanic of the Twin City Terminal Division, Duluth Division, the La Crosse & River Division from Minnea-

polis to and including La Crosse, the Hastings & Dakota Division from Minneapolis to and including Aberdeen, and from Aberdeen to Mitchell, S. D., the Iowa & Southern Minnesota Division and the Iowa & Dakota Division except Sioux City and Calmar, Ia., with headquarters at Minneapolis. The office of master mechanic at Mason City, Ia., is abolished.

W. W. Henderson continues as master mechanic of the Dubuque & Illinois Division and the Iowa Division but his territory will be extended to include Sioux City and Calmar, Ia. His headquarters are at Savanna, Ill.

W. W. Bates continues as master mechanic of the Milwaukee and Madison Divisions, but his territory will include that part of the La Crosse & River Division from Milwaukee to La Crosse, and from New Lisbon to Woodruff, Wis. His headquarters are in Milwaukee.

F. L. King, master mechanic at Milwaukee, will have jurisdiction over all steam locomotive maintenance at Milwaukee, as well as the foundry.

A. M. Hagen, master mechanic at Milwaukee, will have jurisdiction over all diesel locomotive maintenance at Milwaukee.

J. L. Brossard has been appointed assistant master mechanic of the Twin City Terminals with headquarters at Minneapolis.

C. G. Benken-dorf has been appointed assistant master mechanic of the Milwaukee Terminal Division, with headquarters at Milwaukee, Wis.

H. C. Pottsmith has been appointed general diesel supervisor reporting to F. W. Bunce, with headquarters at La Crosse.



H. C. Pottsmith

Operating Department

Effective May 1, 1951:

K. R. Schwartz has been appointed superintendent of the Hastings & Dakota Division with headquarters at

Aberdeen, S. D. Since entering railroad service in 1918 as a laborer in the La Crosse roundhouse, Mr. Schwartz has worked as caller, switchman, and in a number of supervisory capacities. He was appointed superintendent of the Twin City Terminal Division Nov. 1, 1948, of the Milwaukee Terminal Division June 16, 1950, and the Chicago Terminal Division Sept. 1, 1950.

J. A. Jakubec has been appointed superintendent of the Chicago Terminal Division with headquarters at Chicago. He began working for the Milwaukee in 1920 and became chief clerk to the assistant general manager in Chicago in 1942. He has since held various positions including that of assistant superintendent of the Chicago Terminal Division from Aug. 1, 1948 until Apr. 15, 1949, when he was appointed superintendent of the Hastings & Dakota Division.

Engineering Department

Effective Apr. 17, 1951:

R. W. Middleton has been appointed division engineer of the Terre Haute Division with headquarters in Terre Haute, Ind., succeeding R. J. Coffee, who has been ordered to active duty as lieutenant colonel with the Army Air Force. Mr. Middleton was graduated from Purdue University with a degree in civil engineering in 1939 and started with the Milwaukee as rodman at Aberdeen, S. D., in 1940. He was discharged from the Army as captain in 1946 after four years of military service, returned to Aberdeen as instrumentman and was appointed assistant engineer there in 1947. He was transferred to the general offices in Chicago on Aug. 1, 1950.



R. W. Middleton



W. E. Cartwright

Traffic Department

Effective Apr. 1, 1951:

W. E. Cartwright, who has been with The Milwaukee Road in Seattle since Mar. 1, 1942, has been appointed city freight agent at that point.



The tournament committee sets out the cans of chili con carne which were presented to the entrants through the courtesy of the Hormel Packing Company. From left: H. J. Swank, G. B. Williams and Dick Hogan; Clarence Dugan, manager of the Austin Bowl, in the background. (Photo by Switchman J. L. Ness, Austin.)

Hold Annual Bowling Tourney at Austin

As sponsors of the eighth annual Hiawatha Bowling Tournament, the Milwaukee Road bowlers at Austin, Minn., were hosts to fellow bowlers on the system the week ends of Mar. 31 and Apr. 7. Fourteen teams signed up for the opening at the local alleys.

The five teams which finished in the lead the first week end were successful in maintaining their standing to the close of the tournament. The team representing the Mill Inn, Minneapolis, was first, with a total of 2,950 pins; prize \$60. Following in turn were the E.M.B.A.'s, Minneapolis, with 2,856 pins; Lee's City Service, St. Paul, 2,832; Weyand's Furniture, St. Paul, 2,826; Bursch's, Minneapolis-Hopkins, 2,805;

and Tri-State Erection, LaCrescent, 2,805.

High scorers in the two-man event were E. Green and M. Allan of Minneapolis, first, with 1,218 pins; E. Wagner and H. Fifield, Minneapolis, 1,215; W. Dolny and D. Dunning, Minneapolis, 1,209; J. Shemroske and R. Claborn, Chicago, 1,198; and E. Moryn and L. Baych, St. Paul, 1,193.

In the closing week, C. Morgan of Mitchell, S. D., rolled 675 in the singles, displacing the 657 rolled by E. Wagner of Minneapolis the previous week. Other singles winners were C. Hehn, Aberdeen, 649; M. Johnson, Minneapolis, 644; and J. Fox, South St. Paul, 641.

The Cover

This summer thousands of tourists will enjoy this view of Mount Rainier National Park, the vacation paradise near Seattle and Tacoma. The park forests are remarkable for the variety and beauty of their conifers, the distribution of species being determined primarily by the altitude, and every effort has been made to preserve them in their primitive settings.

Horace Greeley, famous editor of the old New York Tribune, wrote a hand that he himself couldn't decipher. One day he penned an editorial that his typesetter couldn't read and as a result a number of mistakes appeared in print. Greeley was so incensed that he fired the man on the spot, writing a note that denounced him for his stupidity.

The printer couldn't read the note, but in applying for a job on a rival newspaper he was asked if he had any recommendation. "Sure," he replied, and handed over Greeley's parting missive. The foreman couldn't read it either, but he could decipher Greeley's signature. "That's good enough for me," he replied. "You're hired!"

She Survived the Titanic Disaster

by Martha Moehring

Correspondent, Montevideo, Minn.

THE bright-eyed little woman concluded our interview: "And so, whenever I hear of some of our boys being torpedoed and drowned, I think of how close I once came to it, too."

Let's turn back the pages of history to 1910. In Trondhjem, Norway, young John Stokke had just told his wife that he believed America was the land of opportunity, and to America they would go. It was agreed that John would go first to see how things were, and then would send for Sigre and the new baby, Margaret. It didn't take him long to find work in America, for the Soo Line shops in Annandale, Minn., were looking for ambitious young chaps. He saved his money, and early in 1912 there was enough to bring Sigre and the baby to their new home.

So Sigre set about packing her belongings, the nice things from her parents and relatives that were to make the home comfortable. Besides the baby, she was to take with her the eight-year-old grandson of a friend, as this was such a fine opportunity to send him to his father in New York.

They were to sail on the steamship Virginia, but on reaching London—the date was Apr. 7, 1912—Sigre learned that a beautiful new luxury liner, the Titanic, was to leave at midnight. The ship was expected to establish a world speed record on this, her maiden voyage, and Sigre found that for an additional \$12 she could book passage. The captain had received orders not to take the usual route through the North Sea, as it was treacherous with icebergs at that time of the year. Instead he was to take the longer, southern route. However, once out to sea he chose to take the northern route through the ice fields.

The night of Apr. 14, 1912, was cold and stormy at sea, but there was merriment on board the Titanic. The orchestra played in the luxurious lounge, and hundreds of carefree passengers danced far into the night as the ship sped onward. Suddenly the ship gave a mighty lurch and as it swayed in its course a terrific crash was heard. It was followed by shouts of terror, which changed to panic when it was announced that the boiler room had been pierced by an iceberg and the ship was beginning to list badly.

In her stateroom Sigre Stokke, who



Mrs. Hartwick Hanson

had been trying to calm the children, was startled by a knock at her door and a shout: "Hurry to the upper deck, to the lifeboats. Women and children first!" Quickly she dressed the children and grabbed the large woolen shawl her mother had knit for her.

On the upper deck all was confusion. Lifebelts were being distributed, but there were not enough to go around and many frenzied passengers were jumping overboard. Sigre found herself and the children in a boat along with 20 others,

with four men to do the rowing. She recalls that one of the passengers was the 18-year-old Mrs. John Jacob Astor who was returning from her honeymoon in England. Her husband, it will be remembered, was among the 1,517 who perished.

In the lifeboats, huge waves dashed over the frozen survivors, many of whom were dressed only in night clothes. Many died from exposure. The following morning, just when all seemed lost, they were sighted by a rescue steamer. However, the waves created by the rescue ship swamped the lifeboats, and more lives were lost in the transfer. When the boat finally steamed into New York harbor, only some 800 passengers remained of the original group.

But Sigre's troubles were not ended. Little Margaret became ill with pneumonia and it wasn't until June that she was able to join John in Annandale. John died during the "flu" epidemic of 1918 and several years later Sigre married Hartwick Hanson, a roundhouse employe of The Milwaukee Road at Montevideo, Minn. In 1942 she was again widowed.

In spite of these tragedies in her life, Mrs. Hanson remains a sprightly woman, keeping up her cozy little home in Montevideo and working every day at a local restaurant. But Apr. 14, just another day to most of us, will always carry for her memories of the Titanic disaster.

Young Men, \$1500 for Your Essays on Transportation

To encourage young people to think constructively on railroad and transportation problems, the New York Railroad Club is conducting the 1951 Roy V. Wright Memorial Essay Contest. The subject is "Essential Provisions of an Adequate National Transportation Policy."

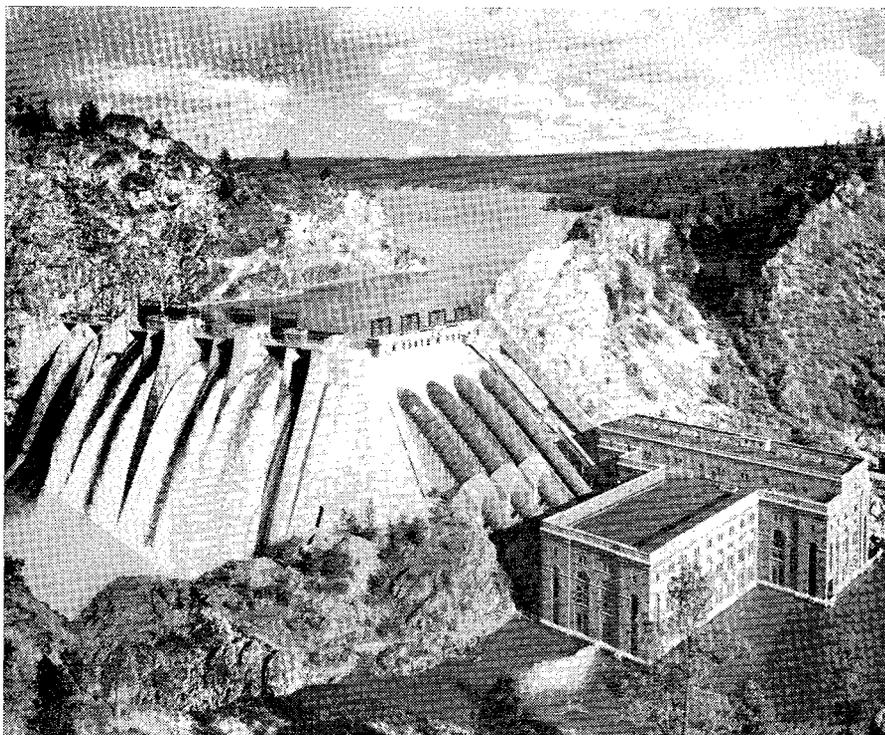
The awards consist of a prize of \$500 for the paper adjudged to be the best entry, and prizes of \$100 each for the 10 next best. Essays should be not less than 2,500 words nor more than 7,000 in length. The closing date for entries is Oct. 1, 1951.

Who is eligible to compete? Employes of railroads or other transportation agencies, college students, members of traffic departments of industry; in short, all young men who are interested in transportation progress. The contest is not restricted to the subject specified above; an alternate may be selected, subject to the approval of the executive secretary of the New York Railroad Club.

For a copy of the circular giving the list of subjects and other conditions of the contest write to

C. T. Stansfield, Executive Secretary
New York Railroad Club
30 Church Street
New York 7, N. Y.

JUICE FOR THE ELECTRICS



One of the most imposing monuments to private power development in the Northwest is mighty Long Lake Dam. Owned by The Washington Water Power Company and located 25 miles northwest of Spokane, Wash., this dam supplies part of the electric power utilized by The Milwaukee Road.

EVER wonder where the "white coal" comes from that drives the Milwaukee Road's mighty electric motors over 656 miles of mountain railroad?

Strictly speaking, it comes from the Northwest Power Pool, an inter-connection of transmission lines from all the large power plants in the area, but perhaps a look at one of these several plants would be interesting.

Twenty-five miles northwest of Spokane stands a mighty powerhouse that has been providing electricity for Milwaukee Road motive power for about 31 years—ever since the Coast Division was electrified in 1919. It is the famous Long Lake hydro-electric plant of The Washington Water Power Company, whose power cuts into the Milwaukee line at Taunton, Wash., about 10 miles west of Othello.

The Long Lake power station was built in 1915 and in 1916 a contract was signed for delivery of electricity to The Milwaukee Road. When the Long Lake dam was completed, it was the highest spillway dam in the world, rising 213 feet from the canyon floor to the dam's crest; the spillways are more than a city block long. Rushing down the huge penstocks from the top of the dam to the

four turbo-generators go 47,360 gallons of water per second, a water force capable of producing almost 75,000 kilowatts. The power then goes out over the five high-voltage transmission lines fanning out from the power plant.

What does this mean to the running of the railroad? One thing it means is that when the engineer on an electric locomotive gets a clear board and the

train moves smoothly and powerfully down the track, some of the water that has just rushed down a penstock to turn a generator has done its work and electricity has been created to turn locomotive wheels and do one more job of carrying the nation's commerce.

Frogs and Communism

If you drop a frog into hot water, he will jump out with haste, and doubtless eye you with fitting disapproval. But if you put him in cool water, and gradually heat the water, some say he can almost be cooked before he notices how hot things are getting.

In the matter of creeping socialism or communism we Americans apparently are a good deal like the unreactive frog. Plunged into communism hot, as in Russia, most of us would try to get out. But though in the United States the water grows steadily warmer, few seem really aware of the extent to which we have already become a socialist, or communist, nation . . .

We resist the spread of communism abroad with energy, manpower, speeches, generals, agreements, blood and money. And at home we're getting to be pretty hot frogs ourselves! Do we win this fight with communism in Europe and Asia only to lose it in Washington?

—Public Relations Journal

A cattle man from Texas, in Israel on an advisory mission, was telling an Israeli about his native state.

"At home," he raved, "you can ride on a train for days and days and you're still in Texas."

Replied the Israeli: "Yes, I know. We've got trains like that in Israel too."

—The New Palestine

Attention—Military Service Veterans

All men who served with military railroad service units during World War II are invited to attend the 5th annual convention of the **MILITARY RAILROAD SERVICE VETERANS ASSOCIATION** Sept. 21-22 at the Hotel Hollenden, Cleveland, Ohio.

The Association advises that it would like to obtain the names and addresses of all M.R.S. men for its mailing list and urges those who have not been contacted to write to the chairman, R. H. Major, at the Hotel Hollenden.

The annual reunion of the **60TH ENGINEERS, A.E.F.**, World War I, will be held Aug. 6-13 at Channing, Mich. Headquarters will be at the 4-H Club House on Sawyer Lake. For information write to Clifford E. Huelter, president, Channing, Mich.

Train Newspapers

At least two newspapers have been published on trains. During the historic trans-continental excursion of members of the Boston Board of Trade and their wives from Boston to San Francisco and return in May, 1870, a daily newspaper called the "Trans-Continental" was published on the train. Long before he became famous as an inventor, Thomas A. Edison was a "news butcher" on a train between Detroit and Port Huron, Mich. Largely for his own amusement he edited and printed a newspaper called the "Grand Rapids Herald" on a small printing press in the corner of the baggage car. The paper had attained a circulation of 300 copies when his traveling "printing plant" caught fire, ending Edison's career as a journalist.

HOW'S YOUR TYPING?

Do you know days when your typing is at sixes and sevens—when the same mistakes crop up repeatedly? It may be that your technique is faulty or that you are a slow typist, spelling the words as your fingers strike the keys. A few minutes devoted each day to a practice plan cannot fail to increase your speed, and fast, smooth typing is accurate typing. A booklet of practice lessons prepared especially for those who wish to increase their speed and accuracy can be obtained free of charge by addressing a post card or letter to Central Feature News, Times Building, Times Square, New York City.



The correct position for efficient typing, demonstrated by Miss Margaret Hamma, holder of the all-time official one hour record of 149 net five-stroke words a minute.

May, 1951

His Hobby, Pipes of Many Nations

The smoking habits of Conductor Roy Searle, Farmington, Minn., are those of an easy-going man. He smokes anything, from cigars to home-rolled cigarettes, and above all he loves a good pipe. Or to be exact, pipes. Forty of them!

Roy's fine collection started with an accumulation of Father's Day, Christmas and birthday gifts. It now includes specimens from many foreign countries. Ireland is represented by the famous clay, India by a pipe of a heavy metal-like substance hand carved in the shape of a dog. From Rome there is a pipe with a stem constructed of animal bone, from Czechoslovakia one with a cap that keeps tobacco from blowing away in a wind.

There are two genuine Meerschaums and two of our own Missouri Meerschaums. One pipe has a pure white clay-type bowl that turns a beautiful brown after it has been smoked a while. There are Mose pipes made of briar wood, clay pipes from Catalina Island. Searle's taste is democratic. He selects them for interesting shapes, sizes and



Conductor Roy Searle with a pipe smoker's dream—pipes of all different shapes, colors and sizes. (Dakota County Tribune photo.)

colors. A neighbor-carpenter has made him a handsome rack for displaying them to advantage.

Roy has been in Milwaukee Road service since 1905, following in the footsteps of his father who was an I&SM Division roadmaster. He started on the section, then worked as a helper in the depot at Farmington where he learned telegraphy. His train service, which started Dec. 5, 1907, has all been on the H&D Division.

Courtesy in the Footwear Department

The Milwaukee Road's advertised spirit of friendliness is backed up by the following story:

It seems that Agent D. B. Brooke of Eldridge and a friend, Paul Bitzer of Davenport, recently arranged to travel to Chicago together. No sooner had they boarded No. 26 at Davenport than Mr. Bitzer discovered he was minus his overshoes. Assured by one of the trainmen that the train would not pull out for a good five minutes, he rushed back to the depot to look for them—but no overshoes.

By that time the trainman was taking

a personal interest. "Where did he think he had left them?" Mr. Bitzer answered that it was probably in the lobby of the Columbia Hotel where he had met Mr. Brooke.

The outcome was that the trainman volunteered to go to the hotel, pick up the overshoes and mail them to his home. Mr. Brooke so appreciated the offer that he reported the incident later to Frank Hagendorn, DF&PA at Davenport. "I thought this was really courtesy," he said.

If we had to write it, most of us would name our ailment sore throat, instead of making a trip to the dictionary to find out the spelling of laryngitis. — Through the Meshes.

home department



The most for your food dollar

"MY customers used to do their buying by the pound," said a local butcher. "Now it's by the serving. Five people in the family, five pork chops—six if the man of the house does heavy work."

The buying practices of homemakers in regard to meat these days is just one illustration of how meals are being planned to suit the needs of the family. The situation is not new by any means, for although wages were never better, the average family still spends more of its income for food than for any other cost-of-living item, and the homemaker must follow a sound program of meal planning in order to save for other purposes.

Budget buying requires a working knowledge of foods and their preparation, plus some extra expenditure of time and energy. As an aid to Milwaukee Road families confronted by this problem, the Magazine offers the following suggestions for serving nutritious, balanced meals while stretching the food dollar:

The average family of two adults and two children eats about seven pounds of leafy, green, and yellow vegetables every week. For economy, choose those that are in season, as any food is generally cheapest when most plentiful. Learn

ways to prepare the leafy tops of root vegetables such as young beets and turnips. Like kale, spinach, mustard and collards, they are cheap sources of Vitamin A.

It is poor economy to skimp on Vitamin C foods. When citrus fruits are high, use fresh tomatoes if they are in season, or canned tomatoes or tomato juice. However, the amount used should be double that of oranges. Raw cabbage, turnips and salad greens are also important Vitamin C foods.

Approximately 19 quarts of milk are consumed every week by the average family of four. Skim milk can be substituted for part of the whole milk, and costs much less. But a word of diet caution. If skim milk is used, give the family extra rations of green and yellow vegetables, liver and table fats to offset the loss of Vitamin A, which is removed from whole milk along with the cream.

Meat is one of the most expensive items on the market list, but custom dictates that it should be served at the big meal of the day. When food money is limited, serve the variety cuts such as beef, pork or lamb liver or kidneys once a week, for they are bargains in vitamins and minerals. Hearts and brains and "Commercial" and "Utility" grades

of beef are also good buys. Fish, often cheaper than meat, provides protein, and Grade B and C eggs also make nutritious main dishes.

On a long range plan, home baking is a money saver, but homemakers with a heavy burden of household duties may feel that commercial baking is worth the saving in time. If you bake at home, use whole grain or enriched flour and cereals for extra vitamins and minerals. Prepared mixes may or may not cost more than homemade products, depending on the cost of raw ingredients and the energy of the cook.

When every penny must count, it is necessary to know as much as possible about foods that are a cheap source of nutrient. Some low price foods may actually be luxuries because they supply only calories—not the vitamins and minerals necessary for body nourishment. Before you shop, get all the information you can, listen to radio programs which report market news, study magazine and newspaper articles and advertisements, compare prices at different stores. Then make up your market list to take advantage of good buys. And when you get to the store, read labels!

The label is the consumer's guide to quality. Take bread, for instance. Read the label to find out what it weighs. The large bargain loaf may actually weigh less than the smaller loaf that costs the same. The saving is too slight to consider? Here's a report from Consumer's Guide:

"A baker can, by fermenting the dough to a greater extent, make a large loaf which weighs several ounces less

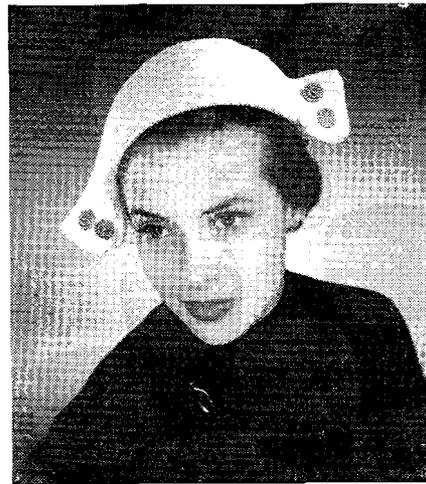
If you have found an effective way to stretch the food dollar, you can help others by sharing your discovery. We are hoping to hear from all of our readers who have constructive suggestions on this subject. Address your contributions to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

Heading Toward Vacations



HERE are the little packable hats for your vacation travels, space budgeted costume accessories that can be stowed in your bags without fear of crushing or losing their shape. Merely stuff with folds of tissue paper. One is designed for sewing, the other for crocheting.

The beret is always tops for young heads. It is comfortable and easy to make. It can be tailored with a ribbon cocarde, as shown here—the pattern includes directions for making one—or brightened up with your favorite pins. White pique makes this cool style for spring and summer, but the pattern can be made in fabrics such as tweed, velvet, or felt for your various costume changes. The side-swept casual model is made in rounds of single crochet with front and back brims turned up and



molded to the crown. The extensions at the sides are decorated with buttons to give a dashing toreador air.

Direction leaflets for **PIQUE BERET** and **WHITE CROCHETED HAT** can be had without charge by writing to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

than a smaller loaf that is less filled with air. Two or three ounces difference may be trivial. But if a family uses two 14-ounce loaves every day instead of pound loaves costing the same, they will have cheated themselves of approximately 91 pounds of bread within a year. At 15 cents a loaf, this would be \$13.65."

The label is the yardstick. Look for it on white bread: Is the bread enriched? On ready-to-eat cereal: Is it restored with the vitamins sometimes lost in processing? Read the labels on canned foods and compare their weight and volume of contents. If the product is not labeled, ask the dealer how it is graded. In foods such as butter, eggs and meat, the higher priced grades are not necessarily more nutritious than the lower grades; they are merely more select and perhaps tastier.

The final consideration before you buy is the question of how the family will endorse your economy purchases. Stretching the food dollar calls for cooperation and the understanding that prime beef and two-inch steaks must be reserved for occasional treats. Fortunately, attractive meals are as much a matter of skill as they are of money. When the end result of your thrift is a family investment in new clothes, a vacation trip, an educational fund or a television set, there are bound to be compliments for the thrift that made them possible.

Painting Your House This Year?

IT WILL be labor and money lost if you don't take pains before you paint your house to prepare the surface properly. If this is your first attempt, you may profit from the following sugges-



tions of Good Housekeeping Institute:

What is the condition of your house? If the paint has weathered well, the surface is probably smooth and somewhat chalky. Before you paint, go over the surface with a dust brush, and be sure to remove dirt in corners. Small areas of damaged paint should be removed, down to the bare wood if necessary, by sandpapering, scraping or rubbing with a stiff wire brush. The edges of the surrounding paint should be sandpapered to a featheredge. Build up the bare surface with one or two coats of thin paint so the finished job won't look patched.

To remove mildewed areas, wash with a solution of trisodium phosphate or some other non-soapy detergent. (About a pound of trisodium phosphate to a gallon of water makes an effective solution.) Then flush-clean the surface.

USING A BLOWTORCH. Large areas of outside paint can be removed easily with a blowtorch and a broad putty knife. However, don't use a blowtorch unless you have had some experience with its operation—in the hands of the uninitiated it can explode, cause severe burns or a disastrous fire. Only the tip of the flame should touch the paint and you must work quickly so the paint won't cool and harden again before it is re-

moved. The trick is to heat only as much at a time as can be removed with a short stroke of a putty knife. The flame should be directed so it won't enter joints and crevices and start a fire.

TREATING NEW WOOD. Before new wood is painted, knots and sappy places should be sealed to prevent discoloration and showing through the paint. Shellac or aluminum paint are both good for this purpose. Aluminum paint bonds well with the paint applied over it; shellac lacks this quality. If wood is very green, let the surface weather for several months before you apply paint. Moisture in the wood may cause the paint to blister and peel later.

PUTTYING NAILHOLES. Nailholes and cracks in both new and old wood should not be puttied until the first coat of paint has been applied and allowed to dry. This prevents the wood from soaking up the oil in the putty. Then the putty should be allowed to dry for at least 24 hours before more paint is applied.

HOW MANY COATS? In recent years paint makers have developed formulas intended to provide effective coverage and protection with two coats of paint. Several makes investigated by the Good Housekeeping Institute proved to be as satisfactory in use as the traditional three-coat paints. The two-coat method saves time and money, of course, and the big advantage is that the paint needn't be thinned; usually it is used as it comes in the can. This avoids improper thinning or mixing, which often are the reasons for a poor paint job. With the two-coat method, an undercoat—a special paint that serves as both priming and sealing coat—is applied to the bare wood. The finishing paint is applied over it. The same method is followed in painting over old paint in good condition.

THINNING THE PAINT. In the three-coat method, the same paint is used for each coat, but the first two coats are thinned. This should be done according to label directions; thinners and proportions vary for different makes of paint and different kinds of wood. When you repaint with ordinary house paint, use two coats. The first should be thinned as directed on the can.

Outside paint should be allowed to dry for several days—a week, if possible—before another coat is applied. Paint only on clear, dry days; after a rain wait several days for the wood to dry. This is the secret of a durable job.

The Tested Way to Wash Blankets



THE springtime chore of washing blankets before they are tucked away for warm weather storage is easy and quick with a washing machine. Here is the method recommended by the General Electric Consumers Institute:

1. Wash one blanket at a time.
2. If the blanket is electric, disconnect the control box. Shake to remove loose dust.
3. Unusually soiled bindings or spots should be hand-washed with a soft brush dipped in warm water and rubbed with a mild soap. If you use a synthetic detergent, pre-treat soiled spots with this instead of soap.
4. Fill the wringer washer to the water line with lukewarm water, not more than 100°F. In a little hot water dissolve twice as much soap granules or

flakes or synthetic detergent as you would use to wash linens or cottons, add water softener if necessary, pour the solution into the washer and set the agitator in motion to get thick, rich suds.

5. Gather the blanket together at one end and place it around the sides of the washer tub. Wash for exactly 1½ minutes. If it is very soiled, remove excess soapy water and rewash, using fresh water and suds each time.

6. Stop the agitator and select lowest possible wringer pressure. Fold blanket lengthwise, so that it is about 2 inches narrower than width of the wringer rolls, and put it through the wringer.

7. Even an electric blanket can be put through the wringer. Start it through at the top binding to prevent the short connector cord at the bottom from getting tangled in the rolls.

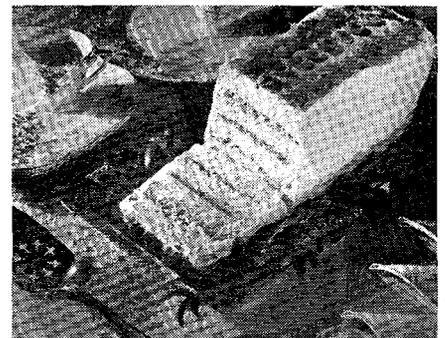
8. Empty the washer tub and spray it with fresh water to remove all soap before filling it again with 100°F water. Rinse the blanket for exactly 1½ minutes and put it through the wringer again. Stretch to size.

9. Dry the blanket immediately after washing. Wrap an old sheet or clean white cloth around a tightly strung clothesline and hang the blanket either over one line, or, preferably, over two parallel lines. Do not fold, but reverse it several times while drying to make it soft and fluffy. Blankets should be washed on a warm, breezy day and allowed to dry in the shade.

Toothsome for Parties

Springtime Sandwich Loaf

Remove crusts from a loaf of day-old bread, forming square corners. Cut into four lengthwise slices. Spread first slice with softened butter or margarine. Combine a small can tuna, drained, with mayonnaise to moisten. Spread on slice. Butter next slice and lay spread side down over tuna. Combine one jar cheese-and-bacon spread with mayonnaise to moisten. Spread on second slice. Add third slice. Combine two 3-ounce packages cream cheese with ½ cup minced olives. Tint green with food color if desired. Spread on. Add fourth slice and press together. Mash thoroughly one 8-ounce or three 3-ounce packages cream cheese. Stir in enough cream



or milk to make spread easily. Frost loaf all over. Garnish with pickle relish and sliced olives. Chill at least one hour. The frosting keeps it moist, and a stay in the refrigerator will improve the flavor.



STUDY SESSION. Agents, clerks and telegraphers from the First District, Milwaukee Division, members of the Railroad Agents and Employes Association, at a meeting in Galewood station, Chicago, on Saturday night, Apr. 21. The group has been meeting regularly for seven months under the presidency of C. C. Ruthe, agent at Somers, Wis., to study problems of mutual interest. Walter Winzen, agent at Truesdell, Wis., is secretary, and Lester Rosenbaum, agent at Franksville, Wis., treasurer. A. E. Ward, Galewood agent, is shown demon-

strating one of the Recordak Readers used at that station. Projecting a microfilm record of I.C.I. bills, the device provides a quick check on the loading of specific shipments, thus improving service to shipper and consignee. President Ruthe is shown at the left of the machine. Following dinner, the group was addressed by J. E. Vraney, auditor of station accounts and overcharge claims, who discussed freight bill and waybill correction and the importance of proper accounting as a means of protecting revenues.

retirements

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

CHICAGO GENERAL OFFICES

ALREN, AGNES M.
Reservation Clerk, TrafficChicago, Ill.
BROWN, JAMES L.
Genl. Supt. Transp.Chicago, Ill.
DEWEY, FREDERIC C.
Stenographer, TrafficChicago, Ill.

CHICAGO TERMINALS

BRABON, JOHN R.
SwitchtenderGalewood, Ill.
CELAP, JOE
Sec. LaborerChicago, Ill.
DIGILIO, NICK
Bridge TenderChicago, Ill.
FITZPATRICK, WILLIAM P.
Mach. HelperChicago, Ill.
HARRIS, WALTER F.
TruckerChicago, Ill.
LENCKOS, EGNECY J.
Boilermaker HelperChicago, Ill.
MIKA, PAUL F.
CarpenterBensenville, Ill.
RYAN, THOMAS
TruckerChicago, Ill.

SHEPARD, CHARLES E.
TruckerGalewood, Ill.
WOJTYNA, JOHN
CarmanChicago, Ill.

COAST DIVISION

BERGUM, OLE O.
Sec. LaborerBellingham, Wash.
CASSANO, MIKE
Sec. LaborerManito Jct., Wash.
CURELAS, GUST D.
Sec. LaborerNorton, Wash.
KELLY, WILLIAM A.
CheckerSeattle, Wash.
KRENK, MICHAEL
Loco. EngineerTacoma, Wash.
LUCE, LLOYD L.
Loco. EngineerCle Elum, Wash.
POLICH, JOHN V.
LaborerTacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

BROWN, CALEB F.
Labor Agent, PoliceKansas City, Mo.

DANFORD, GUY J.
ConductorElgin, Ill.
FLACTIFF, JOSEPH G.
Sec. LaborerOttumwa, Iowa
FLYNN, MICHAEL S.
LaborerDubuque, Iowa
SCHWARTZ, HARVEY L.
YardmasterDubuque, Iowa
SOPHY, JAMES C.
ConductorChicago, Ill.

HASTINGS & DAKOTA DIVISION

BURDICK, FRED H.
Loco. EngineerMontevideo, Minn.
LINDVIK, IVER R.
Sec. LaborerBristol, S. D.
NICHOLS, FRED. R.
ConductorMontevideo, Minn.
OLSON, JOHN B.
Sec. LaborerBristol, S. D.
SANKOVICH, JOSEPH J.
Sec. LaborerAberdeen, S. D.
SORENSEN, PETER L.
Ex. Gang LaborerAppleton, Minn.

IDAHO DIVISION

DENHAM, FRED H.
Ex. Gang LaborerSpokane, Wash.
HANSEN, SVENNE O.
Ex. Gang LaborerSherwin, Idaho
MOE, OLE
Ex. Gang LaborerRathdrum, Idaho

IOWA DIVISION

EVITTS, CHESTER E.
 Caller ClerkPerry, Iowa
 FOX, EDWARD C.
 ConductorMaquoketa, Iowa
 OVERMAN, JOHN B.
 Treating Plant Attendant . . .Rhodes, Iowa
 POKONE, JOHN
 Ex. Gang LaborerMarion, Iowa

IOWA & DAKOTA DIVISION

CURTIS, JOHN W.
 BoilermakerSioux City, Iowa
 HALFF, ABRAHAM
 Sec. LaborerRapid City, S. D.
 NICOLAS, JAMES
 Sec. LaborerSioux City, Iowa
 OLSON, PAUL
 Sec. LaborerInterior, S. D.
 SHELDON, MARK W.
 Sta. FiremanSioux Falls, S. D.
 ZIEGLER, CHRISTIAN
 Sec. LaborerLyman, S. D.

IOWA & SOUTHERN MINNESOTA DIVISION

HESLIP, HENRY J.
 ConductorAustin, Minn.
 LARSON, CHRIST C.
 Pipefitter HelperAustin, Minn.
 LINDSTROM, ANDERS G.
 Ex. Gang LaborerAustin, Minn.
 OLSON, LOUIS O.
 ConductorAustin, Minn.
 STORLIE, C. G.
 Sec. LaborerWhalen, Minn.
 VANDENOVER, GEORGE L.
 ConductorAustin, Minn.

LACROSSE & RIVER DIVISION

DOLAN, WILBUR M.
 ClerkWisc. Rapids, Wis.
 LATTIMER, CHARLES H.
 Loco. EngineerWausau, Wis.
 McCATHIE, JAMES C.
 Crossing FlagmanNew Lisbon, Wis.
 RICHMOND, JR., RILEY E.
 LaborerTomah, Wis.
 WILPOLT, ALBERT F.
 Loco. FiremanMilwaukee, Wis.

MADISON DIVISION

ELMER, WILLIAM J.
 Sec. LaborerNew Glarus, Wis.
 SLIGHTAM, JAMES P.
 Loco. EngineerMadison, Wis.

MILWAUKEE DIVISION

AMUNDSON, JOHN
 TruckerCrivitz, Wis.
 DUFF, COURTNEY A.
 ConductorChanning, Mich.
 MITREWITZ, JOSEPH
 Ex. Gang LaborerRanney, Wis.
 OBERMILLER, LAWRENCE
 Ex. Gang LaborerGreen Bay, Wis.
 ROATH, CHARLES N.
 Sec. LaborerSpring Grove, Ill.

MILWAUKEE TERMINALS AND SHOPS

ABEL, WILLIAM F.
 Mach. HelperMilwaukee, Wis.
 BECKER, EDWARD
 Tractor DriverMilwaukee, Wis.
 BERNER, WILLIAM J.
 Store HelperMilwaukee, Wis.
 BROECKSMA, RUDOLF
 DraftsmanMilwaukee, Wis.
 CANITZ, RICHARD C.
 LaborerMilwaukee, Wis.

A Woman's Touch on the Telegraph Key

by H. J. Swank
 Division Editor, Austin, Minn.

YOU can add the name of Miss Leona Stillwell to the list of resourceful young women who enjoy their work as railroad telegraphers. The facts were brought out recently when a reporter for the Fairmont (Minn.) Daily Sentinel happened by, quizzed her about her job and took her picture.



Leona Stillwell

It was an interesting coincidence that Miss Stillwell's choice of occupation was prompted by a story about a woman operator which had appeared in the Sentinel in the summer of 1945. Shortly after reading it she enrolled for tutoring with Jack Theophilus, the agent-operator at Granada. She is now a veteran of four years of experience at various stations on the I&SM Division, including 14 months as relief operator at Alden before being assigned to Fairmount.

Miss Stillwell counsels the members of her sex that telegraphy requires good hearing, quick reflexes and the ability to take any blistering sent out by salty veterans along the line. Much of her work is routine, but the possibility of trouble along the rails would bring a fast burst of clacking from the "sounder." She takes train orders, using what telegraphers call a "bug" or speed key, whips out messages with a hand key, and assists with station work. Nothing really exciting has happened to her while on the

job, unless one can count the freight train she had tied up for several days near Albert Lea during a blizzard in the winter of 1946-47.

Petersburg, in Jackson County, is Miss Stillwell's birthplace, but her family moved to Dunnel, Minn., around the time she learned how to play pick-up-jacks. Her parents, Mr. and Mrs. Lawrence Ostgaard, still live on a farm near Dunnel. She has two brothers, Howard and Robert.

The reporter for the Sentinel closed his article with this warning:

"If you plan on visiting the Milwaukee depot, brush up on your grammar . . . This reporter, accustomed to a blue-hazed news room, had to pick his way carefully over the conversation ground."

Your reporter would like to add that Leona would be a mighty fine asset to any telegraph office.

GRANT, ROGERS D.
 Ex. Gang LaborerMilwaukee, Wis.
 HAYES, MATHEW M.
 MachinistMilwaukee, Wis.
 HENNING, OTTO F.
 Crossing WatchmanMilwaukee, Wis.
 KOJIS, JOHN
 CarmanMilwaukee, Wis.
 MURPHY, FRANK C.
 Lieutenant of Police . . .Milwaukee, Wis.
 SCHMIDT, HERMAN A.
 Ex. Gang LaborerMilwaukee, Wis.
 STYLOW, FRED A.
 WelderMilwaukee, Wis.
 VOGRIG, VALENTINE
 Coal ShovelerMilwaukee, Wis.

WALSH, EDWARD
 Ex. Gang LaborerMilwaukee, Wis.

ROCKY MOUNTAIN DIVISION

GRADY, PATRICK H.
 TruckerHarlowton, Mont.
 MERRITT, HILL O.
 B&B LaborerButte, Mont.
 OLSON, PETE
 Chief CarpenterButte, Mont.
 RICKERT, JOSEPH E.
 Ex. Gang LaborerGreat Falls, Mont.

TERRE HAUTE DIVISION

CAURTO, CHARLES H.
 Carman HelperTerre Haute, Ind.
 PRICE, JAMES F.
 MachinistW. Clinton, Ind.

VAN BRUNT, HENRY A.
Loco. Engineer Terre Haute, Ind.

TRANS-MISSOURI DIVISION

JACOBS, JOHN G.
Caretaker Brisbane, S. D.

TWIN CITY TERMINALS

LARSON, OSCAR E.
Sec. Laborer Minneapolis, Minn.
LUND, CHARLES A.
Laborer Minneapolis, Minn.
LUNDBERG, ARTHUR W.
Accountant Minneapolis, Minn.
MARR, MARTIN J.
Laborer St. Paul, Minn.
PAULSON, ARNT L.
Store Helper Minneapolis, Minn.
ROMANIAC, ANDREW
Car Cleaner Minneapolis, Minn.

**Finds Broken Rail;
Accident Averted**

Sam Racy, swing brakeman of St. Maries, Idaho, has been credited with preventing a possibly serious accident Apr. 25. Racy, working on time freight 263, discovered a broken rail in a curve just west of St. Maries shortly before a passenger train was due to pass that point. Investigation developed that it was a square break in a 100-pound rail, caused by a concealed transverse fissure. His alertness was reported for commendation by Superintendent J. O'Dore.

"Who started the 40-hour week?" the professor asked.

"Robinson Crusoe," the bright young freshman replied. "He was the first man to have all his work done by Friday."

Attention—13th Engineers

The 13th (Ry.) Engineers, veterans of World War I, will hold their 22nd reunion at the Hotel Buffalo, Buffalo, N. Y., on June 15-16-17.

A preliminary meeting will be held the evening of June 14. Features of the reunion will be a bus trip to Niagara Falls, with dinner at the Hotel General Brock, on June 15, a business meeting for both Vets and the Auxiliary and a dinner at the Hotel Buffalo on June 16, and memorial services on June 17.

For details and reservations write to R. H. Ulbrich, 514 Post Office Building, Buffalo 3, N. Y.

The more arguments you win, the more friends you lose.

A Pat on the Back

It isn't unusual for people to commend the services of the information bureau force in the Chicago Union Station, and many of the "thank you" letters concern Mrs. Alice Budz.

Eugene H. Russell, sports editor of the Seattle Times, is the latest to remark about Mrs. Budz' unflinching courtesy to the traveling public. The following incident came to his attention recently as he was returning from New York City.



Mrs. Alice Budz

"What attracted me," he wrote, "was the sympathetic attention Mrs. Budz gave to a mother with four little children, en route to Madison, Wis. The woman plainly was not accustomed to travel and was confused by the rush and excitement of the big station. Timidly she approached the information desk, but Mrs. Budz was so reassuring and kind, I could not help but be impressed. Mrs. Budz explained what train the woman was to take, what gate she would go through to the train, and then directed her to a waiting room where she could care for the children until train time.

"I obtained Mrs. Budz' name from others at the information desk. I do not know her, had never seen her before, but I feel that such exceptional tact and kindness should be called to your notice. Please give her a pat on the back for me."

Milwaukee Road Women's Club Membership

(as of Dec. 31, 1950)

CHAPTER	VOTING	CONTRIBUTING	TOTAL MEMBERSHIP
Aberdeen, S. D.	496	747	1,243
Alberton, Mont.	50	60	110
Austin, Minn.	108	138	246
Avery, Idaho	40	55	95
Beloit, Wis.	96	120	216
Bensenville, Ill.	68	143	211
Black Hills	98	115	213
Butte, Mont.	62	77	139
Channing, Mich.	97	73	170
Chgo. Fullerton Ave	570	861	1,431
Chgo. Union Station	276	1,166	1,442
Council Bluffs, Ia.	80	135	215
Davenport, Ia.	79	173	252
Deer Lodge, Mont.	107	160	267
Des Moines, Ia.	86	120	206
Dubuque, Ia.	80	118	198
Great Falls, Mont.	33	73	106
Green Bay, Wis.	172	293	465
Harlowton, Mont.	118	72	190
Iron Mountain, Mich.	63	84	147
Janesville, Wis.	199	251	450
Kansas City, Mo.	82	112	194
La Crosse, Wis.	143	281	424
Lewistown, Mont.	117	164	281
Madison, S. D.	29	26	55
Madison, Wis.	103	119	222
Malden, Wash.	69	77	146
Marion, Ia.	131	116	247
Marmarth, N. D.	43	51	94
Marquette, Ia.	180	226	406
Mason City, Ia.	169	213	382
Merrill, Wis.	41	33	74
Milbank, S. D.	64	114	178
Miles City, Mont.	248	288	536
Milwaukee, Wis.	308	856	1,164
Minneapolis, Minn.	213	726	939
Mitchell, S. D.	57	104	161
Mobridge, S. D.	111	92	203
Montevideo, Minn.	57	57	114
New Lisbon, Wis.	88	72	160
Othello, Wash.	57	141	198
Ottumwa, Ia.	293	466	759
Perry, Ia.	242	215	457
Portage, Wis.	117	159	276
St. Maries, Ida.	16	26	42
St. Paul, Minn.	110	311	421
Sanborn, Ia.	81	91	172
Savanna, Ill.	199	283	482
Seattle, Wash.	158	211	369
Sioux City, Ia.	257	394	651
Sioux Falls, S. D.	93	177	270
Sparta, Wis.	39	50	89
Spencer, Ia.	58	87	145
Spokane, Wash.	81	85	166
Tacoma, Wash.	123	367	490
Terre Haute, Ind.	162	152	314
Three Forks, Mont.	68	64	132
Tomah, Wis.	241	249	490
Wausau, Wis.	74	84	158
West Clinton, Ind.	36	32	68
Wisconsin Rapids, Wis.	17	11	28
Total Membership	7,753	12,416	20,169

about people of the railroad

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

A letter received in the general office from E. D. Kennedy, retired chief clerk, reports that he and Mrs. Kennedy are still exploring new places in Australia and having a wonderful time. He was high in his praise of the beauty of the country and made mention of a two-week trip to the coast, from Port McQuarrie to Brisbane. Most of their time has been spent around Armidale, where they are visiting a daughter and her family. They plan to leave Sydney in June on the Aorangi, a Canadian Pacific passenger liner. It will be a 23-day trip, stopping at Auckland, New Zealand, Suva in the Fiji Islands, and Honolulu. They expect to be back in Seattle before the end of July.

W. E. (Eddie) Cartwright, former chief clerk to general freight agent, was appointed city freight agent at Seattle, effective Apr. 1. Ivan Evans, who had been steno-clerk in the DF&PA office at Miles City, has been appointed to the position vacated by Mr. Cartwright.

J. R. Cumming, assistant tax commissioner, is making a rapid recovery from an operation performed Apr. 9.

Maurice McCarrell, chief clerk to general freight agent, and Mrs. McCarrell have moved into their newly built home in the vicinity of Edmonds. They take credit for doing considerable of the work during its construction.

Bob Parks, secretary in the import and export department, is the father of a boy born Apr. 4.

Raymond D. Singleton, telegrapher in the Seattle relay office, died of a heart seizure Apr. 11. He had been employed by the Road since 1945 and had worked up to the time of his death.

John Mahoney, city freight agent, recently returned from a vacation trip to the East, and drove back a new Plymouth car. He was accompanied by Mrs. Mahoney and son.

William Rutherford and Calvin Shults of the traffic department are attending a rate school at the University of Washington.

H & D Division

EAST H & D

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

The big news at the home of Chief Dispatcher Wayne Smith is the loss of Linda's braids which came down to her knees. Linda was the only one in her kindergarten class with pigtails, and they just had to come off. Now she's all fancied up with a Toni like the other kids.

At Conductor Ronnie Kamla's, son Dick came home from school recently with two badly battered front teeth. His explanation was, "We were playing catch with a croquet ball and I sort of missed."

Spring was officially here as of Apr. 19, when Clerk Arnold Moe planted out his set onions.

Brakeman Ray Martin informs us that the little red-headed gal who arrived at his house recently is named Deborah.

Operator Tommy Fasching has parted with his tonsils. We have also found out that he is an engaged man.

Conductor George Osterwind is recuperating after an operation at Eitel Hospital in Minneapolis.

We have been informed of the sudden death of Mrs. "Cad" Schmitz, wife of retired conductor, in Fullerton, Calif.

MIDDLE & WEST H&D

R. F. Huger, Correspondent
Operator, Aberdeen

M. L. Porter, agent at Westport, is on vacation at this writing. He is being relieved by M. Heiser.

Superintendent J. A. Jakubec and wife have returned from a vacation in California.

Operator M. Heiser will be saying his nuptial vows in the near future.

Tony Thomas, coal shed foreman at Bristol, is undergoing surgery at Rochester, Minn.

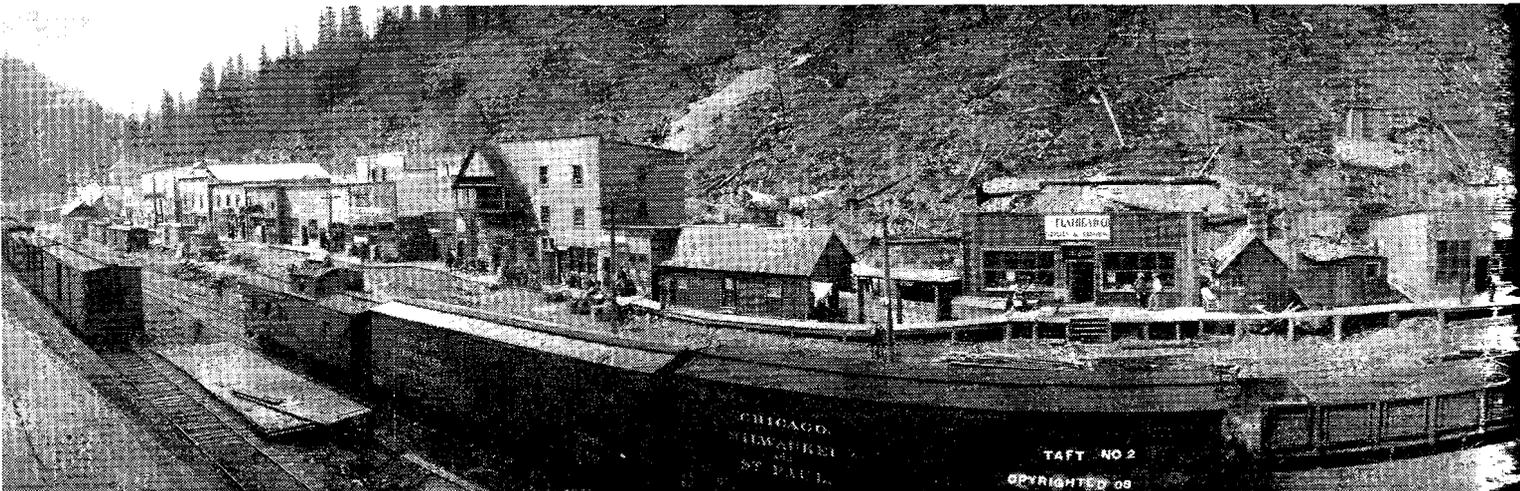
Relief Agent Thielke is on vacation at this writing, being relieved by M. Mutschelknaus.

Operator Roissen has bid in the position of third operator at Milbank.

Report on the bowling league season: The Hiawathas ended in first place. The team included Bill Mertz, Naomi Rue, Don Rue, Margaret Crocker, Carl Steinlicht and Don Sueflow. Individual high score was held by Carl Steinlicht with average of 157; high single game by Keith Nystrom with 258, and high 3 game total by Jack Seiler with 629. The following officers were elected for the ensuing year: Carl Borgh, president; Carl Steinlicht, vice president; George Crampton, secretary-treasurer. Bowlers who attended the railroad tournament in Austin recently were Borgh, Hehn, Steinlicht, Rue, Bourgeault and Tadlock. Hehn, Bourgeault and Steinlicht placed in the money.

AT LEAST THEY DIDN'T GO THIRSTY. The construction camp town of Taft, Mont., as it looked in 1908 when the St. Paul Pass Tunnel was being driven through the Bitterroots and some 2,000 inhabitants crowded into frame shacks skirting the railroad track. A lusty town, its reputation for gambling, whiskey drinking and general cussedness stemmed from blocks of dance halls and saloons whose doors stood wide

when the section crews struck town after the day's work. Nine saloons can be counted here alone. A fire wiped out the town in 1909 but activity was revived briefly when the electric power line was built to connect with the substation at East Portal. Note the camera oddity in the foreground, the curve in the freight car. Picture furnished by Tim Warner, H&D Division conductor.



Coast Division

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

The Milwaukee Bowling League at Tacoma finished the season with the Machinists winning the second half pennant and also the championship for the season in the play-off with the Store Department, first half winners. This happens to be the fourth season in which the Store Department lost in the championship play-off. It was a close game, however, and the Machinists won only in the last two frames of play. Walter Jennings won the trophy for the men's high average and Dorothy Collins for the women's high. Herb Davis won the high single game, and the Store Department got the high for single and also three games for the season. In a singles tournament held at the close of the season, top honor was won by Carl Candler of the General Office team.

Mrs. Ida Lavender, who had been a telegraph operator at Beverly, passed away recently. She had been unable to work for some time on account of illness.

Newton F. Bingham, train dispatcher since 1915 who retired in 1940, passed away recently in a Tacoma hospital. Mr. Bingham was very well known to Milwaukee folks and his sudden death came as a surprise, as he seemed to be in perfect health on his last visit to the office. He had the appearance of a man in his fifties, but the record shows that he was 82.

Raymond B. Singleton, a telegrapher since 1945, passed away recently.

Want to know anything about a Ford? Just ask Nick Fabina. He had his apart recently in order to diagnose why it quit perking.

TACOMA

R. A. Grummel, Correspondent
Agent, Tacoma

It is with deep regret that we report the death of Fred J. Alleman on Apr. 24, at the age of 80. Mr. Alleman, a Milwaukee veteran of more than 49 years, died at a local hospital following a long period of ill health. He came to the United States, a boy of 13, from Weissenback, Switzerland, and was employed by the Road in the capacity of operator and agent, being stationed for many years at Libertyville, Ill., and St. Maries, Idaho. For a period of time he was also traveling auditor. He came to Tacoma as freight agent in 1912 and filled that post until his retirement in 1941. He was very prominent in Tacoma civic and fraternal affairs and attracted scores of friends due to his generous concern for the welfare of others. Survivors include his wife, a son, Kenneth D. Alleman, assistant freight claim clerk, Tacoma freight office, two daughters, three brothers and a sister.

Thousands of daffodils went through the streets of Tacoma, Puyallup and Sumner Apr. 7 on some of the most beautiful floats in the history of the annual daffodil celebration. First prize winner was by the Young Men's Business Club, float "Daffantasy" which had pretty girls with a house and trees made of daffodils. The St. Paul & Tacoma Lumber Company received top mention on their float "Springtime" in green, yellow and maroon.

We are pleased to see the number of elementary and high schools conducting

May, 1951



KOREAN HERO'S FAMILY. The family of Corp. Mitchell Red Cloud, a hero of the Korean war who was posthumously awarded the Congressional Medal of Honor, pictured in Chicago Apr. 5 as they were about to board the Morning Hiawatha for their home in Friendship, Wis., following a trip to Washington, D. C., where Mrs. Red Cloud was presented with her son's medal by General Omar Bradley. From left: Mrs. Sadie Leach, Adam, Wis., cousin; Sgt. Ester Puncel, escort; Mrs. Nellie Red Cloud; Marlin Red Cloud, a brother. The citation was made for Corporal Red Cloud's heroism in conducting a one-man fight against the enemy until he succumbed to mortal wounds.

chaperoned educational tours through the Olympian Hiawatha, hundreds purchasing round trip tickets from Tacoma to Seattle.

Many of our employes surprised Gerry R. Winter, former yard clerk, by presenting him with a \$30 check toward his hobby fund. Gerry is our first Korean War casualty, at present in the Naval Hospital, Bremerton, Wash. Gerry is 19 and worked for the Road only a few months when he was called to service.

Bill Clerk Helen Alleman Ivory, youngest grandmother in the freight office, won third place in the single's bowling tournament, which is held at the end of every bowling season. Helen's daughter Donna is the mother of a girl born Apr. 9.

An announcement was received from Mrs. Benny Volk (formerly Mary Peterson of the freight office), Fresno, Calif., that Sharon Agnes Volk was born Apr. 6.

Expense Clerk Dorothy Clover, freight office, is fearful that her garden will be slighted this summer, as hubby Fay Clover, car distributor, has settled down to evening sessions of adventure over his new TV set and has started buying his flowers from the florist for Dorothy.

TCFB Inspector Ralph Patterson and wife vacationed in Memphis, Tenn. recently, traveling via Milwaukee.

Mrs. Velma Wheeler, assistant cashier, who has been ill, will be away for another 90 days.

"There's a fellow who is going places."

"Ambitious, is he?"

"No; his wife is out of town."

SEATTLE YARD

F. J. Kratschmer, Correspondent

Sam Clark, retired B&B carpenter, has returned from a three-month trip to Chicago, Kansas City and Excelsior Springs, Mo. Quite a handyman, he has been keeping himself busy around home and doing odd jobs for his neighbors.

Martin Buski, retired carman, was driving a Buick the last time he called at the yard.

Joe Maks, foreman of B&B forces, returned to work Apr. 2 after a few months leave of absence.

Carman George Dutro passed around the cigars Apr. 17, celebrating the first increase in his family, a six pound six-ounce boy.

Ted Beaumont, car inspector, made a trip to Medford, Ore., Apr. 20 to visit his youngest boy, who is married and lives there.

General Yardmaster Harry O. Bangs was off during April, being hospitalized with a touch of pneumonia.

For the information of old timers on the Trans-Missouri Division, Ervin C. Boyer, former passenger conductor out of Miles City, died suddenly Mar. 17. At the time of his death he was employed at the Boeing plant in Seattle.

The nine gondola cars carrying the world's largest high voltage submarine cable, pictured in the April issue of the Magazine, arrived in Seattle Apr. 9. The cable was manufactured by the Okonite Company, Passaic, N. J., and consigned to the Puget Sound Power & Light Co. It was loaded on scows at Seattle and taken to the vicinity

of Anacortes, Wash., where it will be stretched from the mainland to the San Juan Islands to furnish power and light; the Islands now depend on diesel-generated power. Quite a celebration was held at Anacortes Apr. 17 after the first two miles were laid between Lopez and Decater Islands.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

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

The accepted sign of spring in this part of the country is the arrival of the first robin. However, during the past few years we have come to realize that this poor, misguided, bird was probably just tarrying for a few minutes to rest his wings before taking off in search of warmer weather, and a more authentic harbinger of spring has come to take his place. This is the arrival of the salesman from Johnson's Farms with Ye Olde Tyme Home Made Maple Syrup. This event has come and gone, the maple syrup was delicious as usual, and we can now definitely state that "Spring is here."

Perhaps it should be "Sprig has cub," for the benefit of those who are going around these days with nose drops, cold medicines and a treble supply of pocket handkerchiefs.

Best wishes and good luck to Hank Budnick and his family, who will be occupying their new home May 1. That is a thrill which is hard to beat, and Hank advises that the result was well worth the work.

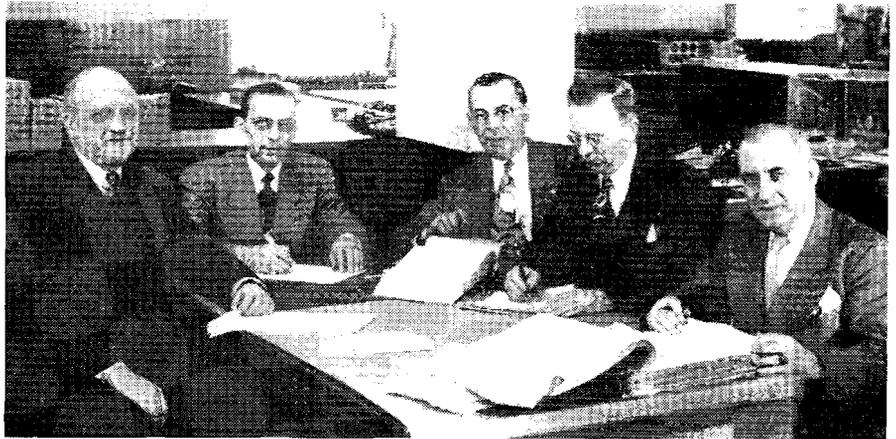
ST. PAUL TRAFFIC DEPARTMENT

B. Burk, Correspondent
c/o General Agent

Henry Monge, formerly city ticket agent in our St. Paul office and now a fancy Californian, came back to Minnesota with the robins, expecting spring. He got fooled, along with the rest of us. I hear tell that Hank is really enjoying his retirement and will re-



ONE FOR THE BIRDIE. The Andrews Sisters—Patty, LaVerne and Maxine—leaving Minneapolis for Chicago on the Afternoon Hiawatha Apr. 24, strike a pose with Electrician Carl Frank. The popular song trio was en route to an engagement in Nashville, Tenn.



BRIEFCASE CONFERENCE. A group of station auditors snapped recently as they were checking the records of the Minneapolis freight office. From left: Messrs. Langer, DeWalt, Lutgen, Twedt and Joyn. The candid cameraman was Traveling Auditor W. K. Peterson.

turn to California after his visit.

Another St. Paulite and his family will be deserting this city for California in May—City Freight Agent John L. Maher has been recalled to duty in the Air Force and will be stationed there. It seems only a short time ago that this column was reporting the activities and locations of Lieutenant Maher. Now, five years and some months later, we begin telling you about Major Maher.

Last month I commented that we'd need hip boots and rowboats when our heavy snows melted, but I didn't expect the Mississippi to get so serious about it. We broke an 80-year-old record, and our railroad really got its feet wet. For several days only our main line was above water and the rest of the yards were completely submerged. We're beginning to dry out now, thank you.

Mrs. A. Mueller, historian of St. Paul Chapter of the Women's Club, reports that the chapter entertained 80 Twin Cities members at its annual birthday supper in the Degree of Honor Hall Apr. 4. The entertainment consisted of vocal, instrumental and dance numbers; Lynn Doran, daughter of James Doran, was one of the performers. The occasion was marked by the presentation of a plaque to Mrs. O. D. Wolke, chapter president, in recognition of 16 years of perfect attendance at meetings—from 1938 to 1951.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Traveling Auditor Frank Langer was appointed freight agent Minnesota Transfer Apr. 1.

On May 3 we had a real party here in the Twin Cities, to celebrate our division's success in winning the safety award for 1950.

We are thankful the Mississippi has fallen back to its bed. Our basement was flooded and our heating plant put out of business.

On Apr. 6 we saw the first boat of the season and the first robin.

I attended a reception recently in honor of Shirley Davies, daughter of Lloyd Davies of the roundhouse. She is now a full fledged nurse at Bethesda Hospital, St. Paul.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

This is one month when the adage "No news is good news" will have to suffice, as I have not anything of import to report. Except the monotonous news that your correspondent had another sojourn in the hospital, but has since returned to work.

Al Farness reports he has received a letter from Pvt. Joe Spain, who is stationed at Ft. Riley, Kans. Joe expects to be home on furlough sometime in May.

Pauline Seiler is spending her vacation touring the Southwest with her husband.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Carman Apprentice Ray E. Harle, who entered the Army last September, visited the shops Apr. 10 on his furlough. He is in an armored tank division at Ft. Worth, Tex.

Carmen Ernest L. Benson and Herbert Kassin, with their families, moved into their new homes on Apr. 1, happy to be settled.

Congratulations to Test Rack Operator Ernest L. Peitso, recently married; also to Helen Velenchenko, now "auntie", through the birth of a boy Apr. 22 to her sister-in-law, the former Sallie Erickson, who was a laborette at the shops a few years ago.

Mrs. James C. Weatherall, wife of foreman of inspectors, is ill in Midway Hospital at St. Paul, but is slowly gaining.

Carman Patrick Toland returned to work Apr. 2 following three months' illness.

Carman Anton Reese has been ill with pneumonia in St. Mary's Hospital but is now resting at home.

Mrs. Carl A. Carlson passed away suddenly Apr. 17 due to a heart ailment.

Miss Phyllis Reinhard is the new stenographer in the store department office, replacing Irene Burchard who has joined her husband in Dallas.

George Ward, former clerk in the store department, is recuperating in Tucson, Ariz.

Lenn Farrell, store department, who has been ill for several months, is again hospitalized.

J. F. Marasek, TCT engineer, passed away suddenly Apr. 21.

Henry Jesberg, boilermaker at the shops, died Apr. 10 at Markham, Ill.

Terre Haute Division

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

Aaron B. Reimer, one of our oldest Terre Haute yard conductors, passed away Apr. 18. Fred Perdiew, who has been car foreman at Latta for a good many years, succumbed to a heart ailment Apr. 20.

Henry McNary, car department welder at Terre Haute, was seriously ill and confined to a hospital in Terre Haute early in April.

Mr. and Mrs. A. L. Burt (retired office engineer) returned to their home in Terre Haute Apr. 16 after spending the winter in Miami, Fla.

The Rea Building, in which our offices are located, is getting a good going over by a gang of Chicago tuck pointers. The sand blaster and air chisels are noisy and make a lot of dirt, but the building is going to present a much better appearance when the operation is completed.

Mrs. Betty Foradori, assistant time revisor, moved to an apartment in the 400 block on South 19th, Terre Haute, in April.

Roger Middleton is our new division engineer, replacing Dick Coffee who was called to military service Apr. 17. Mr. Middleton is a civil engineer graduate of Purdue University, and comes to us from the general offices in Chicago. He is married and has two children, a boy and a girl.

John Graam, car department welder, is going to be batching for a couple of weeks while his wife, Dr. Donna Graam, attends a

chemical engineering convention in Chicago as a representative of the Commercial Solvents Corporation of Terre Haute.

Our number of eligible bachelors was decreased with the marriage of Time Revisor Leo Huberti to Miss Marguerite Hunt of Terre Haute. The ceremony took place at Lafayette, Ind., on Apr. 14. Miss Hunt is employed as an industrial nurse by the American Can Company in Terre Haute.

Henry A. Van Brun, well known locomotive engineer, retired Mar. 31. "Van" started an interesting career in 1899 as a look-out and fireman on the Great Lakes boats. He was later a fireman 1/c in the Navy, serving part of his time on the battleship Maine. Later "Van" was employed as

locomotive fireman on the P.R.R. and also on the Southern Railway. When railroad work declined, he went back to firing on boats. He finally left the boat Jim Moran in the Ohio River locks at Louisville and came to southern Indiana where he bought a hillside farm. During the two years he operated it he says he raised two crops—rabbits and blackberries. He then secured employment on the Southeastern which later became the Terre Haute Division of The Milwaukee Road. He represented the firemen in the Eastern Association negotiations in 1913 and in 1916 was one of the handshakers with President Woodrow Wilson when the eight-hour day was negotiated in Washington, D.C. In 1927 he went to Tacoma, Wash.,



Milwaukee Journal Photo

LITTLE RAILS. The Cub Scouts and The Milwaukee Road became well acquainted during April as railroads throughout the country opened their doors to thousands of boys 8 to 11 years of age in connection with Cub Scout Railroad Month. The four wide-eyed Cubs in the above picture are shown as they watched Mechanic Merle Drew work on a steam locomotive at the shops in Milwaukee. Note that all are wearing safety goggles. Below are Cubs from Elgin, South Elgin and

Dundee, Ill., as they prepared to leave the Elgin station for a trip to Bensenville, Ill., on Apr. 21, where they were taken on a conducted tour of the Milwaukee Road roundhouse and diesel repair house. A total of almost 300 boys, adult leaders and parents made similar trips on the railroad from the Elgin area alone during April. Members of the crew, front row, left to right: S. S. Lehman, engineer; M. E. Howard, conductor; and C. W. Southard, brakeman. Standing at the extreme right is W. C. Head, ticket agent.



for health reasons, and was associated with the Metropolitan Life Insurance Co. there until 1929. In his 40 years of service on the Terre Haute Division he has never had a reportable injury nor a mark against his record. He was B. of L. E. local chairman for 14 years, which is also somewhat of a record. For the past several years "Van's" home has been at the intersection of Highway 41 and Fort Harrison Road, where he rents six modern furnished housekeeping cabins. He says that now he is really going to work, as he wishes to increase this business during his retirement.

WEST CLINTON AREA

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

Erwin P. Koehnecke was here during April to operate the new Pettibone-Mullekin track cleaner. He told us that this is the first machine of its kind to be bought by the Road. Erwin, with his wife and two children, lives in Spencer, Wis.

Chef Earle Moody and wife announce the arrival of a son, Mickey Eugene, born Mar. 27.

Conductor and Mrs. Walter Chambers now have four sons in the service—Junior in Fairbanks, Alaska, Jack in Tokyo, Rex in Korea and Ross at Camp Gordon, Ga.

Conductor and Mrs. Frank Ernhart celebrated their 44th wedding anniversary Apr. 18 at their home in St. Bernice.

Conductor Jack Yocum has bought the Dagley Cafe here at West Clinton.

Since Conductor F. A. Sheets and Brake-man Fred Jackson are such ardent horsemen, we are looking forward to a horse race between these two boys. Watch for the time and place.

Conductor H. H. Ferguson was on an early vacation in April.

Carman Walter Guthrie is improving after an illness of several months.

Car Inspector Elza Hale has been seriously ill for several weeks.



MEMBERS OF THE WEDDING. Agent Edmund McLean, Glenview, Ill., looking every inch the father of the bride, and daughter Kathleen Carol, also in bridal finery for the recent wedding of Mac's oldest daughter, Geraldine. Kathleen Carol was a flower girl.

Car Foreman J. C. Davis was on vacation the first of April.

Carman Warren Davis has accepted a position as equipment maintainer at Faithorn, succeeding James Wilbur who is now assistant car foreman at Hulman Street.

Linda, six-year-old daughter of Car Inspector Ray Weyrauch, is in the hospital at this writing for a tonsilectomy. The Weyrauchs have three little daughters and a small son.

Our thanks to Inspector R. Weyrauch for some of the car department news.

Mrs. Zell King, wife of Machinist Elmer King, is in the hospital at this time.

Brakeman Raymond Spear was seriously ill during April.

On Apr. 17 at 2 A. M., Conductor M. F. Ernhart, on No. 86, found a broken rail a mile and a half north of Greer. He promptly stopped all trains until the damage was repaired. Again we say "thanks", Frank.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Conductor Harry Ryan was hit and badly injured by an automobile on Apr. 14. He is expected to be hospitalized for about three months.

The Milwaukee Road Cabooses first Milwaukee organized women's bowling team to represent the Road in sanctioned league bowling, didn't do too badly this season and despite their name came in right behind the engine. In addition the team will take home prize money for third high individual team total. The anchor gal, Monica Biemeier of Milwaukee shops, finished with high average in the league and also takes third prize for single series, while Jayne Malchow, captain, won prize money for third individual high game. The other members of the squad are Marion Beth, Florence Ulrich and Colleen Colgan, all of the signal department, like their captain.

Two of our conductors, Roger Coleman and Fred Tew, passed away last month after extended illnesses.

Orrie Rollins started his annual vacation on Apr. 25, and that doesn't mean two weeks for Orrie.

Agent L. F. Gildon has taken up the reins at the Round Lake, Ill., agency.

George Passage, retired trainmaster, was in to bid us good-by. He is moving out to California to live with his son.

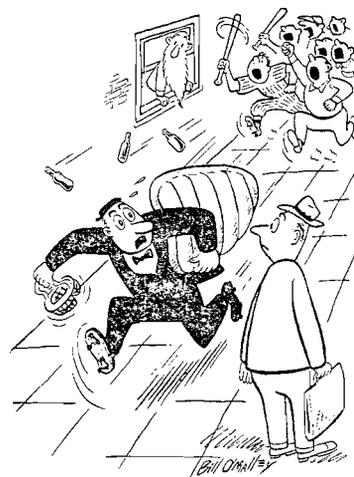
Adolph Andrekus, our energetic third trick operator at Wadsworth, is being married May 5 at St. Peter's Church in Kenosha. There will be a short honeymoon in the northwoods country.

The division is getting its annual spring face lifting. Mallas' gang is working between Milwaukee and Lake, Red Palmer is below Rondout and Kitzman and his gang are on the Janesville line.

Operator R. L. Crouse of Sturtevant went to Portage for his vacation and found it necessary to have an operation while there, so spent it in the hospital.

Operator T. C. Owens and Conductor H. E. Williams recently returned from vacations.

Edward H. Krase, car inspector at Rond-



"Quick . . . where's the railroad station?"

out, died recently in Condell Memorial Hospital after an illness of three months. He was born Nov. 28, 1888, in Wauconda and entered the employ of the Road July 22, 1912. Survivors include his wife Martha; a son, Marvin, a car inspector at Rondout; four daughters, Mrs. Evelyn Molitor, Round Lake Park; Mrs. Bernice Gaura, Libertyville; Mrs. Anna Marie Toll, Third Lake; and Donna Jane Krase, at home; 14 grandchildren, two sisters and four brothers. Funeral services were conducted in St. John's Lutheran Church, Libertyville, of which he had been a member since 1912.

SECOND DISTRICT

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

We are sorry to report the sudden death of Bill Bartlett, retired engineer, on Apr. 8.

The wife of Hans Nelson, retired section foreman, passed away on Mar. 20 at Oconto.

Ernie Johnson, a former agent up in the north territory, was killed in an auto accident recently.

Carman Frank Fende has been called for service in the Army.

We have word that John Paulson, retired carman, passed away recently; also the wife of Allie Lewis.

Two groups of Boy Scouts recently enjoyed a tour of inspection through the roundhouse. Chief Clerk Kramer and their teachers accompanied them.

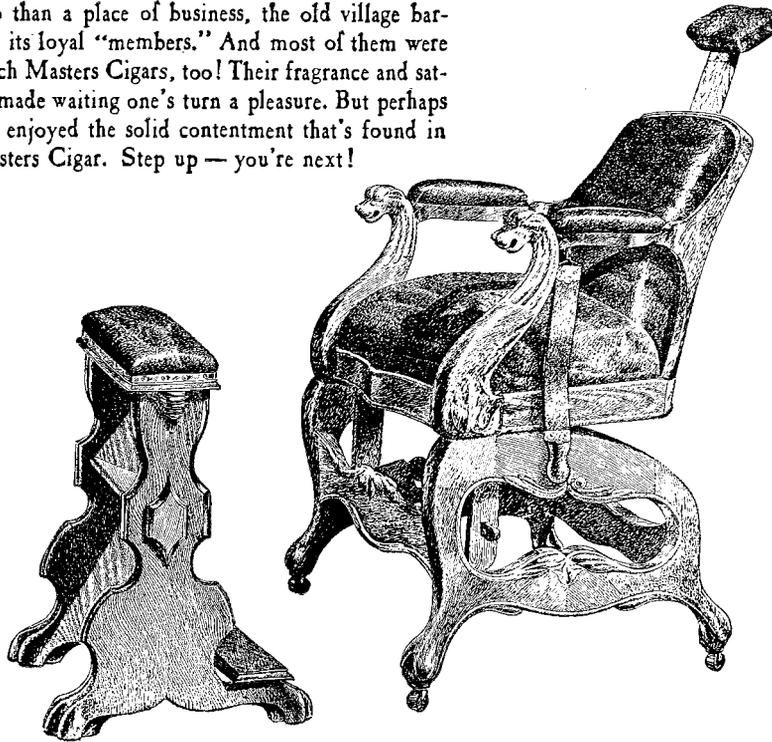
Ralph LePage has come to this division as assistant car foreman, taking the place of Howard Gibbs, who went to LaCrosse.

Fourteen enginemen and 24 trainmen started in ore service Mar. 12. The season opened with a bang and since that time additional crews have been cut in.

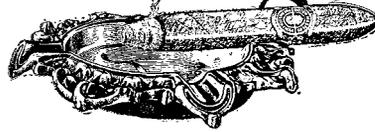
The Upper Peninsula Small Bore Rifle Tournament, registered with N.R.A., was held at Iron River, Mich., Apr. 14-15. Robert Lorang, one of our young conductors, won five medals—five firsts, one second and one third—and received the trophy. The bulls-eye was about as large as a bullet, which makes the accomplishment quite an honor.

You're Next!

More a club than a place of business, the old village barber shop had its loyal "members." And most of them were loyal to Dutch Masters Cigars, too! Their fragrance and satisfying taste made waiting one's turn a pleasure. But perhaps you've never enjoyed the solid contentment that's found in a Dutch Masters Cigar. Step up — you're next!



Dutch Masters Cigars



THIRD DISTRICT

Don Dunning, Correspondent
Agent, Iron Ridge, Wis.

H. G. Brown, Correspondent
c/o Agent, Beaver Dam, Wis.

G. E. Passage, retired assistant superintendent, dropped in for a brief visit recently. He was enroute to Tomahawk, Wis., and thence to California, where he will make his home. "Uncle George" declared that a Wisconsin winter such as the last is too robust for a retired rail.

Fred Thiel, agent at Hartford, resumed work recently after an extended leave on account of illness.

A well attended claim prevention meeting was held at Horicon Apr. 10. After the discussion lunch was served.

Word has reached us that Fred Lisco, retired baggageman, has passed away. Burial was at Horicon Apr. 20.

O. E. Hoyt, retired operator, and wife have returned to Iron Ridge after spending several weeks visiting friends and relatives throughout the South.

Employees at Beaver Dam are admiring the new warehouse floor laid recently by the railroad carpenters. Someone even suggested that they truck freight in stocking feet or slippers. Fancy that!

Ed Norenberg, crane operator for the Road,

was a recent guest at the home of Earl Norenberg and family in Beaver Dam.

All employes of the Beaver Dam freight house attended a wedding reception for Sherwood Muenchow, former warehouseman, and Gloria Roedl, held recently at the Legion Building.

Milwaukee Terminals

CHESTNUT ST., NORTH MILWAUKEE &
NORTH AVENUE

Dick Steuer, Correspondent
Chestnut Street Station

A visit to Beloit, Wis., and a few days at Sherwood, Wis., her home town, were enjoyed by Mrs. Bette Whitford and her husband in mid-April.

Newest assignments include the following: F. McClintic to relief position No. 2, North Milwaukee; A. P. Posselt, Jr., to demurrage clerk at A. O. Smith yard; Mary Barry to general clerk, Chestnut Street; and Mary Jean Briski to yard clerk, Blatz yard.

The mother of Max Woelfl passed away Mar. 28.

Dale R. "Buck" Leaman, retired yardmaster, passed away Apr. 12 after a long illness. Mr. Leaman, a veteran of 35 years' service, started with the Milwaukee in 1912 as brakeman on the old Northern Division. He

became a Milwaukee terminal switchman on Sept. 5, 1916, was appointed a yardmaster in November, 1917, and a train director in June, 1918. He was appointed yardmaster at Humboldt yard in 1936 and held that position until his retirement Jan. 2, 1947, on account of disability.

April 11 was the 83rd birthday of Freddy Butz, retired weighmaster. This meant a treat of Hershey bars for the office, and a delicious cake baked by Mrs. John Leahey, wife of retired agent at Chestnut Street, was rushed by fast messenger to the Butz home—a surprise for the veteran of over 40 years of service who retired in 1937.

COACH YARD

Richard Flechsig, Jr.

John Freda, who had an operation on his eyes, is coming along well and is expected back to work soon.

Phil Stetzenbach recently found a bowling ball that looks about 20 years old and now is planning to start a bowling alley in the paint shop. C. Clark is going to break the ball in for Phil.

Walter Rudolph, night cleaner, passed away recently after a short illness.

Anna Hakmeyer was recently hospitalized for an appendectomy.

MUSKEGO YARD
Grace M. Johnson, Correspondent
Office of General Superintendent

Clear the track for the flying Milwaukee Express bowlers (Muskego yard team) who won the championship trophies for this season over the Arrows by a very close margin. The Arrows won the first half of the season's 45 games, but the Express bowlers beat them in the play-off, victory coming to them with a difference of only 7 pins in one game and 12 in another. The team is composed of Fred (Tex) Ladwig, Al Borchard, Lloyd Montgomery, Clarence Schwaab, and Stanley Jakubowski. This was a momentous victory, as the Express has been trying to come out the victors for 15 years.

Dorothy Lummer Hauboldt should be well on the way to Arizona at this writing. She tried to make this Phoenix-Grand Canyon-Denver tour last year but was stopped by either a change in honeymoon plans or the rail strike.

Switchman James Plumb has been called to military service.

FOWLER STREET STATION
Pearl Freund, Correspondent

Beverly Geisinger has returned from an exciting week spent at New Orleans.

Joe Jarmuz, clerk at Stowell station, has reported back to work after being off a long time, during which he was hospitalized.

Marie Castona is back in stride as auto messenger, following a leave of absence for her health.

Parents of a new baby girl born in March are Mr. and Mrs. Norris. Mrs. Norris is our former bill clerk, Shirley. Mr. and Mrs. Ray Gatzke also have a newcomer in the household, baby Evelyn, born Mar. 28.

Our most unfortunate victim of recent weeks is Mary Walczak who appeared at the office with her right foot in a plaster cast. When personal appearances were reduced to nil, we discovered she had the mumps!

Fred Roessger, inbound rate clerk, with his wife and son, took a three-week motor trip to the west coast. They outlined their trip via St. Louis, the Ozarks and Denver.

When this news goes to press Alice Sobczak and Geraldine Hartner will be enjoying a vacation trip through the East. They have planned stopovers in Washington, D. C., Providence, R. I., and Boston, Mass., but will spend most of their time in New York City.

Recent job assignments were to Margaret Hagberg, clerk, cashier department; Norbert Waldoch, Jr., PM position; G. Hartner, general clerk; C. Stelzel, rate clerk; C. Con-



HAPPY ENDING. Sgt. Kenneth Stelzel and Caroline Gretza, who were married in Milwaukee on Apr. 7. Kenneth, a Marine Corps reserve, was called to duty in Korea last August and took part in the engagements at Inchon and Seoul and the advance to the Manchurian border. Seriously wounded Nov. 2, he was evacuated to the U. S. for hospitalization. Since his recovery he has resumed working for the Road as a yard clerk at North Milwaukee, transferring from his former job at Fowler Street. Caroline is employed at Fowler Street as a clerk. (Milwaukee Sentinel photo.)

solazione, ticket sorter; C. Stasiowski, grain clerk.

New members of the force: Gene Summerfield, messenger, graduate of Custer High and present student at Milwaukee Vocational School; Bob Newman, February '51 graduate of Boys Tech, auto messenger; John Piraino, yard clerk; Joseph Wuertl, recently transferred from Muskego yard, messenger.

Milwaukee Shops

LOCOMOTIVE DEPARTMENT
Leone Schneider, Correspondent

Paul Skrbac, general foundry foreman, and his appendix parted company recently when they found out that life would be more pleasant that way.

The wife of Gustave Haack, retired foundry molder, passed away recently.

Uncle Sam has sent "greetings" to Foundry Wheel Molder Helper Candido Lebron.

Papa and Mama Trolle have welcomed baby Gregory Joseph at their home. Papa is steno-clerk in the SMP office.

"Russell John" is the name of Pattern-maker Herman Reuter's seventh grandchild. Charles "Jim" Esperseth, leaving the railroad family for military service, gave a party for his friends and saw to it that they all had a good time.

Foundry Molder James Brunette had as recent visitors his daughter and son-in-law, the Edward Starretts. Edward is a railroad employe now doing duty for Uncle Sam.

Foundry Clerk Oliver Weissenborn, general secretary-treasurer of the Hiawatha Service Club, was interviewed on television recently and has been busy ever since answering fan letters. We also enjoyed seeing the familiar face of Joe Reiter, general chairman of the club, on the TV screen recently.

DAVIES YARD

J. J. Steele, Correspondent

Sympathy is extended to Stanley Staniak on the loss of his wife who passed away Apr. 3.

On Apr. 30 George Allie attended his first and last boxing match. George has decided to give his undivided attention to ping pong.

Mr. and Mrs. Bud Butterfield welcomed a daughter, Shelly Ann, on Apr. 14, weighing in at seven pounds one ounce. Mr. and Mrs. Leonard Shulta welcomed a daughter, Sandra Lee, Apr. 9, weighing seven pounds three ounces; Mr. and Mrs. Barney Gardipee a son, Richard Joseph, born Apr. 7, weighing seven pounds eleven ounces; and Mr. and Mrs. Homer Hill a boy weighing eight pounds.

Roman Waszak's young son wanted a watch for his birthday, so Papa Waszak decided to present one to his offspring. After the boy had dutifully admired the gift he inquired why it didn't make a ticking sound, whereupon Roman, who is never at a loss for words, informed him that it was one of the very latest silent ones.

John Kissler has been catching up on lost sleep during his lunch period, the new little Miss Kissler having decided that the world is run too much in a pattern and daylight should be her sleeping time.

CAR DEPARTMENT—OFFICE AND SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

William J. Erdmann, sheet metal foreman, retired Apr. 30 after 45 years of service with the Road. He started as tinsmith on Apr. 3, 1906, and in 1917 was promoted to foreman, in which capacity he has served since. A banquet was held in his honor on Apr. 23, at which he was presented with a Hamilton wrist watch by his friends at the shops. Now that he is retired, Billy says he is going to see

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EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.





PLENTY OF HORSEPOWER. "The Richland Center," a wood burner belonging originally to the Pine River Valley & Stevens Point Railroad, is transported overland by a very mixed harness team for use on the

Richland Center-Lone Rock extension in 1876. The PRV&SP was a narrow gauge line with wooden rails. The original picture is owned by John R. Adams, Madison, Wis.

the rest of the United States and do a little fishing in northern Wisconsin.

General Foreman George J. Bilty's son is now serving with the Army in Korea.

Seamstress Emma Dereszynski's son received the Purple Heart for injuries received in the Korean war.

Carmen Helpers Darrell Grottke and Elden Molitor were inducted into the Army during April.

Charlie Kreil, carman checker, acquired a daughter-in-law Apr. 28, when his son Kenneth was married to Jean Schwantes.

John C. Beck recently returned to the shops as inspector, looking as spry as ever after being out on the road as traveling inspector.

Carman Leon Lambert has a hobby of collecting pictures of ancient locomotives. His collection includes a picture of a Milwaukee Road locomotive, No. 209, which pulled the train that brought Gen. Ulysses S. Grant to Milwaukee from Chicago in 1880, making the run "in less than two hours."

George Fiebrink, Jr., former correspondent of this column and now employed with his father as cabinetmaker, became the father of an eight-pound boy Apr. 4. Also proud fathers were Carman Robert Cummings—a boy born Apr. 14; Carman Homer Hill—a boy born Apr. 4; and Carman Walter Demitros—a girl born Apr. 10.

Anton Fligge, blacksmith, passed away Apr. 12. Stephen Eleoff, carman helper, passed away Apr. 27.

OFFICE OF MECHANICAL ENGINEER AND SUPT. OF CAR DEPT.

Harold Montgomery, Correspondent

Foreman William J. Erdmann retired in April after 45 years of meritorious service. He was born Apr. 20, 1886, at Hawkeye, Ia., started with the Road in 1906 as a tinsmith, became assistant foreman in 1917, and foreman in 1940. He was instrumental in the development of metal interiors of pantries, kitchens, ranges, ovens, and many other metal car parts. A retirement party was held in his honor, planned by Assistant Foreman Joe Glaub and John Duty, and with H. A. Grothe as master of ceremonies. Over 100 friends, both working and retired, paid tribute to his achievements. He was presented with a Hamilton wrist watch and band, a scroll signed with over 100 signatures and other gifts.

Art Schultz is convalescing at home after undergoing an operation.

Col. W. B. Reitmeyer and Captains Jack Mulhollon, Carl Heinhold and Henry Kiljanczyk are due for two weeks' training at Camp McCoy. Lt. Dick Andrews is also on

the roster for the training program. All are members of the 757th Railway Shop Battalion.

The new stenographer in the billing department is Dorothy A. Lex. She is taking over the duties of Ethel Carpenter who is ill.

From now on it's "Grampa" Paul Bubolz of the upholstering department. Karin Ann is the new grand-daughter. Mr. and Mrs. Doug Kanitz are the proud parents.

After many years at the Milwaukee Brewers ball park, Ralph Haslem has finally become a director. Every home game you will find him at the runway at the main gate directing people to their seats.

Bob Hoffman helped his team mates on the American Linen Supply Co. bowling team to finish in second place. He averaged a cool 170. Our Jack Armstrong piloted the team and finished with 180 average.

The Milwaukee Road Bowling League season came to a close with the Milwaukee Express defeating the Arrows for the championship. The "winnah" are C. Schwab, 175; F. Ladwig, 175; A. Borchard, 162; L. Montgomery, 159; R. Fairfield, 155; and S. Jakubowski, 151. The second place winners: Chet Johnson, 174, G. Polaski, 170; J. Hahn, 172; E. Jordan, 171; Bill Jordan, 169; and R. O'Brien, 157.

Best scratch team score, Hiawatha, 2879;

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Chicago, Ill.

Circle Tower
Indianapolis, Ind.



PLEASE PASS THE PANCAKES. Pictures of the luncheon sponsored by Milwaukee Chapter of the Women's Club in the station club rooms Apr. 26, one of several served at intervals during the year to raise funds for the chapter and patronized by members and employes who work in the station area. The menu consisted of light-as-a-feather pancakes with butter and syrup—all you could eat—sausages, apple sauce, cake and coffee. Mrs. George Kelly, shown here with pancake turner in hand, headed the ways and means committee, having as her assistants Mmes. Ehlert, Ross, McMulty, Winter, Geckler, Wilke, Koester, Lohf, Flechsig and Fowler.



best scratch team single, Tomahawk, 1012; best scratch single high 3 games, C. Schwab, 641; best scratch single high game, C. Schwab, 251. Best handicap team score, Tomahawk, 3070; best handicap team single, Olympian, 1133; best handicap single high 3 games, J. Ambrose, 695; best handicap single high game, C. Rischmann, 278.

Jack Armstrong wound up the Marino 900 League with a 604 for 180 average and three days later wound up the Businessmen's League last night with a 617; best average this year was 184. Jack and Harry O'Brien will team up in the doubles at Green Bay and also at the A.B.C. in St. Paul.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Whats new? On Mar. 28 the freight house and office were equipped with new fire hose.

Tom Lecture returned to work Apr. 2 after being ill for several months.

Phil Scorza returned to work Apr. 16, following a leave of absence due to illness.

Hattie Blackman, bill clerk, returned from Florida recently.

Stephanie Jarosz, counter clerk, has an apartment and furniture, and wedding bells will ring May 19.

Dorothy Parsons, switching abstract clerk, returned to work Apr. 23, following an operation.

A letter received from Ellen Woods, who is on leave, reports that she is getting around but not feeling up to par. Her address is 114 W. Laguna St., Tucson, Ariz. Letters or cards would be appreciated.

Ethel Gibbs, demurrage inspector, is recuperating at home from an operation performed at Wesley Memorial Hospital Apr. 5.

The girls at Galewood office remembered Dorothy Camp with a purse and Marie Riley and Ethel Gibbs with house coats while they were ill at home.

New employes in the car record department are Josephine Piconere, Richard Seligmann and Minerva Sullivan.

Kate O'Brien is ill, sorry to report.

William Roach, tracing department, was called grandpa for the first time when his daughter Betty gave birth to William Domers Apr. 21.

R. E. Chalifoux, chief clerk, together with John Padour and Walter Hamann, spent a few days at Crivitz, Wis. Reports are that it was too cold to fish, but they had a good rest.

Tony Piovesan, check clerk in the freight house, is back to work after a recent operation.

Norbert Lucas is the daddy of Mary Ann, born Apr. 11; Stanley Lucas is happy too, being her grandpa. Dad and Grandpa are check clerks on Galewood platform.

Edward Podraza, who was ill for some time, is back on the job.

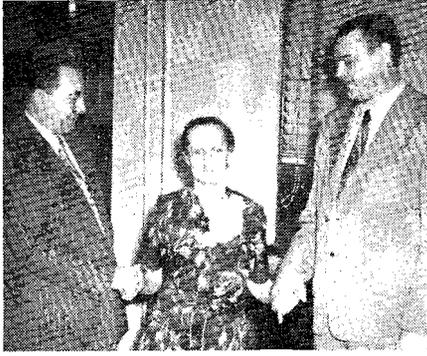
The wife of Thomas Piovesan left for Italy Apr. 27 to visit her folks.

Galewood now has a nice parking lot, with spaces assigned.

More doors are opened with "please" than with keys.

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. ST. P. and P. Railroad, the billing point being West Clinton • Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. • An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. • With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

WALTER BLEDSOE & COMPANY



STEADY ON THE JOB. Tillie K. Zaucha, linen folder in the Western Avenue commissary, Chicago, being congratulated by M. P. Ayars, superintendent of the sleeping and dining car department (left), and E. J. Dummer, laundry manager, as she started her 35th year of service Apr. 3. Fellow employes honored her with a party.

UNION STREET

Florence La Monica, Correspondent

Otto Stainer wishes to thank his friends and well wishers from all over the system who remembered him with cards and letters during his recent illness. He was certainly happy to hear from so many folks.

We hear that Henry Stephan, rate clerk, has a new Dodge.

Virginia Slusarski, who has been on a leave of absence for several months, is expected back to work. Hazel Petersen has been pinch hitting during her absence.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Friends of Switchman Fred Cousins are sorry to hear of his recent injury and send wishes for a speedy recovery to him at Wesley Memorial Hospital in Chicago.

Switchman Bob Lewin is at home recovering from a leg injury, but hopes to be back on the job soon. With the golfing season near at hand, he says he has to get well in a hurry.

A novel way of dining is to stop at the Train Cafe on El Cajon Boulevard in San Diego, Calif., run by a couple with a yen for the rails. The food is served in two little flat cars followed by a caboose, and pulled by a miniature railroad engine. There is a master control board in the kitchen and call buttons in front of each place at the counter, to call the train or send it back to the kitchen. Your correspondent left a Milwaukee Road emblem with the owner of the cafe, to be worn on the overalls he wears as tower man and cook. People flock to this place to eat and take pictures. Children literally have to be dragged out by their parents. One little girl ate two dishes of prunes and drank two glasses of milk, just to watch the train rush up when she pushed the button.

Yardmaster Glen Phillips is now the proud owner of 50 baby chicks and a new 140-foot well that has just been drilled.

The mother of Ray Granger, yardmaster at the west end of Bensenville, passed away in April.

George Corneil, yard clerk and farmer, says

May, 1951

that those big beautiful pansies which are his specialty are ready for you garden fans; also many other plants and flowers to beautify your homes. George is located at Grand Avenue and Church Road.

John Jenkinson, retired yardmaster, came down to River Grove from Wisconsin Apr. 17, in time for election. He thought it was a good chance to visit with his old friends, and asked your correspondent to say hello to those he missed.

Brakeman Henry A. Becker of the D&I Division, who is service officer of Robert D. Clark Post No. 1205 of the American Legion, informs us that all Milwaukee Road people are invited to the post's spring dance to be held May 26 at 105 N. York Street, Bensenville. There will be plenty of entertainment and refreshments, and Homer's Melody Makers of Chicago will furnish the music. The donation is one dollar and mail orders will get prompt attention. Further information can be had from Mr. Becker at his home, 120 W. Green Street, Bensenville; phone, Bensenville 1132-R.

La Crosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Earl Bergeron, retired operator, 63, passed away at Eagle Rock, Los Angeles, Mar. 14, due to a heart seizure. He had been in ill health for some time and was staying in California at his son's home. Earl was a veteran of 39 years of service and had many friends on this division. He was a great sports fan, following the big league ball games. He will be missed by his friends in Columbus where he held first trick at the time of his retirement. In addition to his son, he is survived by his wife and a daughter.

The old Mississippi and the Wisconsin are flooding the country these days, especially around La Crosse and Winona. The high water drove some big fish up the Wisconsin

River and when the season opened a lot of big pike were caught. Conductor Howard Heberlein's son Bob got the biggest one; 10 pounds, 2 ounces. Howard says it just fits in the deep freezer.

At the claim prevention meeting held at Portage Apr. 11 a large group enjoyed talks by Superintendent Palmquist, chairman, Mr. Dougherty of Mr. Ennis' office, and Walter Scott, local inspector of perishable freight. Movies were shown and lunch was served by Agent Hayes and helpers Pfeiffer, Manthey and Wilcox.

Our new section foreman, R. Sackmaster, has taken over Portage yards permanently in place of Val Bescup who went to Lewistown to replace Gust Oeftger, retired.

SECOND DISTRICT

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

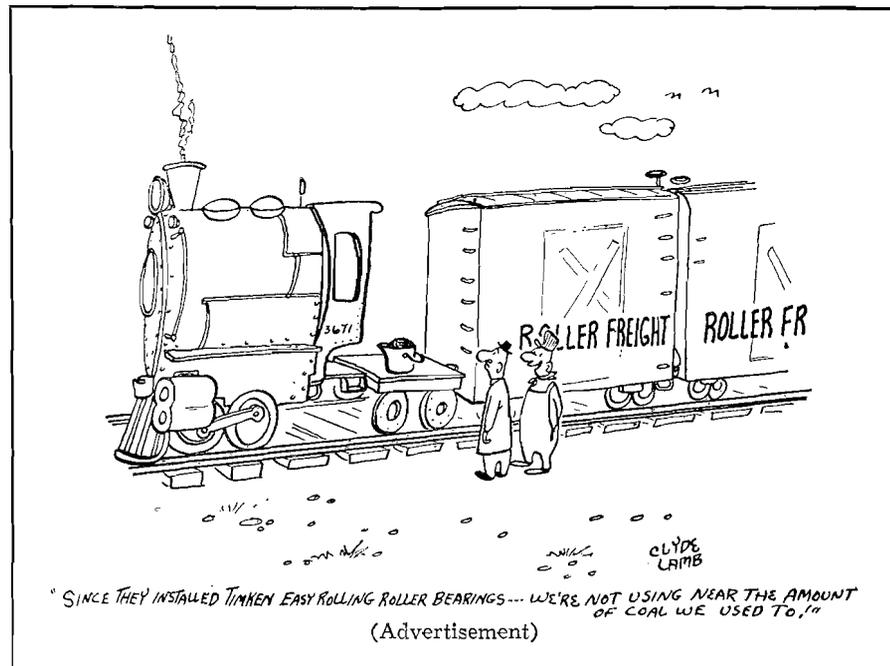


Asa Foster

Asa Foster, night roundhouse foreman at LaCrosse, retired Mar. 15 after 45 years of railroad service. He started in 1906 when he was hired as a machinist apprentice by the Burlington in LaCrosse. In 1915 he was employed as a machinist by the Milwaukee and was promoted to foreman in

1917, working in that capacity at Savanna, Wausau, Milwaukee and LaCrosse. After a trip to California this summer, he and Mrs. Foster are going to do a lot of fishing. The Fosters are the parents of Mrs. Ernest (Corrine) Bauer, stenographer-clerk in the superintendent's office, LaCrosse.

Division Storekeeper Harold Rieff has been promoted to inspector of stores, Milwaukee. A farewell party was given him by division officers and employes Apr. 9, when he was



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TRAILERS**

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POOL CAR
DISTRIBUTORS**

ESTABLISHED 1880

P. D. Carroll Trucking Co.
CHICAGO, ILLINOIS

presented with a wrist watch.

G. C. Sheridan has been appointed storekeeper at LaCrosse.

Wayne Goudy, storekeeper at LaCrosse, has been promoted to assistant maintenance of way storekeeper at Tomah shops.

E. S. Christenson, OS&D clerk, LaCrosse, has accepted the position of traveling freight service inspector in the claim prevention department. L. R. Coney succeeds him.

John Flanagan, operator in the "AD" office at LaCrosse, has been ill for several weeks.

L. L. Diersen, who had been ill about three years, has returned to work as clerk in the freight office at LaCrosse.

Crew Caller L. T. Katchell, LaCrosse, is ill at this writing. Warehouse Foreman W. Cournoyer, Eau Claire, has been ill for a month.

A historic landmark along the Mississippi River was partially destroyed recently when most of the pile trestle approach to the pontoon bridge at Reads Landing was "removed" and moved downstream by the flood, on the Minnesota side.

Miss Clara M. Johnson, 68, was found dead in her home at LaCrosse on Apr. 17. As a young woman she was a Western Union operator for several years. She started railroading as a clerk in the superintendent's office at Minneapolis in October, 1918, transferring to the superintendent's office at LaCrosse in the consolidation of divisions in 1932. In March, 1950, she broke an arm in her home and was incapacitated by it to the time of her death. She had applied for pension in February. She was always lending a helping hand, declining, however, any assistance offered her.

"Are you the young man who jumped into the river and saved my son from drowning when he fell through the ice?"

"Yes, ma'am," the young man replied modestly.

"Well, where's his rubbers?"

THIRD DISTRICT

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

Wilbur M. Dolan, yard checker at Wisconsin Rapids, retired Mar. 16. He and Mrs. Dolan expect to make their home in Oklahoma City, where one of their sons, Rev. Richard Francis Dolan, is located.

Conductor Vic Robinson and family are enjoying an auto trip to Tucson, Ariz., and Tucumcari, N. M.

The announcement made by Operator Dewey Whitmore of the engagement of his daughter Patricia to Corp. James J. Unertl appeared recently in the Wausau Record Herald, together with a picture of Miss Whitmore.

Section Foreman Cloyd Rhoades and Mrs. Rhoades have left for a trip to California.

Fireman Dale Walker has purchased a new car and, with Mrs. Walker, is leaving on a trip with no destination in mind—"just somewhere."

Tony Parker, son of Train Dispatcher Howard Parker, won second prize in a spelling contest in which the two top spellers from each of the Catholic grade schools in Wausau participated.

Mrs. A. J. Miller served as auctioneer for the White Elephant sale held by Wausau Chapter of the Women's Club Apr. 11 for the purpose of raising funds. Canasta and bridge were played after the meeting.

Chicago General Offices

ENGINEERING DEPARTMENT

Doug Rieser, Correspondent

E. W. Bartlett, who was recently transferred to Mr. Ornburn's office from Division Engineer Brewer's office at Milwaukee, has found a home at Elgin. The Bartletts plan to move from Milwaukee to their new residence at 479 Barrett Street the latter part of May.

Emil (Cy) Svinicki is using public transportation as a result of an automobile collision recently. It was very fortunate for both Cy and his fiancee that though their car was hit broadside by another car and completely demolished, the two occupants received only minor bruises.

R. W. Middleton, who was recently appointed division engineer in Terre Haute, has been replaced in Mr. Ornburn's office by Assistant Engineer N. E. Smith, formerly located in the division engineer's office, Miles City.

This will be the last news item written by your present correspondent as he has joined the National Aluminate Corporation as a sales and service engineer. The past 3½ years will always bring back pleasant memories. So long, folks.

AUDITOR OF STATION ACCOUNTS

AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Uncle Sam has taken another of our boys, Charles Gillis, who enlisted in the Army Air Force Apr. 11.

Mr. and Mrs. E. B. Wright celebrated their 25th wedding anniversary Mar. 21.

Mr. and Mrs. O. Osmundsen were recently blessed with a baby boy, and Don Ostien of the rate bureau can boast of being the father of a new baby girl.



SPRING STORY. Mary Jean Powrie, who is employed in the office of W. L. Ennis, assistant to vice president-operations, in Chicago, and Frank Allen Garrett who were married in St. Ignatius Church, Chicago, Apr. 21. Following a honeymoon in Florida, they will make their home in Skokie, Ill. Mary is the daughter of W. G. Powrie, chief engineer.

Betty Jane Durstin, of the station accounting bureau, is back to work after being hospitalized and absent for a month.

We welcome the following new employees to our force: Loretta Ann Licht, John Salemi and Joseph Contreras.

Pvt. Murray Graff, stationed at Ft. Leonard Wood, Miss., paid us a visit recently. He reports that the Army life agrees with him.

The trip to Europe that most people dream of making has become a reality for Caroline Mackreth who sailed May 8. She will visit England, France, Belgium, Switzerland and Italy.

Tom J. Puttrich spent his recent vacation touring California.

Harold Goodstein, together with his family, is vacationing in California at this writing.

FREIGHT CLAIM DEPARTMENT
Palmer G. Lykken, Correspondent

Sympathy is extended to Ed Jensen on the recent death of his father.

Art Slider enjoyed a recent trip to California and Texas.

Bob Schlueter and Fred McCuen, who have been serving in the same National Guard unit, were called to active duty at Camp Stewart, Ga., May 1.

Edward R. Karp, serving with the armed forces in Korea, advises that there are plenty of hills and they are bigger than anything he has ever seen. He would appreciate receiving letters. His address is Serial #55041912, H.Q. 25th Inf. Div. A.P.O. 25, c/o P.M. San Francisco, Calif. (27th U.P.S.)

Elmer and Margie George were shaken up in an automobile accident Apr. 21. Fortunately there were no serious injuries.

May, 1951

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Lu Anne (Martin) Infantino was honored with a baby shower Apr. 13 when she resigned to await the blessed event.

Elsa Augustin was called to Denver in April on account of the serious illness of her brother.

Mr. and Mrs. John Golden announce the arrival of Stephen John on Apr. 17; their second son.

Helen Degner, Rose Erwin and Josephine Weinzirl have at this writing been absent because of illness for several weeks.

Helen Papantony will become Mrs. Jack Durso May 5 at St. Margaret Mary's Church. Our new office boy is Allen Kressner.

Rita Fuhrmann is wearing an engagement ring which, I just found out, she received Mar. 9.

After many years on the same job, your-correspondent has taken over the position of special reclaim clerk. Gertrude Johnson was assigned as assistant bookkeeper.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

John Voigt is back on the job after an extended illness.

Clyde Stanley spent a couple of months in the West and came back with a nice tan and a drawl. During his stay in Phoenix he visited Parnell Kelly who is now a dude rancher.

Rudy Spandau drove to Florida recently taking in the points of interest along the way.

Beatrice Johnson resigned and, with her husband, is going back to their home in Portland, Ore.

Fae Ann Kirkwood and her husband spent a vacation in Savannah, Ga., recently.

Myrt Freitag has been named president of the Crocheting Club.

Sophie Walker has returned from a vacation at Miami Beach, Fla.

Jo Goelz, Marge Anderson, Betty LeMay and Ev Gunnell recently spent a week end in Kansas City.

Marion Peterson won the bowling ball and bag given by the Booster Club to the girl with the highest average.

Marge Clemens has left the service to take care of her mother who is very ill.

Arona Warren became a member of the Pedigreed Dog Owners Club with her acquisition of a Shetland sheep dog (toy collie). Other members are: Marge Glowienke, smooth haired fox terrier; Lucille Miller, dachshund; Pat Germaine, German short-haired pointer; Adeline Palus, beagle hound; Jean Nosal Palczewski, Scotch collie; Bob Nielsen, German shephard; Mary Jane Tempske, cocker spaniel; and Hazel Dillon, Doberman pinscher.

The mother of Gail Wilson, clerk, passed away Mar. 6. She was the widow of Walter V. Wilson, former comptroller of the Road.

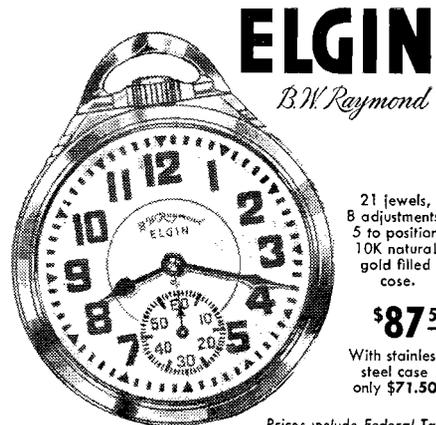
Whenever nature leaves a hole in a person's mind, she generally plasters it over with a thick coat of self-conceit.

—Longfellow

RAILROADER'S WIFE MAKES DISCOVERY



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21 jewels, 8 adjustments, 5 to position. 10K natural gold filled case.

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COAL TAR
PRODUCTS

Republic Creosoting Co.
Minneapolis

AUDITOR OF EXPENDITURE'S OFFICE Betty Melnikoff, Correspondent

Harry Rau, of the bill and voucher bureau, has left the Road after 15 years of service.

Eddie Villiella, formerly of the payroll bureau, paid us a visit recently while he was home on leave.

Bob Wall and his wife won two tickets to the Oriental Theater and dinner at Riccardo's on a radio program called "Tell the Truth". Bob works in the audit section.

Betty Jane Robison, of the payroll bureau, has received a ring from Tom Stricker who now works at the Western Avenue office.

Joyce Gregg, of the material bureau, underwent an appendectomy Apr. 2.

Loretta Krauth, formerly of the typing bureau, left the Road recently to await the arrival of the stork.

Rosemary Nelson, of the supervisor of payroll taxes office, became the bride of Melvin Salavitch Apr. 7. Melvin is employed in the machine room.

Marvella Hill, shop timekeeping, became the bride of Arne Sorensen Apr. 14 at the Midwest Bible Church.

Danny Boyle and Rose Mary Di Bella were married Apr. 29 at the Assumption Roman Catholic Church. They planned to honeymoon in Florida. Danny works in the paymaster's office.

Fullerton Avenue Chapter of the Women's Club had a turnout of 105 at the April meeting. The entertainers were Donald Henderson, accordion player, and Mary Lou Hamilton, a Patricia Stevens model, who demonstrated makeup, posture, styles and personal charm. Mrs. Borgeson was refreshment chairman in the place of Mrs. Martin who was vacationing in California.

FREIGHT AUDITOR'S OFFICE

J. A. Strohmeyer, Correspondent

On the evening of Apr. 24 Rosemary Lowski, Helen Helwig, Vickey Hoogertstaat, Mary Ghilezar, Marge Seneke and Bernice Kobjalko, of the accounting machine bureau, had a birthday party for Bernice Kobjalko.



The celebration started at the Swiss Chalet and the "Roaring Twenties" at the Blackhawk and ended with Marge Seneke making her debut on Ernie Simon's TV program, answering questions just like a professional. She got the other girls into the picture too, by telling of their party.

Vickey Hoogertstaat is showing off a sparkling diamond engagement ring, announcing her engagement to Nickey Richard Nikals as of Apr. 14.

Marg Jones, machine room, and her twin sister, employed in the computing bureau, celebrated their 35th anniversary as Milwaukee Road employes May 1. Both have established a record for being on time to work.

Walt Stark, review bureau, and his wife, Ann, celebrated their 25th wedding anniversary Apr. 28. The day started with renewing their vows at mass at St. Robert Balleman's Church, then reception at home, 5745 W. Pensacola Avenue.

Bill Prehler, review bureau, reports a grand vacation with the Mrs. at Miami, Fla., traveled via air both ways, enjoying skyview of Tampa, Atlanta and Louisville.

Loretta Bianchi, waybill filing bureau, was married Apr. 2 to Louis Fenger at St. Vincent's Church. She is honeymooning at this writing in Colorado. The bridesmaid was Eileen Keating of the same bureau.

Sherman Arp, rate revising bureau, is telling these days of the benefits and entertainment values of T.V. He finally succumbed to the sales talk of such experts as Emil Steiner, Homer Linder and Harry Wallace.

PASSENGER TRAFFIC DEPARTMENT

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

Readers of the Magazine may remember that several months back a write-up appeared about Dick Holda. Dick, of the reservation bureau, was just getting a toe-hold in Chicago show business when the Army got him. Well, Dick reports that he's now winding up his basic training with the 105th Airborne Infantry at Camp Breckinridge and expects to be transferred to Special Services, singing with USO camp show units.

The vacation germ is rife. Elmer Moll, of

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the city ticket office, took his family down to St. Petersburg for a quiet week, and Hazelle Collins, information clerk in the general agent's office, spent a crowded week in New York. Besides MacArthur Day, Hazelle reports that she managed to catch the Broadway shows "Guys and Dolls", "South Pacific" and "Gentlemen Prefer Blondes", and on the serious side, Arthur Rubinstein's concert at Carnegie Hall.

John Hopley, of reservations, has moved over to the general agent's office for the summer and several new people have been added to the passenger traffic department. Connie Baldree and Peggy Lowery have joined the reservation bureau; both were formerly with the New York Central reservation bureau. George Schwandt and Dick Wallace are starting out in Passenger Rate and the PTM's office, respectively. George, just out of Schurz High School, worked briefly for the Burlington. Dick, before settling down, was with a San Francisco newspaper, did a turn in vaudeville on the west coast and studied sculpture at the Museum of Natural History at San Diego, Mexico.

In the cigar-passing department: Bob Chermak, rate clerk, became the father of Lynne Marie, Mar. 31.

This column is particularly interested in the hobbies, accomplishments, and so forth of our passenger department people in their after-work activities. For example, City Passenger Agent Doug Keller, who is commander of the Billy Caldwell Post of the American Legion, has worked hard putting over one of their campaigns—collecting more than 2,500 new and used toys to be sent overseas for distribution to needy children.

Iowa Division

COUNCIL BLUFFS TERMINAL
Floyd Parrack, Correspondent
East Yard Office

We are sorry to report the death of Charles R. Cornelius, retired conductor. He suffered with asthma for the past several years. He was a member of Elks Lodge 531 and the Railroad Conductors. Surviving are his daughter, Mrs. A. V. Hennessy; a foster grandson, Dr. J. Donald Hennessy; two grandsons, Dr. Charles Hennessy of Flint, Mich., and Dr. Albert Hennessy of Ann Arbor, Mich.; one great grand-daughter. Burial was at St. Joseph's cemetery.

Max Eckert is out of the hospital and recuperating at his home.

Mr. and Mrs. Russell Bolton are the parents of a baby girl born Apr. 19.

Les Bird, clerk at the east end, has moved into his new home.

We understand that Switchman Ted Rices' son is back home from overseas, the first time in more than three years.

Switchman Roy Wichel, Jr., is sporting a 1951 cream colored convertible.

The yard office at the east end has seven new additions. During one of our worst snow storms, a female fox terrier came to the yard office door, almost frozen, and after looking things over, decided she would make it her home. She liked it so well she presented us with six very cute puppies. Most of them are spoken for, but there is still a chance that a few will be left at the time we go to press.

Section Foreman Sands, who broke his leg recently, is getting along nicely.

I wish to thank Agnes Kinder, who has been your correspondent for the past six years, for helping me get started on this, my first issue. I hope I will be able to do as well as she has in the past.

EAST END

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

Frank Bowers, retired agent, died at the age of 82 at his home in Ft. Lauderdale, Fla., Apr. 14. He was a Spanish American war veteran. On Feb. 2, 1891, he started with the Milwaukee, and retired July 28, 1937. Two daughters survive him—Miss Winifred Bowers with whom he lived, and Mrs. Wallace Ebert of Rockwell City. His remains were brought to Cedar Rapids for burial.

On Apr. 17 Crane Operator James Noack died at the Riverview hospital in Guttenburg. Due to a heart ailment, he entered the University hospital in Iowa City Dec. 28, remaining there until his transfer to the hospital in Guttenburg on Mar. 1. He is survived by his wife and two small children, residents of Guttenburg, and his mother and brother in Cedar Rapids.

Dean Woodford, day ticket clerk of Marion, moved his family into their newly constructed home at 41st and C Avenue in Cedar Rapids Mar. 27.

Trainmaster L. V. Anderson and family, who have been occupying an apartment since coming to Marion, took possession of their new home at 617 13th Street May 1. It is the former Morris Osness home and was recently purchased by the Andersons.

Merwin L. Taylor, chief clerk to division engineer, moves his family from Ottumwa to Marion May 1. They will occupy the home of Mr. and Mrs. Clint Wilson at 1655 Park Avenue, which Mr. Taylor purchased since transferring from Ottumwa to his present position.

Mrs. S. C. Thomas has been elected president of the Marion Garden Club. She was in



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Omaha recently to attend the Omaha African Violet Club Midwest show at the Joselyn Art Museum, and returned with a number of new varieties to add to her already vast collection. At present she is engaged in organizing an African violet club in Marion and Cedar Rapids.

Following a sojourn in California for the winter, with headquarters in Los Angeles, Mr. and Mrs. George Hennessey have returned to Cedar Rapids.

Night Roundhouse Foreman D. A. Corrigan of Cedar Rapids attended diesel school in LaGrange, Ill., during April.

John M. Treul, instrumentman, was in Milwaukee the week end of Apr. 6 to serve as best man at the wedding of a former schoolmate, Ralph Passage. Ralph is a fireman in the Milwaukee terminal and a nephew of George Passage, retired assistant superintendent.

Jean Mullaley, daughter of the Harold Mullaleys, was a surgical patient in a Cedar Rapids hospital in April. She is a senior at the University of Iowa.

Telegrapher Ed Mullaley's son, Pvt. Michael Mullaley, stationed at Fort Hood, Tex., spent a furlough with his parents in April.

Ben Overman, pumper at Rhodes, Ia., retired as of Apr. 1. Ben entered the service of the Road in April, 1927, in the maintenance of way department, and was appointed pumper in October, 1940. W. B. Thursby has taken over his duties at Rhodes.

William McCall, warehouse foreman at Cedar Rapids, was selected for a personal tribute by the Cedar Rapids Gazette on the occasion of his 50th anniversary in Milwaukee Road service Apr. 1. McCall, a vigorous 72, has lived in Cedar Rapids all his life. He is a veteran of the Spanish-American War and entered the employ of the Road after his return from Cuba, starting as a freight handler. He has been foreman since 1902. The Gazette mentioned the facts that he is No. 1 man on the division seniority list and the owner of an unrestricted "gold" pass, presented by the Road for his veteran service. However, he is quoted as saying that, proud as he is of these distinctions, he is even prouder of the safety record which has been maintained at the warehouse under his supervision. It quoted him on the well-known maxim, "The safe way is the easy way."

Keep searching for the other fellow's good points. Remember, he has to hunt for yours, and maybe he'll be harder put than you are.

—Felicitas

MIDDLE—WEST—DES MOINES

Viola Ranes, Correspondent
Superintendent's Office, Perry

Conductor and Mrs. W. R. Hanneman have returned home from a trip to the west coast with their daughter Betty, a hostess for the United Airlines, who made arrangements for them to accompany her from Chicago to San Francisco. The stops on their eastward trip were at Salt Lake City, Cheyenne and Denver. Due to a storm, they returned from Salt Lake City to Perry by train.

Mr. and Mrs. James Phleger and daughter Connie have moved their household goods to Detroit, Mich., where they have obtained an apartment. James, formerly ticket clerk at Perry, is now chief clerk in the office of the Milwaukee's general agent in Detroit.

Jesse Huntley, retired section foreman, is reported to be seriously ill in the Green County Hospital at Jefferson. He makes his home in Herndon.

Frank Upton, a former Perry boy, has been promoted from the position of division master mechanic at Miles City to district master mechanic with headquarters in Chicago.

Mrs. E. E. Marquart, clerk in the store department, underwent surgery recently and is now convalescing at her mother's home in Superior, Wis.

John Phleger, Jr., son of traveling engineer, has been elected principal of the Washington, Ia., Junior High School. He was formerly employed in the freight office in Perry.

Conductor Shelby Moore of Des Moines has taken his annual leave of absence and gone to Walker, Minn., where he operates Moore's Lodge, a modern holiday resort on Leech Lake.

Conductor H. A. Boisen and wife have a new grand-daughter, born to Mr. and Mrs. Burgher. Mrs. Burgher is the former Beatrice Boisen.

J. M. Losey, retired train dispatcher has a new grandson, born to the Rev. and Mrs. W. M. Hile. Mrs. Hile was Louise Losey.

Trans-Missouri Division

Dora H. Anderson, Correspondent
c/o Agent, Moberidge

Steve Bailey, retired machinist, was struck by a car Mar. 23, suffering a leg fracture. At this writing he is a patient at the Lowe Hospital.

Conductor George Schweda, working as a brakeman, was seriously injured at Rhame, N.D., Apr. 12. He was taken to the Hettinger

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Hospital for 10 days and is now recuperating at the Milwaukee hospital here.

Frank Schneider, retired machinist, and wife of Menominee, Mich., attended the Ice Follies in Minneapolis, coming from there to Mobridge as guests at the Bual Atha home. From here they went to Miles City to visit the Sam Hobbs' and then on to Billings, Mont.

Peter E. Collins, former agent on the Trans-Missouri Division, has been re-instated and is now working at New England, N. D.

Brakeman Donald Helmey, who was in the Naval Reserve, has been called to active duty. Yard Clerk James Landis and Brakeman Le Ver Schanzenbach have enlisted in the Navy.

Engineer J. J. Klein and wife were called to Big Bear Lake, Calif., by the death of their son-in-law, Ed Collins. He leaves his wife, the former Gail Klein, and four sons.

R. I. Delahunt, agent at Hettinger and No. 1 man on the seniority list, retired Apr. 30. Understand he is being succeeded by A. S. Hatch, formerly agent at New England.

Z. Lewellen made his maiden trip as engineer to Ridgeview, S. D., Apr. 14. We understand that the cows had a good ride.

Among the Mobridge "rails" who attended the Ice Follies at Minneapolis were Trainmaster Paul Bridenstine, wife and son; Conductor Leonard Clark and wife; Engineer Fred Oeschle and wife; Ticket Agent Ted Johnson and wife; Car Clerk George Hilton, with his wife and daughter Carol Ann; Mrs. Paul Nylen, Mrs. G. H. Twining and Mrs. L. H. Larson.

Dispatcher George Meyer and wife have a baby daughter, Marsha Ann, born Apr. 10.

Dispatcher A. G. Wilson is a patient at the Holy Rosary Hospital, Miles City, at this writing, recovering from an appendectomy.

Dr. A. W. Spiry of the Milwaukee hospital here attended a medical meeting at San Francisco recently. He was accompanied by his wife, daughter Joyce and son Billy. From there they went to other California points for a vacation.

Conductor Verne Cotton and wife spent the winter in California and on the west coast with their son Carlton and relatives and friends.

Ticket Agent Ted Johnson and wife, Brakeman Robert Riddell and wife, and Engineer Lou Martin and wife attended the recent Jose Iturbi concert at Aberdeen, S. D.

Korean Campaigner Visits Home Folks



Richard Swank

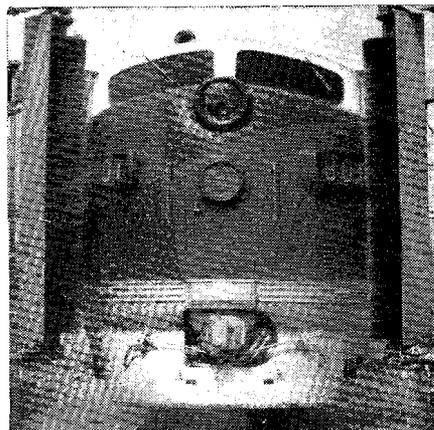
Pfc. Richard Swank, 20-year-old son of H. J. Swank of the superintendent's office at Austin, Minn., was among the Marine Corps veterans of the Korean war who were recently sent back to the

states for deferred leave. His unit, attached to the Army 10th Corps headquarters, was the first to return.

Richard is a seasoned campaigner, having participated in the landings at Inchon and Wonsan and in the Hungnam withdrawal. In the latter engagement he was among the last to leave the harbor. His duties as journal record clerk kept him out of direct action but, as he describes it, even working behind the assault troops was no picnic; "We ate dirt, slept in dirt, and in the winter it turned to mud", he said.

An even bigger headache, he claimed, were the civilians with whom he lived and worked, the rice farmers turned guerrillas, with bayonets strapped to their legs and stripped-down Russian carbines under their shirts.

Richard enlisted with the Leathernecks two years ago and shortly afterward was sent to Japan. His outfit, scheduled to return here last September, was sent to Inchon instead. Despite his experiences, Richard likes the Marine Corps and hopes to return to Japan when he has a few more stripes and the situation has quieted down. In the meantime the war appears to be over for his outfit, which has been assigned to Coronado, Calif., and Richard is glad to be back with the home folks.



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WEST

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

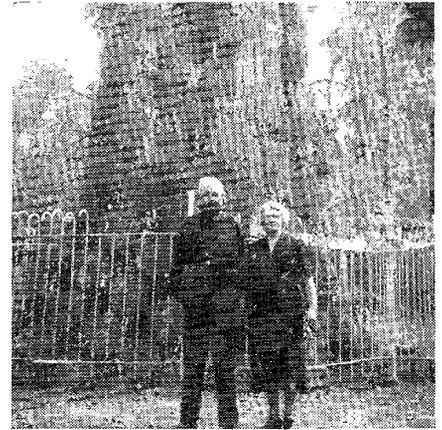
Funeral services were held Apr. 2 at Miles City for Mrs. Peter J. Farley, wife of retired engineer, who died at her home after a long illness. Final services and burial were at Green Bay, Wis.

D. Earl (Phil) Braden, retired passenger conductor, passed away Mar. 30 at Los Angeles, Calif., where he and Mrs. Braden had been living since he retired about a year ago. Mr. Braden was born in Derry, Pa., Mar. 2, 1885. He came to Miles City in 1909 and entered train service. Mr. Braden was a member of the Milwaukee Service Club and was active in various lodges and organizations. Until retirement he was also active in the Brotherhood of Railroad Trainmen and had served as grievance man and convention delegate. Funeral services were held at Miles City, with burial in the Custer County cemetery.

The Miles City Milwaukee Bowling League members entertained their wives and guests at a dinner party at the Cross Roads Inn Apr. 7. Toastmaster Arnold Running presented individual trophies in the form of miniature bowling pins to the league's winning team, the Tomahawks. Special recognition was given the following high average bowlers: Joe Peschl and Jim Lynam, 168; Glen Laird and Ken Lougee, 165; Nathan Smith, Walt Fuhr, Bud Jacobs, 161; Clayton Althaus and Earl Brown 160. The season individual high series was scored by Lougee, 645, with the next best being 594 by Earl Brown. Individual high single scores were Lougee, 245, and John McElroy, 232. Officers elected for next season are Nathan Smith, president, and Bud Jacobs, vice president. Ray Grant, Jr., was reelected secretary-treasurer.

The Miles City Milwaukee Women's Club is happy to report that its membership drive has gone over the top. Mrs. L. R. Kirchoff, president, extends a welcome to all Milwaukee women to attend the meetings, which are held the first Monday of each month at 8:00 P.M. at the club house.

Carl McMullan has gone to Deer Lodge



WISH YOU WERE HERE. For the folks back home, a picture of James W. Hubbs, Midwest Hiawatha engineer, and Mrs. Hubbs taken near Sanford, Fla., on their recent vacation in the South. The tree in the background is 3,500 years old. The Hubbs' have been married 50 years, one year less than Jim's service with the Road. The high point of his veteran service, as he remembers, was a trip with engine 2027 from Milwaukee to Ellensburg, Wash., in 1908—it took four weeks!

to act as car foreman during the illness of E. M. Rose.

Machinist Charles Guidice died at a local hospital Apr. 23, after an illness of several weeks. Mr. Guidice was born Jan. 12, 1888, in Chicago. He had been a resident of Miles City and vicinity for more than 40 years. He entered railroad service as a machinist helper in 1920 and became a machinist in 1942. Burial was in the family lot in Custer County cemetery. He is survived by his widow, two sons, five daughters and eleven grandchildren.

I & D Division

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

H. H. Will, agent at St. Olaf, has his fingers crossed. Due to scarcity of living quarters in St. Olaf he was obliged to build and started in September, 1949, to put up a basement home, doing most of the work in his spare time. In December, 1950, he moved into it and was comfortably settled when he was flooded out by a neighbor's frozen water pipe and the spring thaw. He was lucky to have enough of the home completed so he could move upstairs and hopes to have it finished this fall. About a week after being flooded out, his four-year-old son Daryl fell on the ice and broke his right leg, and has been confined to the Prairie du Chien hospital.

Henry J. Lunsman, 81, retired section foreman, passed away at his home in Mason City Mar. 28. Mr. Lunsman moved to Mason City from Whittemore in 1901 and was employed by the Road until he retired in 1937. Art Lunsman, switchman at Mason City, and brakeman Howard Lunsman are son and grandson, respectively.

P. H. Geelhart, assistant division engineer, has been named second vice president of Shibboleth Club of Toastmasters International at Mason City. The number of Mil-

waukee employes in the ranks is growing steadily and anyone needing a good toast-master can get results by contacting Mr. Geelhart.

Mr. and Mrs. George E. Meier, Moberg, welcomed a daughter Apr. 9. George was formerly train dispatcher at Mason City and Mrs. Meier is the former Margaret Lownsberry, at one time employed in the superintendent's office.

Jimmy Burns, agent at Sanborn, is breaking in as train dispatcher at Mason City. His wife has taken over the duties of agent at Sanborn temporarily.

Mr. and Mrs. A. W. Henthorne of Marquette have returned from a vacation trip to Texas, most of the time being spent in Corpus Christi. They spent a day at McAllen calling on Mr. and Mrs. James G. Love and reported that Jim spends most of his time at the shuffle board court where he settles all disputes. The Henthornes also drove to Monterey and Saltillo, Mexico. On the way home they stopped at Slaton, Tex., and visited with Mr. and Mrs. John Ecker. John will be remembered as the I&D fireman who went to the Santa Fe in the same capacity.

Engineer William T. Blackmarr is at home, following hospitalization. He is getting along nicely but it will be some time before he returns to work.

William M. Johnson, conductor at Sanborn, is going through the clinic at Rochester. He has had spinal trouble for some time.

C. E. Mutschler, former chief clerk in the superintendent's office, now living in Dubuque, didn't even get his feet wet from the floods. His new home on O'Hagen Street is on a hill where it is safe and dry.

SECOND DISTRICT

Fay Ness, Correspondent

Asst. Superintendent's Office, Sioux City

B&B Foreman Bob Kvidahl, with his wife and daughter Marie, left the first week in May for a trip to Norway. Marie is roundhouse foreman's clerk at Sioux City.

Cupid has been very active among Second District employes. Fireman Henry Hulst and Hattie Klensworth were married Apr. 7 at Rosalie, Neb.; Guy Raff, retired switchman, and Mrs. Mary Alice Lamb on Apr. 7 at Bloomington, Calif.; and Baggageman Billy C. Bell and Mary E. Lieurance on Apr. 23 at Sioux City.

A son was born Apr. 22 to Brakeman L. E. Pavlik and wife at Sioux City.

We are pleased to report that Walter Broussard, assistant roundhouse foreman who has been hospitalized since September, 1949,

following an injury, has been released from the hospital.

Agent C. P. Kinser is back on duty at Akron after undergoing surgery in a Sioux City hospital.

Conductor Frank Maxwell is a patient in a Sioux City hospital at this writing; also John C. Seekatz, retired engineer, who is in a serious condition.

A. R. Lowrie, retired conductor, is back in Sioux City after spending the winter in Long Beach, Calif. He says that there is a social club for retired railroad employes out there and that a good many Milwaukee people are members.

Time Revisor Bailey and family visited his folks at Aredale, Ia., recently. His people are moving to a small acreage in Arkansas.

The new home of Section Laborer Cliff Bastemeyer at Dell Rapids was completely surrounded by water during the April floods. Fortunately the house suffered no damage.

The mother of Brakeman Kenneth V. and Clerk Lyle C. Riley is a patient in the University Hospital, Iowa City, at this writing.

SIoux FALLS LINE

V. L. West, Correspondent
Ticket Clerk, Sioux Falls

Carman Jack McCart and recent bride are on their honeymoon at this writing, taking in Niagara Falls, New York, Washington and Chicago. They had some good luck on a radio show, winning \$30.

Laura Severson, assistant cashier, underwent an operation Apr. 2. She is getting along fine.

Conductor John Reagan has received his 50-year veteran's pass.

Relief Clerk Alfred Landmark was married Apr. 20.

Claim Clerk Jack Horstman has improved the looks of the freight office by making cupboard doors. They are just one of his many accomplishments with woodworking.

SANBORN-RAPID CITY

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

W. L. Shouten, agent at Okaton, is on vacation; R. J. Black is relieving. W. L. Bronko, operator at Sheldon, is also on vacation. L. D. Lyons is working in his place.

Operator I. J. Carey, Rapid City, is at Mitchell, breaking in as a dispatcher. J. M. Burns is at Mason City learning to be a dispatcher.

R. P. LeClair, son of Section Foreman Ben LeClair of Plankinton, has hired out as an

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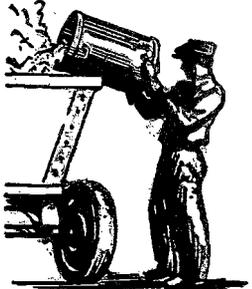
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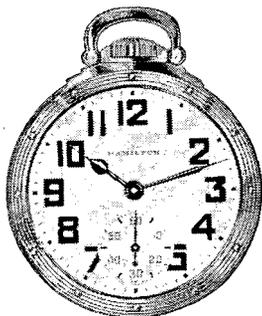
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The Watch of Railroad Accuracy

operator on the Road.

Don Ringlbauer, section laborer from Savanna, was at Mitchell recently to visit his father, Roadmaster W. Ringlbauer.

W. A. Severson and wife of Mitchell spent some time out on the west coast, vacationing.

Conductor Phil Derr of Mitchell passed out cigars recently. Yes, a brand new baby daughter.

D & I Division

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

Remarks on the absence of Conductor James C. Sophy from his regular run brought to light the fact that he had retired Mar. 12 and taken a holiday trip to San Diego, Calif. He is a veteran of 56 years of continuous service on what is now the D&I Division. He started as a crew caller at Savanna Mar. 31, 1895, and served, in order, as switchtender, freight brakeman and freight conductor before becoming a passenger conductor in 1921. For the past 15 years he has been in suburban service. Two of his brothers, the late John L. and Albert V., were also Milwaukee Road employes for many years. Mr. Sophy hopes to make his future home in San Diego.

Clarence E. Bowers, veteran freight house employe, passed away Apr. 10 at his home in Savanna following a year's illness. Mr. Bowers started railroading in engine service, transferring to train service and then to freight house work at Savanna where he spent 32 of his 43 years with the Road. Surviving are his widow and two daughters.

Oluf C. Hansen, retired machinist, passed away at his home in Savanna Apr. 7. Masonic rites were held, with burial in the Savanna cemetery. Mr. Hansen retired in July, 1937, after 52 years of service. He lived a full life, having been a loyal railroad employe and civic minded citizen. Surviving are his widow and two sons.

F. Bowers, former bridge employe at Sabula, passed away Apr. 14 at the age of 82 in Fort Lauderdale, Fla., where he had lived since 1948.

Mrs. Catherine Lahey, mother of Assistant Roundhouse Foreman Albert Lahey, Savanna, passed away in the family home Apr. 25.

Floyd Sowers, retired First District con-

ductor, passed away suddenly at his home in Rockford Apr. 23. Mr. Sowers began his railroad service Dec. 7, 1903, as a brakeman and was promoted to a conductor Dec. 22, 1908. For a period during 1919 he was train director at Davis Jct. He retired Apr. 28, 1947. Surviving are his widow and a daughter. Funeral services were held in Rockford with burial in Willwood Park.

Where there is life there is hope, and that is the way the Tom Foley family, now of Tomah, Wis., feels since receipt of a letter from a soldier buddy of their son James, a sergeant at the Korean War front who had been reported missing in action. The letter indicated that Foley was alive and in good condition, although a prisoner of the Chinese. The soldier buddy had also been a prisoner but had been released along with 10 of 18 who had been captured.

The reports delivered at the Apr. 9 meeting of Savanna Chapter of the Women's Club showed that 115 Easter cards had been sent to retired employes and widows of retired people. Also, that contributions had been made to the Red Cross and the Savanna Memorial Association.

THIRD DISTRICT

Kathleen Fisher, infant daughter of Mr. and Mrs. Darrel Fisher (car department, Otumwa), passed away Mar. 30. She had been in an incubator since her birth Mar. 5. Surviving besides the parents are a brother and her grandparents, the J. H. Fishers of Savanna.

SECOND DISTRICT

Conductor S. L. LaTronch, who has been off duty since October, 1950, on account of illness, returned to work as third trick yardmaster at Dubuque shops Apr. 1.

Yardmaster Harvey L. Schwartz, Dubuque, retired Mar. 31. He entered the service on Sept. 20, 1905, as a brakeman, was promoted to conductor Dec. 29, 1912, served as night yardmaster at Dubuque shops during 1927 and 1928 and also as yardmaster at Mitchell, S. D., for a number of years. He returned to Dubuque shops as yardmaster in January, 1937, and at the time of his retirement was second trick yardmaster. His friends presented him with a fishing pole and a portable radio,

DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

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

with their best wishes for his retirement.

H. A. Unmacht, who has been general foreman of the reclamation department at Dubuque for many years, was the honored guest at a dinner party held in the Swiss Chalet, Dubuque, Apr. 18. He was presented with a watch and a radio with the best wishes of his friends and co-workers—his appointment to the position of assistant district storekeeper at Chicago is effective May 1.

QUAD-CITIES AREA

Marion L. Arnold, Correspondent
Freight Office, Davenport



Bob Witt

Bob Witt, son of Henry Witt, coal shed foreman at Clinton, Ia., and a cousin of J. J. Warden, office of assistant to vice president-operating, Chicago, was named by the Iowa Daily Press Association to the position of forward on the 1951 all-state boys basketball team. The all-staters were selected from a field

of 931 teams. Bob, a three-year regular on the Clinton High School squad, was high scorer in the Mississippi Valley conference.

W. H. Wasson is the new roundhouse foreman at Nahant yard. Louis Zubaty has been transferred to Savanna.

Mrs. Byron Hansen, wife of retired engineer, passed away Apr. 24. She and Mr. Hansen had resided in California since his retirement.

Forty-eight Cub Scouts from Bettendorf, Ia., went through our roundhouse at Nahant yard Apr. 14. They were accompanied by Trainmaster L. H. Walleen, Sgt. of Police W. H. Block, and C. Strauch, chief clerk to the DF&PA. The latter is assistant scoutmaster of this group.

Dana Mavity, DRI&NW yardmaster at East Moline, has been ill and we hear that it will be a couple of months before he returns to work. Bill Valentine is taking his place.

Due to my taking a leave of absence, this will be all the news from Yours Truly for a few months. Tom Lonergan, yard clerk at Nahant, will substitute in my absence.

Idaho Division

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

R. W. Capen is displaying a 25-year button received for 19 years' service at the substation on the RM Division and the past six years in the Spokane warehouse. He is checker there.

Jerry Albin, clerk now in the Army, was home on furlough recently and apparently he hasn't changed a bit. One Saturday morning he was made a PFC but that night he was late in getting back to quarters and was broken to a buck private. He says a private's life is much easier anyway!

P. W. Tift, chief operator at Plummer Junction, was called to active duty May 1. V. D. Bell will take over his assignment.

Marjorie McClung, relief operator, and Kyle Payne, clerk at St. Maries, were married recently. The wedding took place in the Spokane valley.

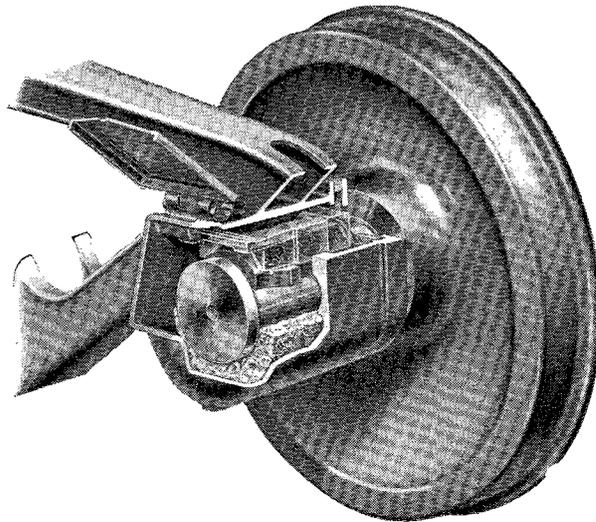
Section Foreman C. C. Hanes retired as of May 1, after 30 years with the Road. He was at Moses Lake.

C. L. Shaw is working as traveling engi-

passed away Apr. 22 at a Spokane hospital. They had made their home at Dishman since Mr. Haas' retirement.

The Malden bunkhouse and cafe is being operated by Mrs. J. W. Cass of Avery. She is the mother of Conductor W. B. Cass. Mrs. W. Graham was former manager of this business.

STANDARD for Rolling Stock—



This AAR Solid Bearing Assembly!

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.

Facts Now Published

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)

near during E. D. Jefferson's layoff. We are happy to report that Mr. Jefferson is getting along very well and would like to do some fishing now if he could get into a boat, but finds that a cast is rather cumbersome.

G. W. Myers, agent at St. Maries, is off work on doctor's orders, and is being relieved by V. C. Carroll.

Mrs. H. H. Haas, wife of retired engineer,

Mrs. Cecil Cantrell has retired account of disability.

Comparing notes on their new Chevrolets are Agent J. Z. Ramsey, Captain of Police Brotchie and Mrs. Ann Smith.

From Malden we hear that the Wally Savitz family have a new baby daughter born Apr. 4.

The Wayne Ferrier home is completed and

ready for occupancy.

Fireman and Mrs. C. Sumner returned recently from a trip to Asheville, N. C.

Early vacations have been enjoyed by C. A. Alvater, agent at Cusick; Operator Marvin Williamson of Malden; Wayne Rentel, assistant time reviser; and Gregg Doty, file clerk. Ed Swergal served as relief clerk.

Mr. Silverthorne, the father of Margaret Shaw, clerk at Spokane, was the victim of a pedestrian-auto accident Apr. 6. He was 79 years of age and was planning to return to his home in Lewistown after spending the winter in Spokane. Mrs. Shaw's son Dick, who is in the Coast Guard on the east coast, came home at that time. Her older son, Bill, who is in the Air Force, had just received orders for an assignment in Germany.

The April meeting of Spokane Chapter of the Women's Club featured a fashion review in the styles of 1907-10, all costumes being modeled by the husbands of members. They included Dennis Sullivan as the career girl; Howard Kipp, the housewife; Fred Beal, fashion plate; Adolph Careful, the shy girl; E. M. Hoyt, glamour girl; Ward O'Reilly, Miss Spokane; P. L. Hays, the old fashioned girl; Earl Medley, sweater girl; and A. S. Nash, bathing beauty. Included in the audience which applauded the show were L. H. Dugan, vice president and general counsel, W. A. Dietze, public relations officer, and F. J. Newell, assistant public relations officer, the latter two of Chicago. Hostesses for the evening were Mmes. George Weseman, Harry Wilkes and H. Clark.

With spring comes baseball, fishing and vacation time. Let's have some interesting accounts from the Idaho Division, with a snapshot or two to make it interesting. If each would assume the role of reporter, we could give this column some new life. Send contributions to me in care of freight agent, Spokane.

I & S M Division

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

I&SM Division train #92 and its crew were the subject of a three-page write-up and pictures in the rotogravure section of the St. Paul Pioneer Press Sunday, Apr. 1, under the caption, "Slow Train Through Minnesota." The article outlined in detail the route of the way freight and the work performed by the crew, which consisted of Engineer G. Blomquist, Fireman Charles Thompson, Conductor W. J. Delhanty and Brakeman L. H. Olinger and Cliff Roberts.

Fireman C. J. "Chuck" Thompson proved he is also popular with the newspapers by having his picture appear in the Austin Daily Herald Apr. 2, as a member of the committee which drew numbers in connection with the awarding of a new Chevrolet given away by a local merchant.

Mrs. A. G. Lehmann, widow of former agent at Welcome, Minn., passed away Apr. 2.

The father of Conductor George Ames died Mar. 31. Burial was in Wisconsin.

Everett S. Rice, switchman at Austin, died suddenly Apr. 7 from a heart ailment.

Engineer Charles J. Otterstrom passed away at his home Apr. 25 after a long illness. He had just received notice of approval of his annuity under the RRB.

A GI Writes Home

The following letter was received recently by H. J. Swank, division editor at Austin, Minn., who passed it along as an interesting commentary on Army life. The writer is I&SM Division Fireman Dick Johnson, an enlisted man now at Ft. Sill, Okla.

"Dear Harold:

In case you haven't heard, I'm in the Field Artillery, an 8 inch howitzer battalion. Six of us were picked to go to Fire Direction School. That's the outfit



R. D. Johnson

that figures out range, deflection, quadrant, elevation, windage, etc. We deal with a lot of numbers and symbols and, believe me, they are slightly confusing at times.

"The 8 inch is the most accurate gun the Army has; a good gun crew with a good fire direction group can blow a house to pieces, room by room, from a range of 10 miles. I certainly hope I can be a good F.D. computer, for it will take a lot of good men in every field to help stabilize this shaky world.

"Our barracks are of concrete construction, in old Spanish style, the inside all of glazed tile and very easy to keep clean. The country is plains, with the Wichita Mountains rising sharply to the west and north. Everything here is very nice, and that includes the men who are training us. I'll write again, but in the meantime give my regards to fellows around Austin.

*Rct. Richard D. Johnson,
Btry. C, 553rd F.A. Battalion,
Ft. Sill, Okla.*

C. A. Laughlin, former custodian at Vilas, S. D., died Apr. 2.

R. J. Whipple, agent at Blooming Prairie, Minn., is planning a trip to Anaheim, Calif., to dispose of his business interests there, due to his son's induction into the armed forces.

Rocky Mountain Division

NORTHERN MONTANA
Pat Yates, Correspondent
Car Foreman, Lewistown

Freight House Clerk Harold Krause and wife of Harlowton are the parents of a boy born in the Lewistown hospital.

April 29 will mark the opening of the new Harlowton Hospital, with which the

Milwaukee Hospital Association will be connected. The first child born there will receive many gifts.

Henry Bertram, retired warehouse foreman of Lewistown, now living in Milwaukee, is visiting here; also Tyler Hanson, retired dispatcher of Vancouver, Wash.

Conductor Goldbrand is in the Tacoma Hospital. Conductor Baumgartner has taken his run between Lewistown and Harlowton.

Yard Clerk Jake Sanford sold his ranch on Cotton Wood Creek at the edge of the Historic Snowy Mountains and bought another place on Spring Creek, just above the roundhouse. I wonder if the size of the trout in Spring Creek had anything to do with Jake's move.

Mrs. E. K. Crawford, widow of Engineer Crawford, is back in Lewistown after spending the winter in Vancouver, Wash.

Car Inspector William Tuss and Mrs. Tuss are back after spending two weeks vacation in Greensburg, Pa.

Brakeman Pete Zwolle and wife announce the arrival of an 8-pound 11 ounce boy, born Apr. 7. Mrs. Zwolle is in Seattle and Pete is on the U.S.S. Essix. The young man was named Peter Gene.

The following news is contributed by Mrs. E. W. McKinnon, Avery, Idaho: On Mar. 28 the Women's Club at Avery entertained in the club rooms. The rooms were decorated with flowers and evergreens. Forty-four were present. Pinochle, bridge and canasta were played. The entertainment committee was Mmes. L. D. Aman, E. L. Ficke, S. A. Lamb, E. W. McKinnon, R. E. Peterson, M. L. Snyder and H. V. Uttley.

Answers to "What Do You Know?"

1. The locomotive (U.P. "Big Boy") with tender weighs 595 tons.
2. About 50—the average being between 52 and 54. The Milwaukee Road has one type of coach currently in use which seats 58 and another which seats 66. Plans are now in work which will reduce the seating capacity of some cars.
3. Device used to support rail on cross-ties.
4. Claims made by shippers for loss or damage to freight in transit.
5. A yard.
6. An overhead structure holding the electrically charged contact wire.
7. Less than a mile. With average length cars it is about $\frac{7}{8}$ of a mile in length.
8. An electric tractor employed in car dumping operations.
9. In 1934.
10. At Davenport, Ia. The bridge was opened in 1856.

A Louisiana University survey reveals that more college graduates have headaches than people with little schooling, and single persons suffer more than married ones from headaches. Moral: Stay ignorant and get married.

—Chicago Sun Times

The Milwaukee Road Magazine

"The bonds William and I bought for our country's defense helped build a house for us!"

HOW U. S. SAVINGS BONDS PAID OFF FOR MRS. ROSE NY SSE OF BRISTOL, PA.

"There's nothing more wonderful than a house and garden of your own," says Mrs. Nysse.

"And there's no surer way to own one than to save for it through U. S. Savings Bonds and the Payroll Savings Plan!"



Mrs. Rose Nysse says, "In 1942 William and I started making U.S. Savings Bonds a part of our plan for financial security. I joined the Payroll Savings Plan at the Sweetheart Soap Co. where I'm a supervisor, and began buying a \$100 bond each month. I knew that my money was safe and working for me all the time. Buying U. S. Savings Bonds is one of the surest, safest savings methods!"



"Savings Bonds alone made a \$5,000 down payment on our house!" says Mrs. Nysse. "Altogether, we've saved \$8,000 just in bonds bought through Payroll Savings, and we're keeping right on with the plan. And when we retire, our bonds will make the difference between comfort and just getting by. Bond buying is a patriotic and practical way of building a cash reserve!"

You can do what the Nysse's are doing — the time to start is now!

Maybe you can't save quite as much as William and Rose Nysse, maybe you can save more. But the important thing is to *start now!* It only takes three simple steps.

1. Make the big decision—to put saving *first*—before you even draw your pay.
2. Decide to save a regular amount *systematically*, week after week, or month after month. Even small sums, saved on a systematic basis, become a large sum in an amazingly short time!
3. Start saving automatically by signing up *today* in the Payroll Savings Plan where you work or the Bond-A-Month Plan where you bank. You may save as little as \$1.25 a week or as much as \$375 a month. If you can set aside just \$7.50 weekly, in 10 years you'll have bonds and interest worth \$4,329.02 cash!

You'll be providing security not only for yourself and your family, but for the blessed free way of life that's so important to us all. And in far less time than you think, the financial independence the Nysse's enjoy will be yours to enjoy as well!

FOR YOUR SECURITY, AND YOUR COUNTRY'S TOO, SAVE NOW—
THROUGH REGULAR PURCHASE OF U. S. SAVINGS BONDS!



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516 West Jackson Blvd.

Chicago (6), Illinois

GOING PLACES. A fast Milwaukee Road freight crosses the viaduct over Highway 72, near Forreston, Ill.

