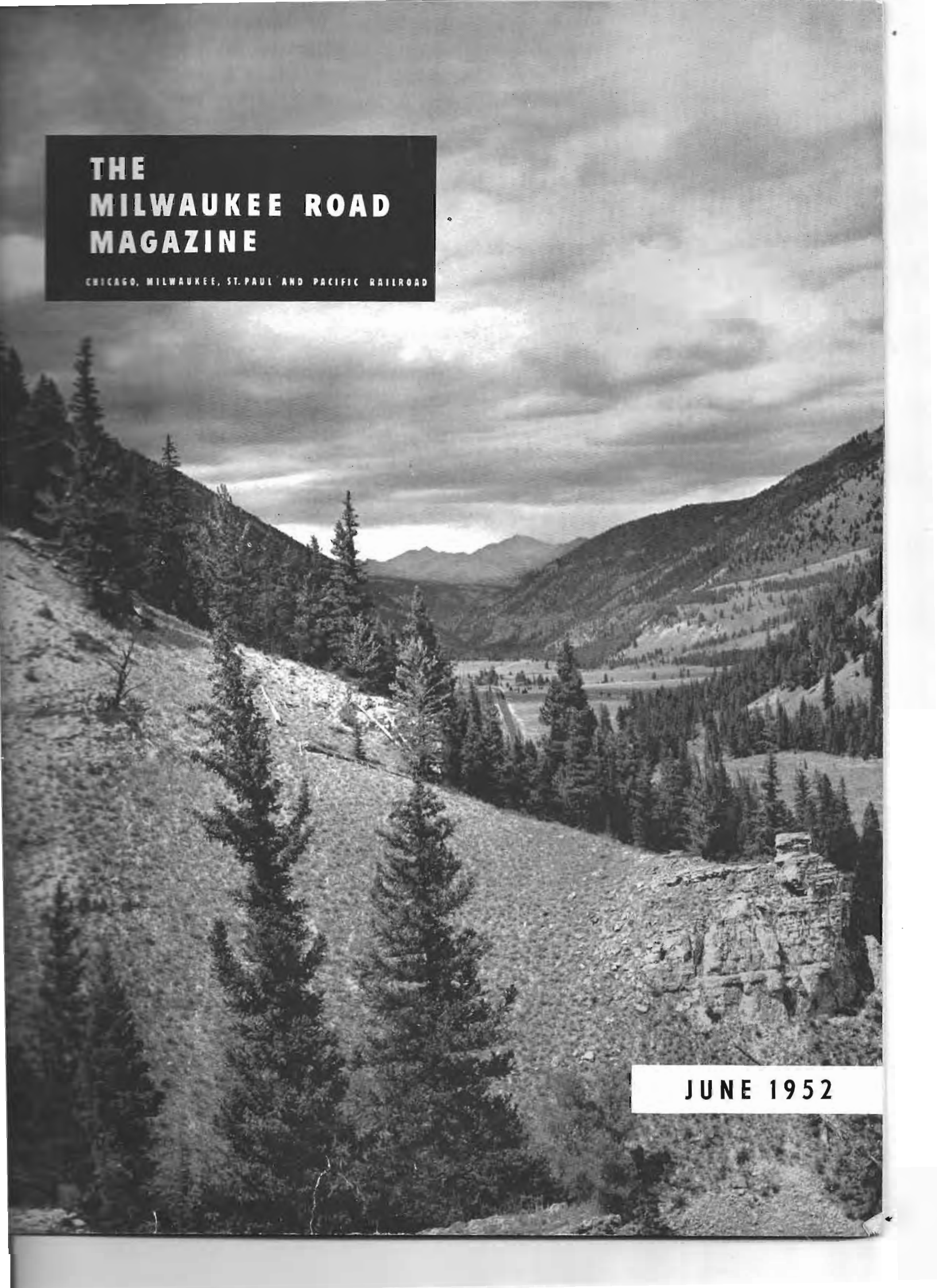


A black and white photograph of a mountainous landscape. In the foreground, a steep, rocky slope is covered with several tall, dark evergreen trees. The middle ground shows a valley with more trees and a small, light-colored structure, possibly a building or a small town. In the background, more mountains are visible under a sky filled with large, dramatic clouds.

THE MILWAUKEE ROAD MAGAZINE

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THE MILWAUKEE ROAD MAGAZINE

A. C. Dupuis
Manager

Marc Green
Editor

Marie Hotton
Assistant to Editor

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

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The Hole In Our Pocket

MOST OF US, while still small children, learned an important lesson in finance when we first decided to see how many pennies we could save. The boys especially found out that in order to have enough to jingle, they not only had to get them and be careful not to spend too many, but they also had to make sure there weren't any holes in their trouser pockets.

The Milwaukee Road has a hole in its pocket. That's to be expected, I suppose, considering the traffic in and out of it, but to my mind the hole is much bigger than it should be.

Last year almost \$5,400,000 slipped through it and was lost forever. Loss and damage to our customers' goods cost us \$2,460,000 in freight claims, while another \$426,000 went to repair cars damaged by rough handling. Train accidents, including damage to property and equipment and the cost of clearing wrecks, cost another \$2,498,000. These figures are apart from the factor of customer dissatisfaction and the risk of losing future business.

During the first four months of this year freight claim payments reached \$984,000, train accidents cost \$750,000, and the rough handling of cars ran up a \$198,000 repair bill. More than 32 per cent of the train accidents were caused by "man failures", and an even larger percentage of the claim and rough handling cost was due to carelessness. Our financial statement for that period, appearing on page 7 of this issue, shows our net income to be only \$958,092. *But during those four months we wasted \$1,932,000, or more than twice as much as we have left to show for our efforts.*

I have been railroading long enough to know that it is only human to make mistakes and to be a little careless now and then. I also know Milwaukee Road men well enough to realize that they will do their best to help, once they understand how badly their help is needed.

The real loss is through our own pockets, yours and mine, just as surely as when we were children trying to save our pennies. We owe it to ourselves to mend those holes with careful, conscientious service. We owe it to ourselves to save our pennies, our dollars and our jobs.

A handwritten signature in cursive script, appearing to read "J. P. Kiley".



This time it's for keeps as Superintendent G. F. Wilson (center) accepts the Safety Trophy from President J. P. Kiley on behalf of the terminal employees. L. J. Benson, assistant to president, is at the left.



record crowd enjoys

TWIN CITY SAFETY SHOW



Entertainer Jeanne Gordon and the chorus boys. From left: E. F. Conway, captain of police; Trainmaster R. H. Bourgerie, South Minneapolis; Roadmaster L. C. Blanchard; Chief Carpenter O. C. Denz; District General Car Foreman Jake Hansen; District Storekeeper A. M. Lemay; General Car Foreman W. J. Weatherall.

FOR A PARTY in the grand manner, the President's Safety Award celebration at St. Paul the evening of May 14 was outstanding in division safety contest history. The Prom, the beautiful ballroom "On the Midway", was the setting of the big get-together for employees of the Twin City Terminal Division and the members of their families who shared their good fortune in winning the Safety Trophy in 1951. Actual count showed that more than 2,500 people took part in the fun.

Preparations for the celebration started as soon as it was announced early this year that the Twin City Terminals was a repeater in the division safety contest. After winning the trophy in 1950, it had come back to win again, the third division to accomplish that feat (the Milwaukee Division in 1944-45 and the Idaho Division in 1946-47). Its casualty rate of 1.99 was 74 per cent better than the average on the system. The second victory entitled the terminal



Little Helen Hancer, daughter of Mrs. Ivy Hancer, secretary in the store department, Minneapolis, and of the late G. F. Hancer, former assistant superintendent at Wausau, Wis., draws the winning tickets for the door prizes. Her helpers are, from left: G. M. Dempsey, general inspector, division of safety; F. M. Washburn, district safety engineer; Leo Duntley, local chairman B. of R. T., Minneapolis; James Doran, local chairman B. of R. T., St. Paul; and William Anderson, chairman of the Federated Shop Crafts, Minneapolis. The last three acted as judges.

employees to permanent possession of the cup and a gala celebration as a reward for their efforts.

The doors of the ballroom were opened to the party goers at 7 P.M. and the early arrivals were entertained by an 11-piece orchestra. Promptly at 8, L. J. Benson, assistant to president who is in charge of the division of safety on the railroad, stepped to the microphone. First congratulating the division employees on their achievement, he then introduced the entertainment program, and the celebration was under way.

Two full hours of professional en-

tertainment was one of the attractions promised the crowd. The acts included a team of musical comedy singers, a rumba specialty dancer—this with audience participation, and individual performances by a banjo stylist, an exponent of tap dancing and an adagio dance team. The always popular Melvin R. Burlingame, singing switchtender from Minneapolis yard, occupied the next to the last spot on the bill, which was brought to a close by a charming soprano.

From the start it was apparent that everyone was having a good time, and

as the show progressed the applause became so demanding that practically every act included an encore. The loudest hand clapping and the heartiest laughs, however, were not for the professionals, but for the Rockette line-up of Twin City Terminals supervisors in a native dance routine. Even without an applause meter, there could be little doubt that "going native" was a show in itself.

The last curtain call again brought Mr. Benson to the microphone, this time to introduce President J. P. Kiley, who was present to award the Safety Trophy to Superintendent G. F. Wilson on behalf of the division employees. As it changed hands, Mr. Kiley remarked in effect that the ceremony was in a fair way of becoming habit forming. "It gives me a great deal of pleasure to present this cup to the Twin City Terminals for taking care of themselves the last two years," he said. "After all, that is all safety consists of—taking care of yourself. And if you can, I hope you continue to win every year."

In accepting the cup, Mr. Wilson directed a few remarks to the audience. "I am sure you have all well earned it," he said, "and I want to take this opportunity to thank all of the staff officers and each individual who has contributed to this wonderful award."

The ceremony finished, four beautiful and useful door prizes were awarded to the holders of lucky tickets. Afterward the floor was cleared of chairs and a good crowd stayed on while the orchestra played dance music until midnight. Not because it was last, but because it was best, this party will be discussed and remembered for a long time in the Twin Cities.

Right: "Ladies and gentlemen, the winner of the first prize is—Charles Hageman!" F. M. Washburn, district safety engineer, looks on while Mr. Hageman, car inspector at St. Paul, gets a close-up of his prize.



Far right: Holders of door prize tickets. From left: Switchman Fred Thompson, Minneapolis; Mrs. Norris Groth, wife of the storekeeper at St. Paul; and Paul Nikolai, general agent passenger department, St. Paul.





Group of present and former employees of the transportation department, Chicago, shown prior to the dinner given in honor of C. H. Winter on May 21. Mrs. Winter is seated at his right in the center of the picture.

C. H. Winter Retires As Transportation Head

WHEN C. H. Winter, general superintendent of transportation for The Milwaukee Road, retired at the end of May, it was with a number of genuine distinctions to his credit. As W. R. McPherson, assistant to general superintendent of transportation, pointed out while serving as master of ceremonies at a dinner given in his honor, Charley Winter has not only been recognized for many years as a mainstay of the department, but throughout those years has avoided what must have been a great temptation—the use of profanity. Considering the nature of his work during most of his 51 years with the railroad, that distinction was worthy of note.

Present at the dinner marking his retirement, held in the Midland Hotel on the night of May 21, were 42 employees of the department, past and present, including J. L. Brown, whose retirement as general superintendent of transportation had been marked by a similar occasion on Mar. 31, 1951. Having worked closely with Mr. Winter for many years, he spoke with some feeling as he recounted their many experiences together.

Also present to address the group was T. A. Dodge, executive assistant to president of the Union Refrigerator Transit Company, a supplier of refrigerator cars for The Milwaukee Road. Having formerly been in the operating and traffic departments of the railroad for 23 years, he too had seized upon the opportunity of paying sincere tribute to a man whose career had been a valuable one to The Milwaukee Road.

The group of well wishers presented Mr. Winter with a corn cob pipe for

smoking in the garden, a fancy one for inside the house, and two pieces of matched luggage for use in the extensive traveling with which he hopes to open his retirement career.

Mr. Winter was also the guest of honor at a luncheon given by the principal officers of the railroad in Chicago on May 27. Among those present was

called upon to help set up a car service department in 1909 while he was located in Miles City in the office of superintendent. In 1919 he was transferred to Seattle as chief clerk to the superintendent of transportation, and in 1923 was advanced to special representative, superintendent of transportation, in Chicago. Here he held various posi-

Three Milwaukee Road general superintendents of transportation. J. L. Brown (left), who retired from that position a little more than a year ago, congratulates C. H. Winter (center) and C. A. Nummerdor, newly appointed head of the department.



C. A. Nummerdor, whose appointment as successor to Mr. Winter appears in the appointment section of this issue.

C. H. Winter started railroading on the Milwaukee as an office boy in the car accountant's office in Chicago in 1901, but went west seven years later to take a job as operator-clerk at Lombard, Mont. His experience in car record work, plus on-the-ground operating experience resulted in his being

tions, including that of superintendent of transportation from July 15, 1946 to Apr. 1, 1951, at which time he was appointed general superintendent of transportation.

Sitting in his office behind an almost clear desk on his last day, Mr. Winter commented on the growing complexity of transportation problems.

The work has been made harder, he
(Continued on page 15)



The end of the trip in Seattle. Larry H. Dugan, vice president and western counsel, is shown at the left, in dark suit. Miss Margaret Hickey, author of this article, is at the extreme right.

B-E DAY in Seattle

by **Margaret Hickey**
Correspondent
Seattle General Offices

EXACTLY 2,578 of Seattle's teachers, who make a career of asking questions to which they know the answers, had an opportunity on May 8, as one of the local newspapers put it, to ask questions with a different purpose—to learn the answers.

The question answerers and hosts-for-a-day were top officers of 141 of Seattle's leading industries, who laid other matters aside for the day in order to help the educators take a close-up look at the workings of the American system of free enterprise. The teachers were from the city's public, parochial and private grade and high schools, 15 of whom, as guests of The Milwaukee Road, enjoyed a trip to Tacoma and return aboard the Olympian Hiawatha, with lunch in the diner.

Business-Education Day, as it was called, afforded the cooperating industries an opportunity to show their wares to a group of individuals who are perhaps the most important molders of thought in the community. This activity was not only interesting from the educational and public relations standpoints, but had the deeper significance of bringing the leaders of business and education together in an atmosphere conducive to understanding each other's problems.

The Milwaukee's guests were wel-

comed by Larry H. Dugan, vice president and western counsel, in his office in the White Building at 9:45 A.M., after which he gave the group an outline of the plans for the day and kits containing several pieces of literature prepared by The Milwaukee Road and the Association of American Railroads.

Mr. Dugan gave an over-all description of the railroad and its departments, the territory covered, its expansion and holdings, with detailed emphasis on the annual payroll, taxes paid and the importance of those paid in the state of

Washington with respect to the support of local elementary and high schools.

Besides transportation, Mr. Dugan pointed out to his guests, the railroad is also engaged in several business enterprises not ordinarily associated with railroads, such as the hotel, laundry, construction and manufacturing businesses, coal mining, barge operation, trucking, real estate, grain elevator operation, communications, agriculture, refrigeration and heating, tax collection, care and feeding of live stock, the junk business, medicine, safety, police work,

Teachers Tennie Coffey (left) and Marion Chassel ask the questions and Mr. Dugan, doubling as instructor, supplies the answers.



how are we doing?

	APRIL		FOUR MONTHS	
	1952	1951	1952	1951
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$20,569,038	\$21,505,011	\$84,903,782	\$83,209,249
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS)	11,263,880 (54.8)	11,123,148 (51.7)	44,718,288 (52.7)	43,924,134 (52.8)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	666,703	651,583	2,612,047	2,572,472
PER DOLLAR RECEIVED (CENTS)	(3.2)	(3.0)	(3.1)	(3.1)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	8,697,161	9,484,709	36,615,355	35,951,428
PER DOLLAR RECEIVED (CENTS)	(42.3)	(44.1)	(43.1)	(43.2)
NET INCOME		245,571	958,092	761,215
NET LOSS	58,706			
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	120,184	126,804	489,472	504,532
Decrease 1952 under 1951	6,620		15,060	

fire prevention, water treatment and supply, power and many others. Interesting comparisons were drawn between wages, material costs and rates prior to World War II and at the present. The contrast between government control and operation of the nation's railroads in World War I and private operation in World War II was also cited.

L. W. Wylie, electrical engineer, provided a brief but clear word picture of the electrification department and the geography of the area included in Lines West territory. He amazed his listeners with figures indicating the Road's ownership of freight and passenger cars and pieces of work equipment, the number of electric, diesel and steam locomotives, and the cost of the various units. He also described the new dome cars now on order for the Olympian Hiawatha, pictures of which were provided.

The operation of the industrial department was outlined by J. F. Grier, industrial engineer, who illustrated his talk with an actual detailed prospectus prepared for a new industry that located on our line during the past year, tracing the negotiations from the first tip of the industry's desire to erect a plant to the final signing of the lease.

C. F. Hanson, assistant general attor-

ney, reported on the operation of the law department, as well as the tax, freight claim and general claim departments, which operate under the general jurisdiction of the law department. He mentioned that the work of a railroad lawyer, far from being specialized in a narrow way, is extremely varied, due to the many legal problems that arise in connection with the operation of a railroad.

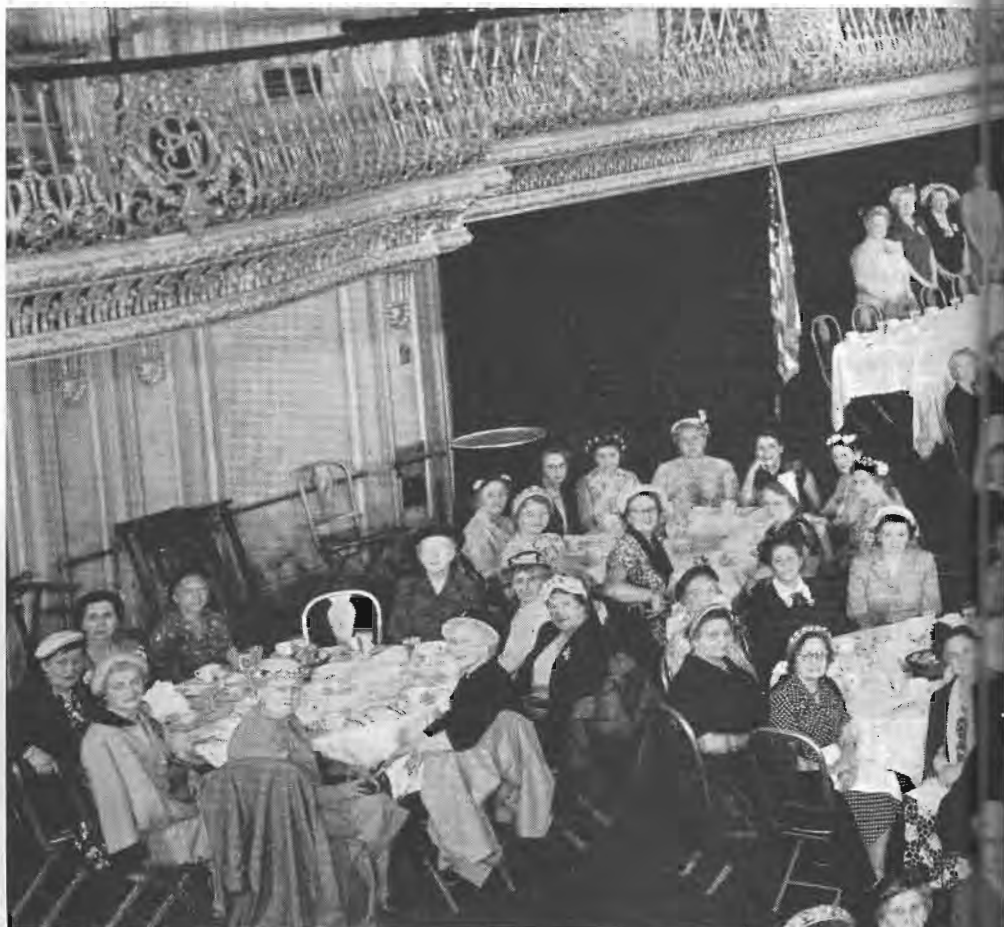
The work of the traffic department was discussed by Paul Wilson, western traffic manager, who explained that Seattle is traffic department headquarters for Lines West, with 11 branch or division offices maintained in Washington, Oregon, Montana, Idaho and British Columbia, and through these offices liaison with shipping and public in general is maintained.

R. G. Sackerson, general manager of the Milwaukee Land Company, gave a brief outline of the history and the work of the Land Company, stating that this company was formed in 1906 when it was first decided to start buying land in the Northwest. The first sale of land and timber was made in 1918, and the policy of encouraging lumber, pulp and plywood mills to locate on our property has continued. Mr. Sackerson explained

strip cutting practices and the reforestation and reseeding program of the company, illustrating his talk with aerial pictures.

After Mr. Sackerson's talk the guests were taken to the Union Station to board No. 15, leaving at 11:45 A.M. (D.S.T.) for Tacoma. O. R. Anderson, general passenger agent, took the group through the train, explaining features of each of the cars, and in the diner the guests were served a delicious luncheon. At Tacoma the group was met by Master Mechanic B. Glen, Superintendent J. T. Hansen, Shop Foreman A. R. Kidd, Coach Yard Foreman J. O'Neill and other supervisors, and then taken to the shops in private cars. Mr. Kidd and Mr. Glen explained the various kinds of power that were in the shops and the kind of work that was being done. Many questions were asked and expertly answered. In the car department they saw how cars are cleaned, wheels changed and other work done to make the trains ready for the return movement east. On arrival back at the station, the group was seated in the Sky Top Lounge for their return trip to Seattle, where a round-table discussion was held. All of our officers were given grades of 100 per cent by the teachers before detraining at Seattle.

WOMEN'S CLUB BIENNIAL



brings

A get-together of general officers. Seated, from left: Mrs. A. O. Thor, Spokane, third vice president general; Mrs. C. C. Steed, Milwaukee, president general; Mrs. W. R. Dolan, Chicago, second vice president general. Standing, from left: Mrs. E. Shortall, Chicago, recording secretary general; Mrs. W. J. Whalen, Chicago, general director; Miss E. N. Linskog, Chicago, secretary general; and Mrs. R. Vannella, Bensenville, treasurer general.



Scene in the grand ballroom of the Hotel Sherman during the luncheon which concluded the business meeting. Presidents of the local chapters are seated at the table directly in front of the speakers' table.

Milwaukee Road women to Chicago . . .

THE BIENNIAL meeting of The Milwaukee Railroad Women's Club, the two-day workshop session held traditionally in Chicago, was the hub of all club activities on the system last month. Fifty-two of the 60 chapters were represented at the business meeting in the Hotel Sherman May 23 and approximately 500 members attended the gala luncheon with which it was concluded the following afternoon.

With Mrs. C. C. Steed of Milwaukee, president general, on the rostrum, the meeting opened with a review of the

club's work in the interests of the railroad family during the past two years. Delegates heard reports on the issues introduced at the biennial of 1950 and the district meetings held in Milwaukee and Tacoma during 1951; also the audit of the books of the general governing board as reported by Mrs. Ralph Vannella of Bensenville, Ill., treasurer general, the summary of activities by Miss Etta Lindskog, secretary general in Chicago, and a statement from Mrs. J. Geckler of Milwaukee, general welfare chairman, who read into the record do-

nations made to local chapters for welfare work by the general governing board during the past 16 months.

The biennial meeting serves as a trading center in ideas for projects both social and welfare wise and individual reports of delegates and chapter presidents revealed an integration of interests all along the system. In the order of business, they dealt with the handling of membership solicitations, social programs, potluck dinners and family picnics, Christmas programs and so on. Welfare work bulked large as an issue.



Members of the general executive committee. Seated, from left: Mrs. Ernest Buchholtz, Chicago; Mrs. J. W. Alligier, Aberdeen, S. D.; Mrs. J. Geckler, Milwaukee; Mrs. G. H. Hill, Spokane; Mrs. R. E. Melquist, Minneapolis. Standing, from left: Mrs. O. D. Wolke, St. Paul; Mrs. F. R. Doud, Madison, Wis.; Mrs. E. W. Soergel, Chicago; Miss Irma Knoll, Milwaukee; Mrs. J. L. Brown, Chicago; and Mrs. W. T. Blackmarr, Mason City.

Chapters shared their common experiences in serving funeral dinners, helping the aged and needy, entertaining shut-ins, supporting local and national fund drives, sponsoring young people groups, and the like. The most profitable ways to raise money for these activities, according to a system-wide survey, were through rummage, white elephant and baked food sales, sales of greeting cards, household notions and magazine subscriptions, dances, operating refreshment and sales booths at local celebrations and serving luncheons and

dinners for other organizations.

In the nature of new business, Mrs. Geckler as chairman of the nominating committee and assisted by Mrs. Reed McGinnis, president of West Clinton (Ind.) Chapter and Mrs. C. F. Willett, president at Sioux City, submitted the slate of new general officers for election. The following were elected for a two-year term:

President general, Mrs. C. C. Steed, Milwaukee; first vice president general, Mrs. O. P. Catlin, Chicago; second vice president general, Mrs. W. R. Dolan, Chicago; third vice president general, Mrs. A. O. Thor, Spokane; secretary general, Miss E. N. Lindskog, Chicago; recording secretary general, Mrs. Elizabeth Shortall, Chicago; treasurer general, Mrs. R. Vannella, Bensenville. Named as general directors were Mmes. G. W. Loderhose, W. J. Whalen, J. L. Brown and Ernest Buchholtz, all of Chicago, Mrs. R. E. Melquist, Minneapolis, Mrs. O. D. Wolke, St. Paul, Mrs. F. R. Doud, Madison, Wis., Mrs. W. T. Blackmarr, Mason City, Mrs. R. O. Hawkins, Seattle, Mrs. J. F. O'Dore, Lewistown, and Mrs. P. Bridenstine, Mobridge. Mrs. J. P. Kiley, wife of the president of the railroad, remained in office as honorary president general, a non-elective post.

After the meeting some 75 members, escorted by Mrs. W. R. Dolan, who was in charge of entertaining the visitors, took a sightseeing trip. By way of Chicago's famous boulevard drive, the tour led through the city parks and residential section and returned by way of the Michigan Avenue shopping sector to Chinatown where dinner was served in Oriental style. Most of the members

later attended television and radio broadcasts on the national hookups.

A large number of out of town members attended the Saturday luncheon in the grand ballroom of the Sherman. A salvo of applause greeted the entrance of the new general executive committee. During the course of the luncheon tributes were also paid to the well-loved Mrs. Grant Williams, first vice president of the club when it was organized in 1924, Mrs. Wolke, who has a perfect attendance record at St. Paul, and Mrs. Hauser of Milwaukee who though past 90 seldom misses a chapter meeting.

Again Mrs. Steed presided, briefing for members who did not attend the business meeting the results of that get-together and announcing the outcome of the membership poll. The total was 18,766—7,549 voting and 11,217 contributing members. Milwaukee Chapter led the list with 1,355 members. Aberdeen, S. D., ran a close second with 1,153, Chicago-Fullerton Avenue followed with 1,128 and Minneapolis was fourth high with 1,032.

Acting for Mrs. Catlin, general luncheon chairman, Mrs. Dolan then introduced Donald "Red" Blanchard and Dolph Hewitt, known to many present as headline entertainers on the nationally famous WLS barn dance program. At the conclusion of their act, Mrs. Dolan gave an impromptu performance of her own, singing her own lyrics to the tune of the popular "Be My Life's Companion." The song entitled "When You Join Milwaukee Clubs You Never Grow Old" and introduced at the business meeting the preceding day, was one of the hits of the bill.

For chapters in both cities and rural communities, the biennial was illuminating in its picturing of the club's work on the railroad. According to the report delivered by Miss Lindskog, the club expended \$7,937.91 for welfare and good cheer in 1951 and \$2,607.47 in the first four months of 1952. This work was supported in part by ways and means activities, local chapters earning \$4,508.09 in 1951 and upwards of \$1,775 so far this year. The general governing board contributed \$4,985 in membership prizes and welfare donations to the 1951 program. A large single item noted in its report for the current year was \$500 voted for flood relief at Sioux City during the recent disaster. Forty-one of the 60 chapters were congratulated on exceeding their membership of last year. Local drives are still under way to reach the 1951 total of 20,244 members.



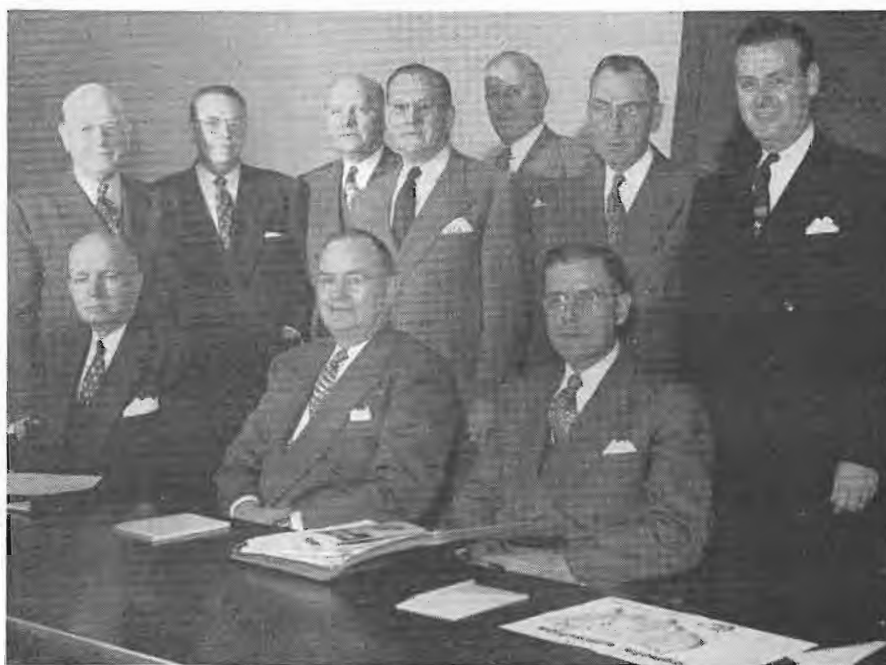
Mrs. G. W. Loderhose, former president general now a general director on Lines East, renews old friendships. First row, from left: Mrs. Emil Baeyen, president, Minneapolis; Mrs. A. E. Hatten, president, Aberdeen, S. D.; Mrs. Loderhose. Second row, from left: Mrs. Norma Gunderson, president, Chicago-Fullerton Avenue; Mrs. R. O. Hawkins, president of Seattle Chapter and a general director on Lines West; Mrs. Walter Koester, president, Milwaukee; and Mrs. Paul Bridenstine, president of Mobridge Chapter and a general director on Lines West. Milwaukee Chapter led the membership poll, followed in order by Aberdeen, Chicago-Fullerton Avenue and Minneapolis.

Optimism Marks General Staff Meeting

THE general staff meeting held in Chicago on May 19, 20 and 21 proved once more to be the best method yet devised for improving the understanding of the other fellow's problems and for bettering the chances of cooperating profitably. Thanks to the rising operating efficiency of the railroad, the discussions were held in an atmosphere of optimism and enthusiasm.

The meetings brought together a group of approximately 150 Milwaukee Road men from on-line and off-line points, including executive and general officers, division superintendents, division engineers, traffic representatives and others. The meeting on the 19th was devoted exclusively to traffic matters and the one on the 21st to operating problems, so that representatives of the two departments chiefly concerned were able, by remaining in the city only two days, to be present for the principal session on the 20th, where the two groups met jointly for a discussion of related problems. President Kiley presided at the joint meeting and also spoke at the other two, which were presided over by Vice Presidents P. H. Draver and L. F. Donald, respectively.

Addressing the traffic men on the opening day, President Kiley expressed himself as being very much encouraged by the attitude of Milwaukee Road people in all departments, and by the results they are producing. "I hear good reports from people in industry," he said, "and each time I become more convinced that if we continue to improve the way we have been, and work with one another, we certainly are going to go places. One of the most heartening



Principal officers who took part in the discussion at the joint operating-traffic meeting. Seated, left to right: P. H. Draver, vice president—traffic; J. P. Kiley, president; and L. F. Donald, vice president—operation. Standing, left to right: H. S. Zane, freight traffic manager; H. Sengstacken, passenger traffic manager; L. K. Sorensen, general manager, Lines West; W. J. Whalen, general manager, Lines East; M. L. Bluhm, vice president and general counsel; J. J. O'Toole, assistant general manager, Lines East; and L. H. Dugan, vice president and western counsel.

things is the fine cooperation we are getting between departments. . . . It is encouraging, because I can remember a good many times when the feeling was not quite as good as it ought to be." He asked the traffic men to bear in mind, however, that the solution they would like to bring about for a local problem might not fit in with the system solution of a system problem.

The joint meeting on the 20th was

opened with the showing of the Road's new color motion picture, "Pacific Northwest Holiday," a beautiful and fascinating presentation of the railroad and the travel attractions of the areas it serves.

Mr. Kiley followed the showing with a discussion of the importance of an harmonious relationship with employees, mentioning particularly some of the points made in his messages appearing

Scene at the start of the joint operating-traffic meeting on May 20.



The Corporation to Dread

The following statement is taken from the closing remarks of an address delivered a few months back by Senator John W. Bricker of Ohio before the Traffic Club of Chicago:

NO ONE can deny the need for some Federal regulation of railroads. Regulation has been with us since the Act to Regulate Commerce, approved Feb. 4, 1887. Prior to 1887, when the railroads enjoyed a virtually unrestrained monopoly, we might have expected an irresistible demand for government ownership and operation. In being spared that result, we must thank our forefathers who had no illusions about the beneficence of government. In closing, let me read to you what Senator Benjamin Harvey Hill of Georgia said on the floor of the United States Senate on Mar. 27, 1878, when he spoke with reference to railroad companies:

"But sir, I have said I do not dread these corporations as instruments of power to destroy this country, because there are a thousand agencies which can regulate, restrain and control them; but there is a corporation we may all well dread. The corporation is the Federal Government. From the aggressions of this corporation there can be no safety, if it is allowed to go beyond the well defined limits of its power. I dread nothing so much as the exercises of ungranted and doubtful powers by this government. It is in my opinion the danger of dangers to the future of this country. Let us be sure we keep it always within its limits. If this great, ambitious, ever-growing corporation become oppressive, who shall check it? If it become wayward, who shall control it? If it become unjust, who shall trust it? As sentinels on the country's watchtower, Senators, I beseech you—watch and guard with sleepless dread that corporation which can make all property and rights, all States and people, and all liberty and hope its playthings in an hour, and its victims forever."

As government power increases, individual liberty is suppressed. The principal woes of the world today result from too much power in government. Our priceless heritage is individual liberty and a voice and a vote in our government.

Let us jealously guard them.

monthly in The Milwaukee Road Magazine. He then read from two friendly letters which he had recently received from Milwaukee Road employes, which indicated very clearly the importance of employee attitudes.

A great variety of operating department problems were discussed on the third day, many of which were more easily solved in the light of what had been brought to light during the two preceding meetings.

The feeling of optimism which marked the series of discussions was well expressed by Leo T. Crowley, chairman of the board, who addressed the joint meeting on the second day.

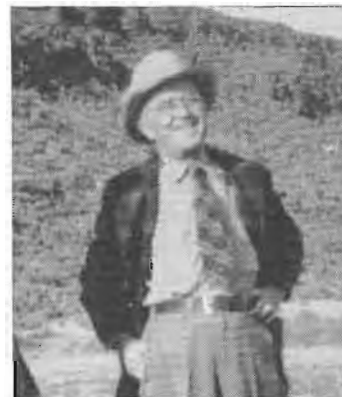
"I have been associated with The Milwaukee Road for only a few years," he said, "but I am very proud of what has been accomplished within the organization and in the improvements in

facilities in the past several years.

"As far as our board of directors is concerned, they have made available in the last six or seven years a lot of fine equipment with which to operate the railroad, and a great deal of money has been spent on maintenance. Our property is in excellent condition. Five or six years ago we had considerable trouble with power but we can look forward to eliminating delays and the trouble we formerly had. . . .

"With the money we have spent on new diesel power, new freight and passenger cars and improvements in yard facilities, we have almost a completely rebuilt Milwaukee Road, and it is up to the men on our railroad to produce. We have a right to expect from each man complete loyalty and efficiency in view of the tremendous amount of money and energy that has been put into the improvement of our railroad."

E. W. Hall, Agricultural Agent, Retires



E. W. Hall

EVAN W. HALL, agricultural agent with headquarters in Spokane, whose influence as an agricultural advisor has been widespread in communities served by The Milwaukee Road, retired May 31. He had been with the railroad 26 years, most recently at Warden, Wash., in the Columbia Basin.

Mr. Hall brought to the railroad a background of practical experience. He was born in 1887 on the Fort Berthold Indian Reservation in North Dakota where his father was a missionary. After graduation from North Dakota Agricultural College he was employed by the Department of the Interior as a farmer on the reservation and subsequently by the North Dakota Agricultural Experiment Station. He was also agricultural agent in various counties in North Dakota and Wyoming before coming to the railroad in 1926 as agricultural agent at Miles City. Later he served in the same capacity with headquarters in Chicago, Aberdeen, S. D., and Lewistown.

Since his graduation from college, Mr. Hall has specialized in livestock and range management. Shortly after starting with the railroad he initiated the first livestock grazing district in the United States, the Mizpah-Pumpkin Creek district southeast of Miles City. It served as a model for drafting the legislation now known as the Taylor Grazing Act.

On May 14 Mr. Hall was honored at a retirement luncheon in the Washington Athletic Club, Seattle, by his Milwaukee Road associates and the agricultural agents of various western railroads.

Comes the day when profits vanish, jobs will vanish too.—*Life*.

In the United States, working is more than a way of earning a livelihood. It is a way of keeping one's self respect.—*Ethel Shanas*.

Operating Results Improving, Stockholders Told

A RAILROAD improved in financial position, efficiency and morale was the description of The Milwaukee Road outlined for the stockholders by Leo T. Crowley, chairman of the board, and John P. Kiley, president, at the annual meeting held in Chicago on May 13.

Business for the year up to that time had been below that of the comparable early months of 1951, Mr. Crowley said, and the April floods had made substantial expenditures necessary. "Notwithstanding these facts, however," he added, "we are hopeful that the level of business for the year will reach that of last year, and if it does, together with recent freight rate increases, our showing for 1952 should be quite satisfactory."

Pointing to the fact that the program of adding to and improving the property was continued throughout 1951, he said, "We made gross capital expenditures during the year of almost \$34,000,000 for new equipment and for improvements to and betterments of the permanent or fixed property." He mentioned that the latter classification included the Air Line Yard project in Milwaukee, estimated to cost \$3,000,000.

"Without these expenditures," he explained, "it would not have been at all possible to effect sufficient economies to absorb the increasing prices of materials and rising costs of labor."

Concerning inquiries regarding possible oil development in the company's land holdings, Mr. Crowley said that the Milwaukee Land Company, a subsidiary, had entered into a lease agreement with an operator covering acreage in the vicinity of Chehalis, Wash., and it was believed that drilling would start in the near future.

In his statement, President Kiley attributed the improvement in operating results not only to dieselization and other tangible items of betterment, but also to an improvement in morale. Supervisors are aware, he said, that if they can justify improvements on a basis of saving money and improving service, they will receive prompt consideration. Supervisors and employees generally are proud to see their railroad and its service improve steadily. As a result, the operating department is continually thinking of new ways of doing old jobs.

He pointed to the joint staff meetings

of the operating and traffic departments as another source of improved morale, as is the latter department's educational program involving weekly tours by selected groups of traffic men from all over the country in order that they may see what the railroad's facilities are and what is being done to provide improved service.

The major portion of the dieselization program has been completed, he said. As of March of this year, 76.5 per cent of the gross ton miles in freight service was handled with diesel and electric locomotives, as was 88 per cent of passenger car miles and 74 per cent of locomotive switching hours.

"We still have diesels on order for delivery during the remainder of this year," he said. "Subsequent acquisitions will be small in comparison with recent years and will generally be limited to replacement of steam engines which can no longer be economically maintained. The probability is that we will continue

to operate some steam locomotives for upward of 10 years."

Six directors whose terms were expiring were unanimously re-elected by the stockholders, each for a period of three years. They were Judson Large, Philip W. Pillsbury, William L. O'Brien, Robert J. Marony, John W. Severs, and John P. Wagner.

At the directors' meeting following the stockholders' meeting all elective officers of the railroad were re-elected.

THE COVER

The picture appearing on the front cover of this issue shows a scene in beautiful Gallatin Canyon, south of Bozeman, Mont. Milwaukee Road passengers bound for Yellowstone Park travel through this canyon by limousine or bus on their way to the park.

Safety Engineer W. A. French Retires



Congratulations from old friends on a job well done. Left to right: F. W. Bunce, superintendent of motive power; J. E. Bjorkholm, retired superintendent of motive power; W. A. French; and L. J. Benson, assistant to president.

W. A. "BILL" FRENCH, district safety engineer with headquarters in Milwaukee, retired Apr. 30, having served the Road loyally and with outstanding capability for many years. A large group of his fellow employees, together with officers and retired people of the railroad, honored him with a dinner in Milwaukee May 22.

Mr. French, born in 1887 at Onalaska, Wis., attended the Onalaska schools and later the South Side High School in Minneapolis. He came to the railroad in 1902 as a machinist apprentice at the Milwaukee shops where he completed

his apprenticeship in 1906. In 1911 he was appointed night roundhouse foreman at Montevideo, and subsequently served as supervisor at Farmington, Austin, Minneapolis, Mason City and Bedford.

He left the railroad in 1925 to enter the stone business at Bedford, but returned in 1942, and was appointed a supervisor at Milwaukee and on Oct. 26, 1942, district safety engineer. At the time of his retirement, his territory included the First and Third Districts of the La Crosse & River, the Madison and the Milwaukee Divisions.

Commemorate Arrival of First Train in Waukesha



John Derivan, Milwaukee Road agent at Waukesha, Wis., and a veteran of 51 years with the railroad, addresses the crowd which gathered for the marker dedication at the Waukesha station. "The railroads are still the backbone of the transportation system in the country," he said, "always ready to serve us all."

On Feb. 25, 1951 the City of Waukesha, Wis., highlighted the centennial celebration of the coming of its first railroad, the Milwaukee & Mississippi, a predecessor of The Milwaukee Road, by affixing a plaque to the local freight house, which was the first railroad station in the state of Wisconsin. The event was recently given added attention when the Waukesha County Historical Society dedicated a new marker on the present station grounds. The Waukesha Daily Freeman reported the event in its May 24 issue as follows:

A LITTLE more than 100 years ago, a crowd of people listened to a railroad man welcome the first train chugging into Waukesha.

With a bit of flowery prose, he said, "The iron horse that now takes its morning drink in Lake Michigan will soon slake its thirst in the Mississippi river."

With that welcome, the Milwaukee and Waukesha railroad reached the end of its first run.

This morning the prose wasn't as flowery, but the crowd was as enthusiastic. They stood in the light drizzle while the Waukesha County Historical Society marker commemorating the first train to Waukesha was unveiled.

A brass band from the Wisconsin School for Boys boomed out with gusto.

A railroad man spoke with enthusiasm about the railroad, past and

future. The railroad man, station agent John Derivan, has spent 50 years with the railroad in Waukesha.

He remembers the days when the fashionable people came to the "Spring City" on the old passenger train. He looks forward to another 100 years of prosperity for the railroad, but wasn't too sure whether he would spend another 50 years in the agent's office.

The marker is on the location of the old passenger depot and across the tracks from the original freight depot. The inscription reads:

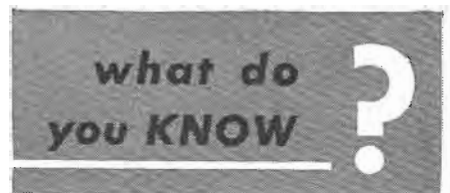
"The first train from Milwaukee to Waukesha arrived here, February 25, 1851.

"The Milwaukee and Mississippi railroad, originally chartered as the Milwaukee and Waukesha railroad, reached Eagle in 1852, Milton in 1854, and

Prairie du Chien in 1857."

Mayor C. C. Smith spoke of some of his earlier recollections of the railroad. He remembered his grandfather saying that before the railroad it was a week's trip from their home in Clinton to Milwaukee.

William S. Griswold, president of the Waukesha County Historical Society, was the master of ceremonies during the program.



TEST YOUR KNOWLEDGE OF RAILROADS AND RAILROADING.

(Answers on page 42)

1. What State ranks first in railway mileage—Pennsylvania, Illinois, Texas or California?
2. What is the common name for a steam locomotive having a 4-8-2 wheel arrangement—Pacific, Mountain, or Mikado?
3. Is a railroad located entirely in one state regulated by the Interstate Commerce Commission?
4. Does a child of six years—accompanied by a parent or guardian—travel free of charge, for half-fare, or for full fare?
5. What is a "whiskey stick"—(1) a track level, (2) a whiskey bottle found on the right of way, or (3) a stick used by trainmen to locate hoboes riding the rods at night?
6. What does the term "on the extra board" mean—train crews served meals en route, train and engine service employes subject to call as needed, or anyone who works on an extra or special train?
7. In the classification of freight, the United States is divided into three principal territories. One is Western Territory, another is Southern Territory. What is the other one called?
8. Is the average carload of coal more or less than 50 tons?
9. What is meant by ruling grade—a uniformly steep grade, the maximum grade encountered between two points, or the average grade between two points?
10. Which is the sharper—a curve of five degrees or one of ten degrees?

Unemployment and Sickness Benefits Increased

BEGINNING July 1, railroad workers will receive higher benefits when unemployed or sick, as a result of amendments to the Railroad Unemployment Insurance Act approved by the President on May 15.

Under the new law, benefits will average about 40 per cent higher than before. The maximum amount payable will jump from \$5 to \$7.50 a day, and the minimum from \$1.75 to \$3. Benefits are paid for as many as five days a week up to a maximum of 130 days a year.

To receive benefits in the year beginning July 1, an employe must have earned at least \$300 in railroad employment in 1951. Those who earned \$3,500 or more in that year will be paid at the top rate of \$7.50, while those who earned between \$300 and \$475 will be paid at the \$3 rate. Previously, the minimum rate of \$1.75 was paid to employes who earned as little as \$150 a year.

The new schedule of benefit rates is as follows:

Annual Earnings	Daily Rate
\$300-\$474	\$3.00
\$475-\$749	3.50
\$750-\$999	4.00
\$1,000-\$1,299	4.50
\$1,300-\$1,599	5.00
\$1,600-\$1,999	5.50
\$2,000-\$2,499	6.00
\$2,500-\$2,999	6.50
\$3,000-\$3,499	7.00
\$3,500 and over	7.50

As before, these benefits cost the individual railroad employe nothing, the fund from which the benefits are paid being provided by taxes levied against the railroad companies.

C. H. Winter Retires

(Continued from page 5)

said, by the need for handling many types of special purpose cars on the railroad today, and by several other factors, such as the changes that have been made in providing for the movement of grain. What once was a strictly seasonal move which could be definitely planned for, has been spread over a much greater period by the government's purchase and storage practices.

"Every officer and employe with whom I have come in contact has been good to me," he said, "and that's what makes it hard to leave. A man couldn't have had a better working life than I have had on The Milwaukee Road."

June, 1952



Above: W. J. Whalen, general manager Lines East (third from left), stops to discuss the 1951 annual report with Professor John Alexander as the group leaves the engineering department; W. R. McPherson, assistant to general superintendent of transportation at the far right. Right: Mr. McPherson outlines for the transportation class the system by which the Road keeps track of its thousands of freight cars all over the country. Mr. Whalen is seated at the left.



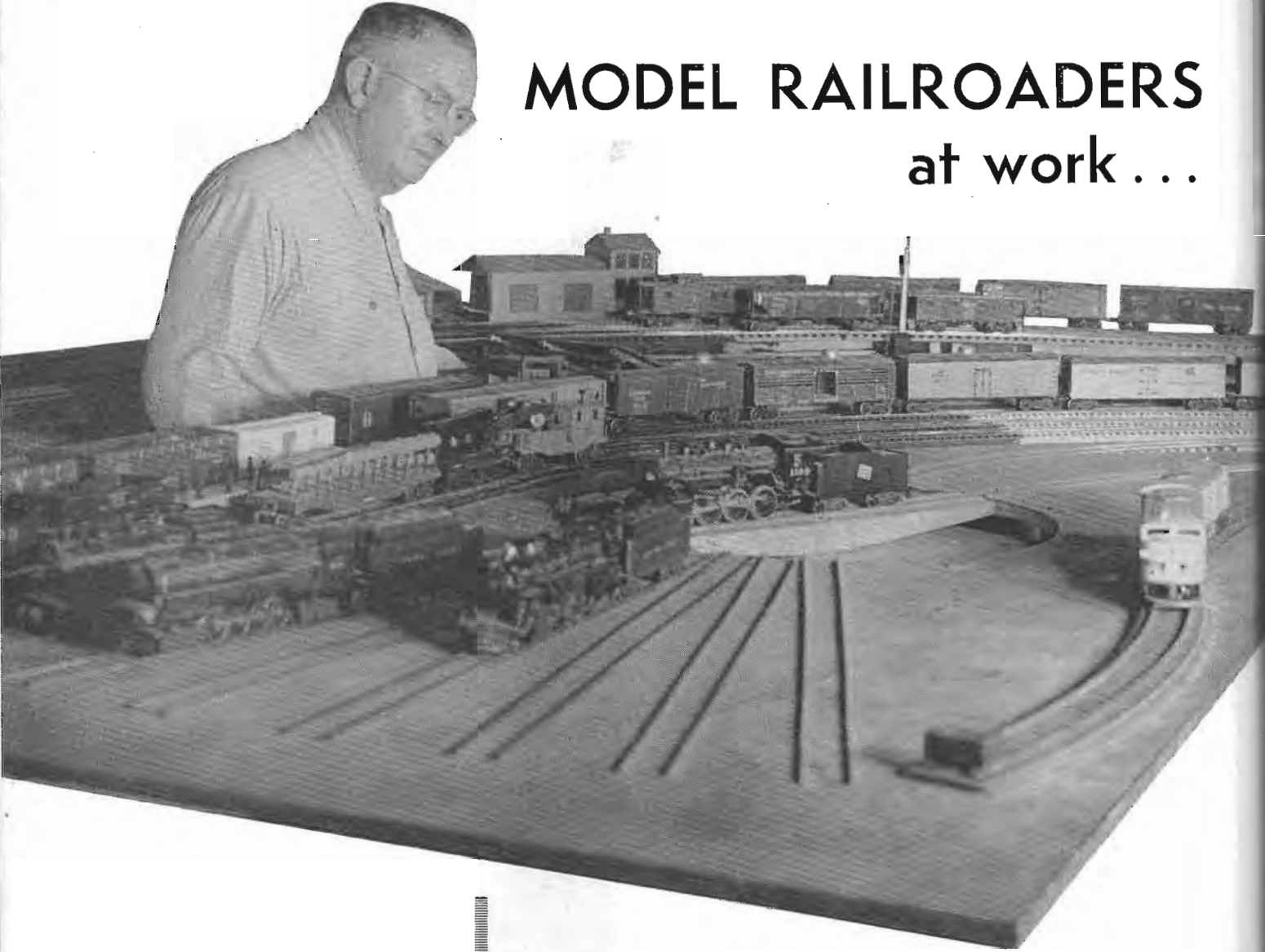
Wisconsin U. Group Learns About Railroads

A TRANSPORTATION class of 30 University of Wisconsin students visited the Milwaukee Road offices in the Chicago Union Station the morning of May 10, intent on learning how a railroad operates from the men who run one.

Arriving on the Sioux with their instructor, Professor John Alexander, the group was escorted to the transportation department on the eighth floor, where W. R. McPherson, assistant to general superintendent of transportation, told of the systems and problems involved in furnishing equipment for the traveling and shipping public. A second class-

room session was held in the office of J. J. O'Toole, assistant general manager. The discussion there covered a wide range of operating subjects. Distribution of the Road's 1951 annual report stimulated the questions-and-answers session. The students were also presented with other Milwaukee Road literature and the AAR publication, "Railroads at Work."

The Markham yard of the Illinois Central was the second stop on the educational tour. The party returned to Madison in the evening on No. 7.



MODEL RAILROADERS at work...

by H. J. Swank
Division Editor
Austin, Minnesota

John Healy, chief engineer of the Davison Model Railroad, lining up the turntable to move No. 1100, a Milwaukee G-6, out onto a yard track.

FROM my good friend John Healy I had heard a great deal at different times about the model railroad he had been building since his retirement. Curious to learn about it first hand, I took my seven-year-old Freddy and headed for the Harold Davison home at 611 High Street in Austin. Mrs. Davison met us at the rear driveway; "Come right in, the boys are in the basement." Freddy gave me his hand and together we descended the stairs for a sight-seeing trip of one of the most interesting model railroads in the country.

Harold Davison and I went through high school together. His father was

an engineer on the I&SM Division until his death in 1928, so you might say that Harold comes by his interest in model railroading naturally. Of course, in addition to having a hobby a man must also have a gainful occupation if he is to meet the expenses for a family with four children (two girls and two boys), so added to repairing and servicing model railroad equipment, ordering new equipment and parts and doing considerable commercial photography, Harold still finds time for his regular job as projectionist at the Austin Theater.

John Healy, retired roadmaster and section foreman, needs no introduction

to the rank and file on the I&SM Division where he spent 47 years in the track department before his retirement in 1945. Knowing that proper supervision is a "must" for a good job of railroading, Harold consulted him before going ahead with the construction of his scale-model road. John consented to help lay it out, and for the past two years has spent many hours at the Davison home. Harold says he wouldn't have got to first base without John, and gives him about 99 per cent of the credit for the work.

To date John has laid approximately 670 lineal feet of track, for some of

which he made his own ties, built a scale model drawbridge, installed crossing planks, laid out a seven-stall roundhouse with tracks three feet in length, constructed a two-pen stock yard with a portable loading chute, built a turntable leading from the roundhouse to the yard tracks, and all *without blue prints*.

In pursuit of his hobby, Harold had his home remodeled and moved his wife's laundry room to the first floor in order to provide a right of way. It consists of a double track route all around the basement, with drawbridges giving access to and from the basement, the fruit cellar, etc. There are 32 switches in the yard, with the possibility of more to be installed later. At one point John took it upon himself to construct a highway crossing with a flagman who comes out of a shanty to flag traffic as a train approaches.

A three-rail Lionel railroad is laid out at "sea level" and follows much the same course as the larger double track route. If you want to see that in operation you call on little Joe Davison, who may not have passed his rules examination yet but appears to be an engineer in his own right at eight. With Joe at the switch, the train winds through the fruit cellar, past the preserves and vegetables, gives a puff of smoke as it clears the tunnel, and with lights glowing, heads for the water tank and station. From there it curves around the furnace and hot water heater on the way back to the home station on the west side of the room. As the train

heads back for the shed, your attention is called to the complete wrecking outfit on a siding, all set to go into action at the first sign of trouble—locomotive coaled up and coupled to a big hook, a load of cribbing and washout timbers, tool car, bunk car, and so on.

The walls of the Davison basement, being of natural stone, lend a realistic background for the setting. There is still a lot of work to be done but John and Harold hope to finish the wiring for the switches, passenger station, roundhouse, stock yards and so on before they take a vacation. After that will come the building of the roundhouse over the tracks now in place, then the landscaping of the walls with trees, mountains, flowers, and murals or hand painted scenes along the route. Last will be the completion of the trolley line leading off the double track route down into the "hole" near the stairway, where a complete town is to be built at the base of the hill, and where interchange tracks will be laid out.

The locomotives I saw ranged from small diesel switchers to models of the big S-2 types. Freight cars of every description are on the various tracks—gondolas, flats, refrigerators, stock, hopper, poultry, cabooses, etc. Joe is proud of his scale model Hiawatha passenger coaches, complete to the tiniest detail. All the cars and locomotives are equipped with automatic couplers.

To anyone interested in model railroads, the latch string is out at the Davison residence. Freddy and I have



Laying out the first yard track, Harold Davison gets help from son Joe and John Healy.

accepted an invitation to return as soon as the wiring is finished. The only drawback is that when we left I was asked when I am going to build one like that in our basement. That just isn't being done in an apartment building.

Joe Davison, an experienced engineer at eight, gives his six-year-old brother Willie a few operating instructions.

View of the yard and storage tracks, with the water column, passenger station, freight house and dispatcher's office in the background.



appointments

Transportation Department



C. A. Nummerdor

V. P. Sohn

Effective June 1, 1952:

C. A. Nummerdor is appointed general superintendent of transportation with headquarters in Chicago, succeeding C. H. Winter, retired. Mr. Nummerdor started with the railroad as a telegraph operator in 1914 on the Milwaukee Division. Transferring to Lines West in 1923, he was a dispatcher and subsequently chief dispatcher on the Trans-Missouri Division, trainmaster on the Coast Division and assistant superintendent of the Rocky Mountain Division. He was superintendent of transportation on Lines West from 1946 to 1951 when he was appointed superintendent of transportation on Lines East.

V. P. Sohn is appointed superintendent of transportation, Lines East of Mobridge, with headquarters in Chicago, succeeding C. A. Nummerdor. Mr. Sohn has served the Road as agent-operator, train dispatcher and chief dispatcher. In April, 1950, he was appointed special representative to the vice president in charge of operations with headquarters in Seattle, and in April, 1951, superintendent of transportation on Lines West.

L. V. Anderson is appointed superintendent of transportation, Lines West of Mobridge, with headquarters in Seattle, succeeding V. P. Sohn. Mr. Anderson started with the railroad in train service in 1941, but left to enter the Army during World War II. After his return from military service he was train dispatcher and chief dispatcher



L. V. Anderson

and on Jan. 1, 1951, was appointed trainmaster at Marion, Ia. Since July, 1951, he has been special representative to the vice president-operations, with headquarters in Chicago.

Traffic Department

Effective June 1, 1952:

J. H. Phleger is appointed city freight agent at Milwaukee. Mr. Phleger has been with the Road since 1941, serving in various capacities in the operating and passenger departments in Perry, Ia., and Des Moines. He has been chief clerk in the traffic office in Detroit since March, 1951.

Operating Department

Effective June 1, 1952:

F. M. Duffy is appointed freight agent at Sioux City, Ia., succeeding H. C. Snow, retired. Starting in the local freight office in Dubuque in 1917, Mr. Duffy has been freight agent at Chicago Heights, Ill., and freight agent in Clinton, Ia. Since 1945 he has been freight and passenger agent in Dubuque.

R. J. Kemp is appointed freight and passenger agent in Dubuque, succeeding F. M. Duffy. Mr. Kemp entered Milwaukee Road service at Viroqua, Wis., in 1942. Subsequently he was agent at Bayport, Minn., and at Stillwater, Minn., and assistant agent at Rockford, Ill. Most recently he has been freight agent at Mason City, Ia.

K. P. Thompson is appointed freight agent at Mason City, Ia., succeeding R. J. Kemp. Mr. Thompson's entire Milwaukee Road service has been at the Madison, Wis., freight house, where he started in 1929. He has been assistant agent there since 1946.

J. T. Conway is appointed assistant agent at Madison, Wis., succeeding K. P. Thompson. Mr. Conway has been with the Road since 1936, starting in the freight office at Janesville, Wis. In 1937 he transferred to Madison where he has served on various positions in the freight office, most recently as chief clerk.

Effective May 16, 1952:

H. A. Hoeft is appointed assistant agent at Fowler Street station, Milwaukee. Mr. Hoeft entered Milwaukee Road service at the Fowler Street freight office in 1917. In 1944 he transferred to Chestnut Street and in 1945 was

appointed assistant agent at Racine, Wis. Since September, 1951, he has been agent at Chicago Heights, Ill.

E. J. Hoerl is appointed agent at Chicago Heights, Ill., succeeding H. A. Hoeft. Mr. Hoerl started with the Road at the Fowler Street freight office in 1924. He became chief clerk at Chestnut Street in 1941 and subsequently was regional public relations representative with headquarters in Milwaukee. In 1949 he was appointed assistant agent at Rockford, Ill.

Agricultural and Mineral Development Department



O. G. Claffin

G. A. Dyke

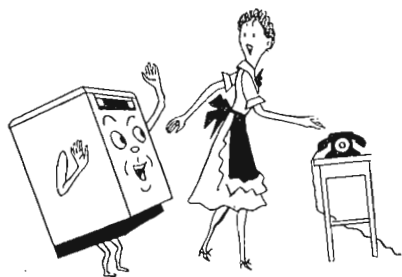
Effective June 1, 1952:

G. A. Dyke, agricultural agent, will serve Washington, Idaho, and western Montana, to and including Butte. His office will be in Spokane. Following his graduation from the South Dakota Agricultural College, Mr. Dyke taught vocational agriculture in the South Dakota high schools and was also county extension agent of Grant County (S. D.). Starting in 1941, he served the Road as agricultural agent with headquarters at Aberdeen, S. D., until 1946 when he was appointed agricultural agent in the state of Montana with headquarters at Butte.

O. G. Claffin, agricultural agent, Aberdeen, S. D., will serve South Dakota, North Dakota and the portion of Montana east of Butte. He will also cover matters pertaining to the state of Montana as a whole. Mr. Claffin is an agricultural graduate of River Falls State Teachers College, River Falls, Wis., and was a vocational agricultural teacher and county agricultural agent at various places in Wisconsin before coming to the railroad. He has been the Road's agricultural agent with headquarters at Aberdeen, S. D., since 1947.

Do You Really Need A Washer Repairman?

So YOUR automatic washer isn't working properly and you're about to put in a call to the serviceman. Wait a minute! Maybe you do need professional work, but before you pick up the telephone, the General Electric Consumers Institute suggests you check on these points:



1. Does your washer have the correct power? It should be plugged into a wall outlet which is not supplying power for other high-load electrical equipment. Power through extension cord sets or on overloaded lines may result in blown fuses.

2. Is it connected properly to the water supply? Are the water faucets turned on—intake hoses tight—no kinks in the drain hose? Is the drain hose set loosely in the standpipe? And is the water pressure 15 pounds at the tap? Your local water department can tell you your water pressure—and if it's extremely low, the cycle will take longer than usual.

3. Are you using proper washing techniques? A large load of clothes should contain no more than two pieces as large as sheets or tablecloths. If your washer has a small-load selector, you should never include a piece larger than a man's shirt in the small load of clothes. Be sure you are using the recommended detergents to get your clothes clean.

4. Is your washer clean? Where there is water, there will be mineral deposits. You should clean the washer occasionally according to the manufacturer's instructions.

If you've checked all these points and you're still convinced that you need expert service, make the serviceman's job easier by giving him the model and serial number of your appliance when you call.

Jam Session, the Homemade Kind

IF YOU are an average American you spoon jam on your breakfast toast, and it's probably strawberry, the home-made kind. According to a nationwide survey, the number of women who put up jams and jellies is steadily increasing. Last year 56 per cent of all housewives made their own and strawberry supplanted grape as the national favorite.



Margaret Brandt

As every gardener knows, June is

harvest time for strawberries, and the weather waits for no man. It's a question then of what to do with the surplus. Last year Margaret Brandt, chief file clerk in the office of the superintendent of transportation, Chicago, picked 53 quarts in her garden patch in suburban Morton Grove. The bulk of what was not used on the table went into the deep freeze, but a few quarts were set aside for a jam session.

Margaret's recipe for strawberry jam is foolproof, even for an inexperienced cook. Because it is made in small quantities, it is also recommended to apartment dwellers with limited shelf space. This is how she makes it:

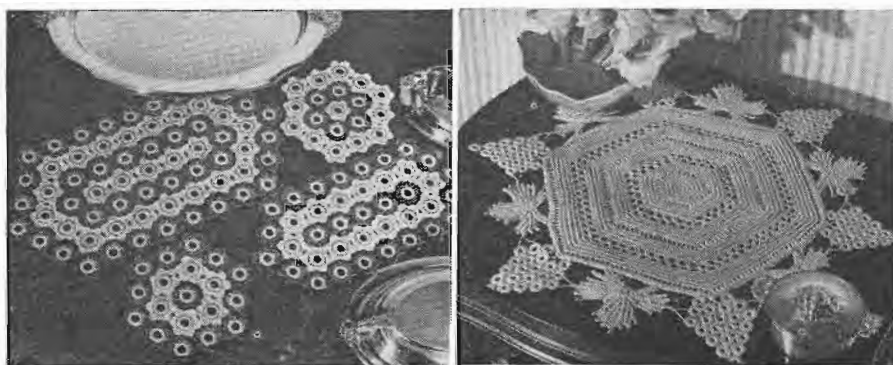
Ruby Red Strawberry Jam

1 cup strawberries
1 cup sugar
Bring to a boil and cook five minutes.
Add—
1 cup strawberries
1 cup sugar
Bring to a boil and cook five minutes.

Add—
1 cup strawberries
1 cup sugar
Bring to a boil and cook five minutes.
Pour into sterile jars while hot and seal with paraffin.

Easy, isn't it, but Margaret cautions against increasing the quantities. The goodness of this recipe is in the small amount cooked at one time. The first two cups of strawberries cook down to a firm red jelly that requires no pectin, the last cup is preserved practically whole. It makes four fairly generous glasses.

While this is a good way to dispose of the small surplus from your garden patch, it's also a handy recipe for any time of the year. Frozen berries are available even in December, and a few boxes cooked down in the evening while you are washing the dishes will yield a batch of ripe red preserves as good as any that ever came out of a farm kitchen.



PROTECTION FOR YOUR TABLE. Little bone rings covered with crochet to look like flowers make these striking hot plate mats, dark yellow for the center of each flower, white and green for the petals. Grape clusters and leaves form an unusual border for the six-sided doily. Crocheted in heavy cotton, both designs give extra protection to your table. Direction leaflets for HOT PLATE MATS and GRAPE ARBOR DOILY can be obtained without charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

Decorating With Colored Sheets

IF YOU'RE looking for a smart and inexpensive way to decorate your home, consider using colored sheets. This is an interior decorating idea to create handsome effects, because sheets are available in luscious colors: petal pink, mimosa yellow, sky blue, green, peach and rose.

Open a double bed size sheet and you'll realize the time and work saved in making draperies. Tear the sheet lengthwise and you have a generous pair of draperies for almost any regular size window. Measure the length, make a heading, hem the torn edges, and you are finished.

Some facts will help to figure the economy of decorating with sheets. In a double bed size colored sheet you get around seven square yards of 36-inch material. Moreover, with three double

bed size sheets you can completely decorate a single bedroom. This includes enough material to make a flounced spread for a single bed, a pillow sham, a pair of window drapes, tie-backs and valance, and a skirt for a vanity table.

For children's rooms, mothers find the launderability of colored sheets particularly practical. Easy to wash and iron, they can be starched to remain crisp and fresh.

Whether to use percale or muslin sheets depends on your needs. Muslin is heavier, and costs less. On the other hand, percale is smoother and lighter, and drapes beautifully. For children's rooms you may find sturdy muslin satisfactory. On the other hand, for a master bedroom or a young girl's room where beauty is desirable, percale may be the



Four double bed size sheets make this handsome bedroom ensemble.

"Easy Way" Baked Alaska

FOR SPECIAL occasion dinners there's nothing more glamorous than Baked Alaska. It's tricky to make, of course, but people are always intrigued by the mystery of ice cream baked in the oven. For a time and labor saving method of making the famous dessert, try Baked Alaska Sundaes. The base is ready-prepared shortcake which you can buy at the grocer's. Ice cream and golden meringue seal in a rich center of chocolate sirup and nuts. The following recipe makes 4 servings.

Baked Alaska Sundaes

- 4 fresh or frozen round sponge shortcakes (2¾ inches in diameter)
- 4 teaspoons coarsely chopped nuts
- ¼ cup thick prepared chocolate sirup or chocolate sauce
- 4 small scoops firm vanilla ice cream (about

- ¼ cup each)
- 2 egg whites
- speck of salt
- ¼ cup sugar

Place shortcakes on piece of firm cardboard. Place 1 teaspoon nuts and 1 tablespoon chocolate sirup in hollow of each shortcake. Place 1 firmly packed scoop of ice cream on sirup in each shortcake, being sure ice cream is ½ inch away from edge of cake. Place in food freezer and leave until ice cream is very firm. Place egg whites and salt in small mixer bowl, beat at high speed until stiff. Gradually add sugar, continuing to beat at a high speed until stiff and glossy.

Remove shortcakes from food freezer and place on cookie sheet. Working quickly with spatula, completely cover both shortcake and ice cream with meringue; spread evenly. Bake in 400° F for 5-7 minutes, or until lightly browned. Transfer to serving dishes immediately.

(Recipe by G-E Consumers Institute.)

Cover ice cream and shortcake with an even layer of meringue—

—and this is what you'll have to serve—Baked Alaska Sundaes.



answer.

The following sewing suggestions from Cannon Mills, Inc., makers of Cannon sheets, may be helpful in your decorating:

The double bed size sheet, 81 x 108, works out best for draperies and general decorating. Rip the hems to take full advantage of every inch of material. Your pinking shears will save hours of sewing. It is especially useful for hems. Merely turn up the desired width and stitch; no turn-unders are necessary on sheets.

Allow for shrinkage in length in all measurements. All sheets shrink about five per cent, or five inches in length. There is practically no shrinkage in width. Be sure to allow for this, or launder the sheets before cutting. Incidentally, cutting is better than tearing.

Lipstick Tube Salvage; Make Travel Kits

WITH such glamorous jeweled, feather-tipped and simulated goldplate lipsticks available everywhere, many women feel a pang of regret when a tube is finished. Before you discard one of these treasures, consider making it do double duty as a travel kit.

To be practical, clean out the residue of coloring matter in the tube with warm soapsuds, using a tiny brush to scrape out every speck. Air-dry the inside overnight. Next day fill the clean tube with your usual soap powder. As a portable soap container, the little tube can house an overnight supply of cleanliness without crowding the tiniest of handbags.

retirements

The following employees' applications for retirement were recorded during May, 1952

CHICAGO GENERAL OFFICES

ANDERSON, ARTHUR B.
Clerk Chicago, Ill.
BUTLER, WILLIAM H.
Waiter Chicago, Ill.
HANRAHAN, JAMES P.
Conductor Chicago, Ill.
HILLS, ALVIN L.
Clerk Chicago, Ill.
MANASIAN, SUZANNE L.
Compt. Operator Chicago, Ill.
MARTIN, JOSEPH C.
Chief Clerk Chicago, Ill.
McNAMEE, ANNA P.
Secretary-Steno. Chicago, Ill.
O'KEEFE, MARTIN
Chief Inspector Chicago, Ill.
SLIDER, ARTHUR M.
Claim Adjuster Chicago, Ill.

CHICAGO TERMINALS

DVORAK, JOSEPH J.
Mach. Helper Chicago, Ill.
MORROW, HECTOR
Steel Erection Foreman Chicago, Ill.
OBERMAYER, WALTER
Trucker Galewood, Ill.

COAST DIVISION

CELLEYHAM, MILAN P.
Clerk Seattle, Wash.
JAMES, CLIFFORD A.
Clerk Tacoma, Wash.
WALLACE, LEONARD R.
Telegrapher Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

CASSELBERRY, SAMUEL E.
Special Officer Savanna, Ill.
CHILDS, GEORGE W.
Lineman Chillicothe, Mo.
CRAWFORD, JOHN J.
Switchman Ottumwa, Iowa
GILBERT, EDWIN M.
Mach. Helper Ottumwa, Iowa
VAN VLAIR, CHARLIE
Ex. Gang Laborer Sewal, Iowa

HASTINGS & DAKOTA DIVISION

OLSON, OLE S.
Pumper Summit, S.D.

IDAHO DIVISION

HALL, EVAN W.
Agricultural Agent Spokane, Wash.
LUST, HENRY C.
Boilermaker Helper St. Maries, Idaho
MUIR, JAMES L.
Mach. Insp. Othello, Wash.

IOWA DIVISION

GOODWIN, RALPH W.
Conductor Perry, Iowa
KOVARIK, LOUIS
Sec. Laborer Melbourne, Iowa
MONGOLD, FRANK D.
Agent Operator Clive, Iowa
SMITH, WILLIAM E.
Loco. Engineer Marion, Iowa

IOWA & DAKOTA DIVISION

JOHNSON, ARTHUR D.
Roundhouse Foreman Sioux Falls, S.D.
WALDRON, VERN E.
Boilermaker Helper Mitchell, S.D.

LA CROSSE & RIVER DIVISION

BUERMAN, RUDOLPH
Sec. Laborer Winona, Minn.
HENRY, FRED
Machinist LaCrosse, Wis.
MINTON, RALPH G.
Ex. Gang & Sec. Foreman Minocqua, Wis.
MINTON, ROY H.
Asst. Foreman Minocqua, Wis.
PECK, RALPH D.
Agent Rio, Wis.
SIMONSON, CARL
Sec. Laborer LaCrosse, Wis.

MADISON DIVISION

DOHERTY, EARL J.
Switchman Rockford, Ill.
HIGGINS, WILLIAM
Crossingman Madison, Wis.

JAMES, ALVIN R.

Loco. Engineer Milwaukee, Wis.

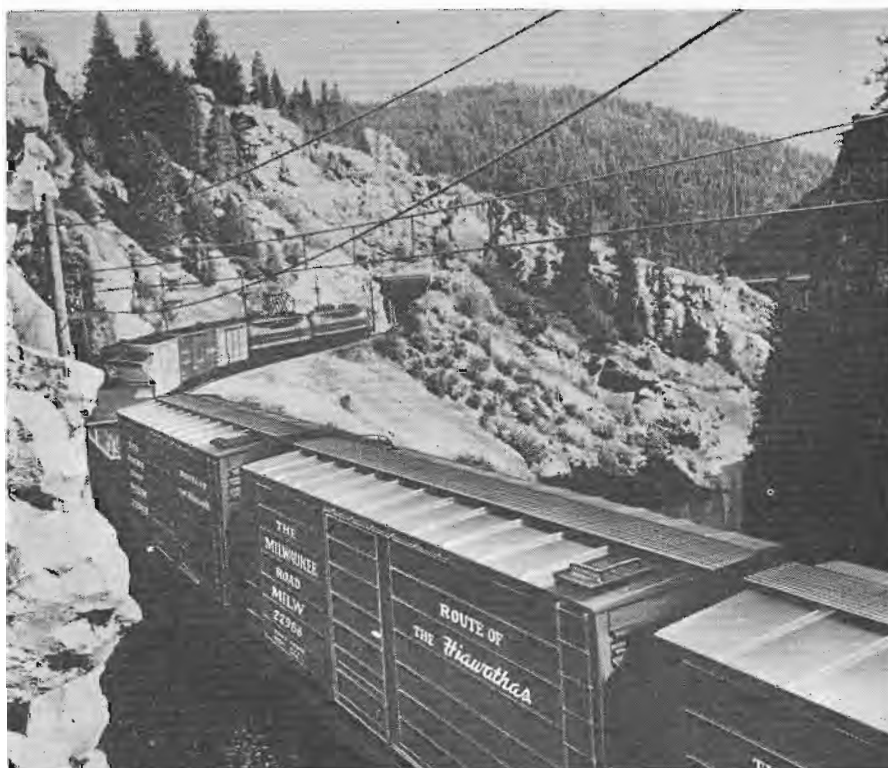
MILWAUKEE DIVISION

BECK, LOUIS W.
Loco. Engineer Milwaukee, Wis.
VINCENT, CLEMENT
Carman Green Bay, Wis.

MILWAUKEE TERMINALS & SHOPS

ALBAREZ, MANUEL
Sec. Laborer Milwaukee, Wis.
DIAKOS, THOMAS G.
Sec. Laborer Milwaukee, Wis.
DRISCOLL, EDWARD M.
Painter Foreman Milwaukee, Wis.
DUQUETTE, CAMILLUS
Sec. Foreman Plymouth, Wis.
FRENCH, WILLIAM A.
Dist. Safety Engr. Milwaukee, Wis.
GASKA, ANTON J.
Packer Milwaukee, Wis.
GORDON, GERALD D.
Supt. Motor Equip. Milwaukee, Wis.

How Well Do You Know Your Railroad?



TWIN "Little Joe" electrics busy at their job of mountain climbing. The location is one that anyone, particularly with the vacation season going on, would like to know better. But where is it? How well do you know your Milwaukee Road?

For the answer, turn to page 42.

Please Pass the Poison

by J. E. Boeshaar
Correspondent, Milwaukee, Wis.

IF YOUR present hobby isn't holding your interest, I would like to introduce you to Engineer Vaughn Williams of the Milwaukee Division First District. He has something different for you.

For the past 26 years Mr. Williams has been hunting and collecting snakes of various kinds and sizes, poisonous and non-poisonous. He acquired the knack of it back in 1926 while firing engines on the Seaboard Air Line in Florida.

On his annual vacation early this spring Mr. Williams caught 14 diamond back rattlers, three indigo snakes and several king snakes. One of the indigo snakes—an eight-footer—was turned over to the Milwaukee zoo. Previously, through Ray Singleton of Tampa, Fla., a friend and companion on his hunting trips, he had supplied the zoo with two large cotton mouthed water moccasins and a large specimen of the eastern diamond back rattler. Mr. Singleton is a professional reptile hunter and dealer in small animals.

According to Mr. Williams, you can be in Florida for 25 years and never see a snake of the type they hunt, so if you are looking for pointers, it seems

you have first to find the proper territory. Usually this is burned over land on which the burrows of small animals furnish shelter for snakes. When you find a suspicious looking pit you shine a flashlight down the hole to see if there is a snake inside. After the snake is located, Mr. Williams and Mr. Singleton use a hook consisting of a stick with a U shaped wire. This they slip under the reptile and then proceed to dig the earth away with a shovel, leaving Mr. Snake exposed to some quick action on their part in getting him into a sack.

The market for snakes is governed by size. Large ones go to zoos and carnivals, smaller ones to reptile farms where they are milked for life-saving serums. Prices vary, but the average is \$1 per foot. Those under two feet command practically no price, so they are thrown back into the brush to grow larger and more valuable.

The eastern diamond back rattler is one of the world's most poisonous snakes and while it will not bother a human if it is not molested, when cornered it is extremely aggressive and will not retreat. Naturally, Mr. Williams



On vacation with Vaugh Williams (right) and his friend, Ray Singleton. The eastern diamond back rattlers measured about five feet eight inches. The species seldom exceeds six feet.

does not recommend his hobby to anyone who is not prepared to face a little danger. As for himself, well, while he is now busy running trains, already he's planning for next spring's bigger and better snake expedition.

JOHNSON, OSCAR P.
SwitchmanMilwaukee, Wis.
PAULIN, FRANK
Frt. HandlerMilwaukee, Wis.
RENK, WILLIAM R.
MachinistMilwaukee, Wis.
ZWICKLER, VALENTINE
LaborerMilwaukee, Wis.

ROCKY MOUNTAIN DIVISION

BURNS, PATRICK A.
BrakemanButte, Mont.
CINGUSAR, FRANK
Sec. LaborerBozeman, Mont.
HANDFORD, JOHN H.
Sec. LaborerButte, Mont.
TRACKWELL, THOMAS
Sec. ForemanFairfield, Mont.
URBAN, PAUL P.
Sec. LaborerHarlowton, Mont.
WHITEHEAD, REUBEN W.
Loco. EngineerButte, Mont.

TERRE HAUTE DIVISION

ORRELL, WILLARD B.
Section LaborerTerre Haute, Ind.
WILLIAM, ORLEN J.
Loco. FiremanTerre Haute, Ind.

TWIN CITY TERMINALS

ANDERSON, JOHN O.
Yard ClerkMinneapolis, Minn.

H. C. Snow Retires at Sioux City



H. C. Snow

Mr. Snow started as a bill clerk at

ONE OF the most widely known employees on the I&D Division, Freight Agent Homer C. Snow of Sioux City, retired May 31. He had been with the Road since 1907 and at Sioux City since 1920.

ERICKSON, GEORGE W.
BlacksmithMinneapolis, Minn.
HANS, FRANK S.
MachinistMinneapolis, Minn.
HOYUM, CHRIST
CarmanMinneapolis, Minn.
MOHAN, VINCENT S.
MachinistMinneapolis, Minn.
PALLAVITCH, ADAM F.
Ex. Gang LaborerSt. Paul, Minn.

Mitchell, S. D., and continued there in various clerical positions until 1912 when he became ticket clerk at Sioux Falls. He served as agent at Yankton from 1916 to 1920 when he transferred to the freight claim department in the capacity of traveling agent with headquarters at Sioux City. He was with that department and the claim prevention bureau, traveling in Iowa, Minnesota, Montana and the Dakotas until Dec. 1, 1928 when he settled in Sioux City permanently as freight agent.

Since the Snows' daughter and grandchildren live in Sioux City, they will continue to maintain their home there, but plan to spend the severe winter months in the South. Mr. Snow has made quite a hobby of raising flowers, particularly roses. He also likes to hunt and fish, and hopes to do a lot of both.

It is easier to believe a lie that one has heard a thousand times than to believe a fact that one has never heard before.—Robert Lynd

about people of the railroad

Coast Division

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

John G. Lewis, retired conductor, passed away suddenly Apr. 27. Mr. Lewis entered Milwaukee service in 1910 and had been retired since 1946.

Alex B. Smith, retired brakeman, passed away May 12. Mr. Smith came to the Road in 1918 and had been retired since 1947.

Dispatcher H. L. Hitchcock has left for his vacation which will start at the Shriner's convention at Billings, Mont. He plays a saxophone in the Shriner's band, so this trip is a *must*. He is also going to visit relatives in Salt Lake City and his mother in Los Angeles.

Traveling Engineer E. G. Tallmadge and Ticket Agent G. I. Russell are also attending the Shriner's convention.

Cliff Case Bolt has left the engineering office to accept a position with Burrows and Milone, Tacoma contractors.

Section Foreman R. E. Poyner, Maytown, passed away suddenly May 18. Mr. Poyner had been in Milwaukee Road service since 1927.

C. J. Wells, chief substation operator at Renton, has taken a 90-day leave of absence and is going to California.

Our extra gang at Seattle is being moved to the National Park line to do some tamping from Allison to Morton.

P.B.X. Operator Ingrid Mann is a very proud grandma to an eight-pound red-headed grandson, Michael Wayne, born on Mother's Day.

Bill Clark, son of Bernice Clark, P.B.X. operator, has been called to service and sent to Adak, Alaska.

Chief Dispatcher's Stenographer May Brown has her son visiting here from California. Also, next month she has a son graduating from Stanford University and a daughter graduating from the College of Puget Sound at Tacoma.

Engineer Harry M. Cessford recently underwent an operation in a Seattle hospital and at this writing, I understand, he has returned home.

SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

Sympathy is extended to Bernice Clausen, whose brother, James L. Widdop, passed away May 5 at Mitchel Air Force Base, New York. Mr. Widdop, a flight engineer, had been in the Air Force since 1939. Services were held in Seattle, with burial at Fort Lawton.

Joseph Dennihan and wife took a vacation trip to Chicago during May. Mr. Dennihan is employed in the oil plant.

Betty Hertz, janitress at the local freight, returned to work May 1 after an illness of several weeks. Her daughter, Marie Sneed, filled her position during Betty's absence.

A recent visitor to the freight office was

Frances Fraher Grainger who, with her husband and little daughter, was en route from Minneapolis to Los Angeles where they plan to make their home. Frances, a former employee, is the daughter of Conductor Ralph Fraher of Mobridge.

Warren Rode returned to work May 12 after being ill for several months. He has bid in the booking desk job and Bernice Clausen has taken his former position in Reclaim.

Helen Hasslinger, rate clerk at the I.C.I. warehouse, is a very busy person these days, caring for a mother cat and five kittens in her apartment. She is taking the responsibility very seriously. The problem now confronting her is just what to do with five lively kittens.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Tacoma voters turned thumbs down on daylight savings time at the March polls, but with the confusion throughout the state, the city ordinance gave way to daylight time. However, it is still the basis of an enormous argument.

Mrs. Fay Clover, switching clerk, is vacationing in Pennsylvania and Detroit at this writing. She is purchasing a new Dodge and will drive back with her husband, freight house chief clerk, who is taking his vacation to meet her in Detroit. On their return, Mr. Clover plans to visit Strawberry Point, Ia., where he went to school, and Memphourne, Ia., where he was born. Fay has not visited these places for many years.

We are happy to report that Car Distributor Ralph Moyles is home from the hospital in a much improved condition.

A tall, deeply bronzed man paid the freight office a visit recently and it turned out to be none other than A. W. Woodward, retired traveling demurrage inspector. As a hobby, he is taking a refresher course in home economics.

Car Clerk Manda Schrock and family motored to Wenatchee, Wash., for the 33rd annual Apple Blossom Festival. This is one of our State's big tourist attractions. In addition to the grand parade, there were marches, drill teams, band reviews, horse shows and the Queen's Ball, winding up with a spectacular fireworks display.

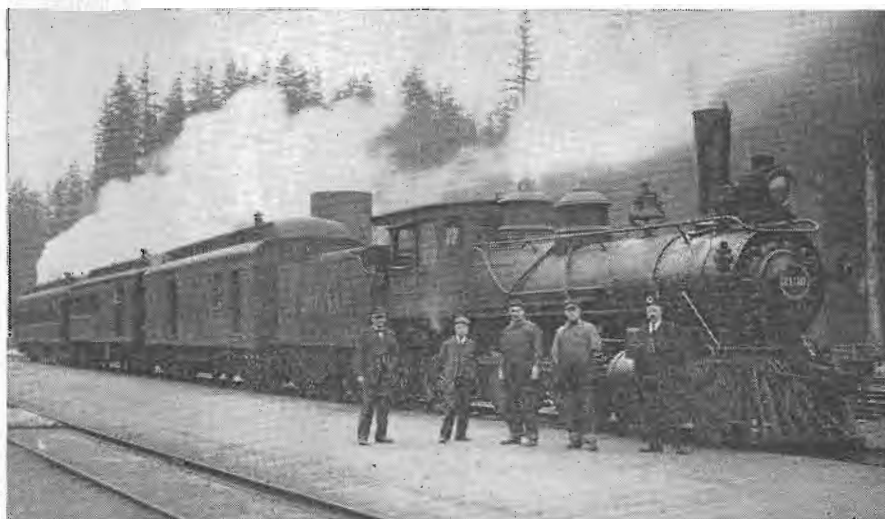
We were glad to get a letter from Pvt. Donald C. Mooney, former yard clerk, telling us of his experiences at Ft. Eustis, Va. He is finding many historical things to interest him in that section of the country, one of the oldest parts of the United States. He would like to hear from us (address furnished by this correspondent on request).

Joe Johnson, balance sheet clerk in the freight office, is on a two-week auto trip with his family at this writing.

The three little lady musketeers in the John Gales family (chief outbound revising clerk) welcomed a brand-new partner, John Merrill, May 23.

Merrill Wilson, grandson of Mrs. Velma Wheeler, assistant cashier, who is graduating from high school this month has enlisted in the Air Force for four years. He will be stationed in California.

Kenney Alleman, assistant claim clerk in the freight office, has received word that his cousin, Albert Goetz, Jr., of Orangeville, Ill., who is graduating from high school this month, has been awarded "State Farmer", the dream of all F.A.A. members. As evidence of



THE EVERETT EXPRESS, 1913. Pioneer steam on the Everett line which was opened to service in November, 1911. This picture, loaned by W. E. Jones, retired engineer of Puyallup, Wash., was taken in the Cedar Falls (Wash.) yard Feb. 17, 1913, and shows the daily from North Bend to Everett and return. The crew, left to right, are: Conductor Gene Hill (deceased), Brakeman George Lyens (deceased), Fireman Ray Cook who is now an engineer working out of Tacoma, Mr. Jones, and Traveling Engineer Bill Emerson (retired and living in Seattle). Mr. Jones is now director of civil defense for the city of Puyallup.

successful management, he farms 123 acres on his own. The farm is rented from his father. George receives 50 per cent of his income from dairy, 45 per cent from swine and five per cent from sheep.

Clifford John II arrived at the Conductor C. J. Horr residence Apr. 27. He was welcomed by brother Jimmie and sister Kathy.

SEATTLE YARD

F. J. Kratschmer, Correspondent

Ivan Hawley, leadman on the car repair tracks, left with his wife on May 17 for a trip through the Middle West. They will visit their married daughter in Wisconsin before returning.

Yardmaster A. L. McDonald and wife took off for Chicago on May 17 to visit and take in several ball games.

Let this be a lesson to you. Helper Ray Holmes of the roundhouse decided to take his family out for a picnic luncheon to North Bend, which is about 25 miles from Seattle. They started out early Sunday morning, May 11, and as Ray was still short on his rest, he let his daughter drive the car while he slept in the back seat. When he awoke they were at Kennewick, Wash., over 200 miles from Seattle. They then decided to take in some of the Columbia Basin scenery and returned by way of Portland, completing a trip of nearly 600 miles. Ray recently turned in his old Hudson for a later model Nash, and it got a good tryout.

Carman Hayden Weber tells us that his wife entered her prize Airedale in the dog show given by the Richland Kennel club on May 3 and walked off with first prize for "best of breed." Mrs. Weber has entered this dog in several shows in the Pacific Northwest lately and it has never let her down.

Yard Clerk Don Bangs took off two weeks starting May 19. After doing some work on his car he toured his family around the Olympic Peninsula.

Car Inspector Ed Berry returned to work May 19 after making a trip to Kansas City and Muskogee, Okla., where he visited relatives.

Carman Helper Matt Dragin was nearly

washed out of house and home when a city water main burst near his place recently. Matt's house is on a down grade about 60 feet, and the water ruined his lawn, flowers and garden, taking along with it much soil. The house escaped damage.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Engineer E. D. (Red) Hanley and Mrs. Hanley announce the arrival of a baby boy weighing 18 pounds and named Patrick.

Operator Donald Samuel, son of Carman Gus Samuel, left Lewistown May 23 for the Navy.

Fishing season opened here May 18. We had two nice days of fishing and then it rained. The water was so muddy, you just about had to cut a hole in it to get your hook and worm in. Regardless of the mud, Art Keeler, Jr., brought in a nice five-pound trout.

Section Foreman L. C. Ingalls of Roy is vacationing in Denver and Phoenix, and A. C. Wilcox is taking his place at Roy. Section Foreman H. B. Jacobson of Waltham is running an extra gang on the Agawam line. His son, O. D. Jacobson, is relieving him at Waltham. Section Foreman C. K. Wilcox was assigned the Salem section. Elmer Earl was assigned to the Fairfield section. Section Foreman Vic Farrar of Lewistown is relieving Clyde Kingsland of Denton, who is vacationing in Tacoma. Clyde had the misfortune to have to take his wife to the hospital while there.

Section Foreman Thomas Trackwell of Fairfield retired recently after 32 years of faithful service with the Road.

Dispatcher Bruce Cedarholm, wife and children of Butte, are vacationing in Lewistown at this writing. They are visiting with Engineer Lyle Moritz and Carman Helper Jerry Loper and their families. Bruce is enjoying a lot of nice fishing here. He was operator at the depot here for a number of years.



L. Earl Wilson

JAW BONE VET RETIRES. L. Earl Wilson, passenger conductor between Deer Lodge and Harlowton and a long-time resident of Three Forks, retired May 30 after 47 years of railroad service. With Mrs. Wilson, he plans to move to Long Beach, Calif. Mr. Wilson started railroading on the Santa Fe at

Dodge City, Kans. Hiring out with the Milwaukee on the Rocky Mountain Division as a brakeman in 1908, he transferred to the Jaw Bone at Three Forks and was promoted to conductor in 1912. He has been on the Deer Lodge-Harlowton run since 1929.

EAST END

L. C. McKinnon, Correspondent
Locomotive Engineer, Three Forks



Stanley Collum

Airman 1/c Stanley Collum, who worked as a trainman before entering the service, is at this time attending the University of Colorado. Previous to his appointment to the university, he worked in the career guidance section of the personal processing and testing administration at

Lackland Air Force base, San Antonio. He holds the distinction of being one out of 275 men selected from the entire Air Force to take a six-month course in psychology at the Denver university. His wife, the former Charlotte Kunze, and daughter Starla Jan, who have been with him in Texas, will accompany him to Denver.

A rock slide east of Alczar tied up traffic for several hours May 21. Westbound 263 ran into it and derailed one unit of the EF-4 motor. A passing motorist on highway 10 about three quarters of a mile away saw the rock piled high on the track and immediately took steps to warn the dispatcher at Butte, but was too late with his warning. The train had plunged into the mass of mud and rocks by the time his message was relayed.

Fireman Otto Heim, who had worked for many years on the Rocky Mountain Division, was killed instantly when a car in which he was riding crashed into an embankment on State highway No. 1. Badly hurt in the crash was Herbert Wilcox, retired engineer, who was driving the car. At this writing Mr. Wilcox is getting along fine and should be up and around soon, according to word from the Deaconess Hospital where he is hospitalized. Mr. Heim was buried May 27 in the Sunset cemetery at Bozeman.

Fireman Joe Barry recently took his wife to Rochester, Minn., where she will undergo surgery.

Conductor and Mrs. Thomas Fairhurst enjoyed a visit from their son, Lt. William Fairhurst, who is attending Marine officers



GOOD-BY, MADAME PRESIDENT.

Tulip time in Holland was the motif of the luncheon with which 70 members of Tacoma Chapter of the Women's Club sent their president, Mrs. L. G. Taylor, on her way to the club's biennial meeting in Chicago May 23-24. The highlight of the affair was a floor show. The chorus talent, from left: Mmes. C. P. Miles, C. W. Porter, Rex Kobe, W. J. Fitzgerald, L. L. Anderson, R. Koons and Roger Smith.

training at Quantico, Va.

The May rains kept Fred Kirk, foreman of the trouble shooter, pretty busy. Several power poles were thrown out of line and some washed several feet down stream on Sixteen Mile Creek.

Milwaukee Terminals

CHESTNUT ST., NORTH MILWAUKEE
NORTH AVENUE

Dick Steuer, Correspondent
Chestnut Street Station

Johnny Kobasic, who yard-clerked at Walnut yard, has entered the armed forces and is in training for a pilot rating at Lackland Field near San Antonio, Tex. Prior to leaving, Johnny presented an engagement ring to Mary Briski, a former Milwaukee Road yard clerk.

The Max Woelfs enjoyed their first real trip in many years when they vacationed in the East recently. They visited their daughter at Wellesley, Mass., and took in the historical sights in and around Boston.

There have been quite a few changes in personnel at Chestnut Street. These assignments have been posted the past month: Roger Selk, expense and tally clerk (rate desk); Carl Stasiowski, car clerk; Bob McKee, demurrage clerk; Frank Vail, train clerk, Rock Junction yard; Dick Steuer, yard clerk, Schlitz yard; Bols Wichrowski, yard clerk, Schlitz C house. Helping out in relief in the yard are E. (Tommy) Lundstrom, Harvey McElhanon and Will McIntosh.

Spring cleaning at the Chestnut Street office came early this year, with a new paint job as pleasing to the eye as the first robin. A late addition is the installation of a new telephone system featuring light indicator buttons.

COACH YARD

Richard Flechsig, Jr.

Estelle Murach is still on the inactive list at this writing, due to her injured arm.

Peter Mark, stationary fireman, has been off duty for several weeks because of illness.

Clemence Dudek has been ill for two weeks at this writing. We hope to see him back soon.

Leon Fredricks will be away for a while on a leave of absence.

Joseph Gukick went to the hospital recently for an operation.

FOWLER STREET STATION

Pearl Freund, Correspondent

On May 31 it was wedding bells for Joseph A. J. Wuerl and Florence Jean Brain. The ceremony was performed at Mother of Good Counsel Church and an open house was held at the home of the bride's parents. Joseph is employed as yard clerk at Gibson district.

Richard D. Reiger and Irene Hage were recently married at Necedah, Wis., home of the bride, in St. James Lutheran Church. Richard has been fulfilling messenger duties and most recently training as yard clerk. He claims Monroe, Mich., as his home town.

Belle Daly, timekeeper in the foreman's office, was presented with a gift as a token of appreciation from House 7 employees fol-



MILWAUKEE MUSIC MAKERS. On stage at the Wisconsin Electric Power Company Public Service auditorium in Milwaukee May 1 when the Hiawatha Service Club Band presented a concert for Milwaukee area employees. Majorette Carol Luser holds the spotlight in her "Wings of Victory" number. The program consisted of overtures, march medleys, favorites from the light classics and well-loved Strauss waltzes.

lowing 10 years of service at Fowler Street. She will become the bride of Fred R. Lewis, former assistant agent, in June.

Mr. and Mrs. Kenneth Stelzel have announced the arrival of their first, a boy, on May 16 and will christen him Michael. His long list of gifts included a Hopalong Cassidy belt and gun from Dad.

Clem Vail is still confined at Misericordia Hospital at this writing, recovering from his recent illness. He is missed by his co-workers in the rate department.

Grace Tillidetzke and daughter Judy both figured in a serious auto accident in May. Grace received a fracture in one arm which will require surgery after the arm is sufficiently healed. Judy had only slight injuries.

A postcard from Fred Roessger informed us he was stopping off at Miami, Fla., en route to other Florida points. He also hoped to stop at Orlando, to see one of our old-timers, Ed Bates, retired rate clerk.

Henry Hoeft is again a member of the force, this time acting as assistant agent. He was formerly our night chief clerk, transferring to Racine, Wis., as assistant agent and then to Chicago Heights, Ill., as agent.

Al Stollenwerk is now located at the depot, working as time revisor. With hours from 7 A.M. to 4 P.M. he has plenty of time for his so-called garden golf. With acreage outside of the city, you can be sure he has a long enough range for that.

Kathleen Nowak has been assigned as timekeeper at the foreman's office, House 7.

House 7 enjoyed visits from the following: Caller Frank Paulin, retired on Dec. 31, who states he is enjoying his pension; Delivery Clerk Max Themar, retired a year and a half and now celebrating his 71st birthday; Tow Motor Operator John Lustig, now serving in the Air Corps, who expects to be assigned to foreign duty in the near future; Stanley

Walczak, former check clerk, proudly reporting on a three-months-old son; Stower Steve DuPay, Jr., now with the Coast Guard, looking fine.

Caller Charles Spencer has retired claiming 48 years of service with the Road. He started at House 7 in 1911, following a term at the Milwaukee shops. Caller Paul Meyer has also retired, planning to settle in northern Wisconsin. He had been at House 7 since 1928.

Harold Kluth is now supervising the billing department, replacing Roger Selk who is filling a position at Chestnut Street. Harold was a member of the night force for a year, expensing freight bills.

Chicago General Offices

OFFICE OF AUDITOR OF EQUIPMENT
ACCOUNTS

Harry M. Trickett, Correspondent

While home on furlough, Pvt. George Kullowitch visited the office on May 6. On May 24 he wrote from San Francisco indicating he was on the way overseas.

A farewell party was tendered Becky Gresham on May 13. Her husband has been ordained a Presbyterian minister and they are moving to Hamilton, Ohio.

Martha Streit submitted to a tonsilectomy in May.

On May 16 a bridal shower was arranged for Frances Cain but she could not attend, due to illness. She was married May 17 to Frank Cauwels.

The engagement of Marilyn Joesel to Len Gacki was announced May 20.

Mildred Pollock took a leave of absence May 21 due to ill health.

New additions to the machine room are June Schreiber and Wanda Cwick.

ENGINEERING DEPARTMENT

H. E. Datisman, Correspondent

Grace Klauber, stenographer in Mr. Ornburn's office, recently returned from a Western vacation trip. She attended the Blossom Festival, Wenatchee, Wash., which is a glorious sight—the blossoms are beautiful and the queen and princesses chosen from the various neighboring communities are not hard to look at either. Upon her return, she was reminded of her trip at the May 21 meeting of the Milwaukee Road Women's Club where the new Milwaukee Road film, "Pacific Northwest Holiday," was shown. She particularly enjoyed it after just having traveled through that territory.

Cupid didn't wait for June around here. Miss Barbara Ann Sheeran of Milwaukee and John M. Treul, assistant engineer in Mr. Christianson's office, were married at St. Rose of Lima Church in Milwaukee on May 10 and have now set up housekeeping in Elgin.



CHICAGO NUPTIALS. A new husband and wife team—Herman Grell, freight claim revisor, Chicago, and Miss Hertha Anderson. The picture was taken at the reception following their marriage in Bethany Lutheran Church May 17. They spent their honeymoon in the Ozarks.



LEAVE-TAKING. Alvin L. Hills, investigator of relief claims in the office of the auditor of station accounts and overcharge claims, Chicago, being congratulated by long-time associates as he retired recently after 32 years of service. From left: G. J. Aff, retired bureau head; E. J. Linden, assistant auditor of station accounts and overcharge claims; Mr. Hills; J. E. Vraney, auditor of station accounts and overcharge claims; and H. Kraebber, relief claim bureau head. (Photo by A. V. Gallagher, claim investigator.)

Miss Annette DeFranco, stenographer in the purchasing department, and Ray Keegan, steno-clerk in Mr. Christianson's office, were married May 31 in St. Rita's Church in Chicago. They also are housekeeping in Elgin.

Roy S. Scheck, des-detailer in Mr. Burch's office, is finally calming down after his initiation into the F.O.P.P. (Fraternity of Proud Papas). Son Roy Steven, Jr., was born May 2.

Joseph G. Kirchen, who returned from military service May 16 to work in Mr. Burch's office, has been counting his lucky stars since he found an apartment at 1676 Edgewater on Chicago's north side.

Otto Mueller, assistant engineer in Mr. Christianson's office, has turned ground for his new home in Northbrook. He is going to do a lot of construction himself. Otto says that we are all welcome to show up any week end with hammer and saw. He promises to keep any and all comers busy, including ditch diggers.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Sympathy is extended to Gene Krupka on the death of his mother Apr. 28.

Alvin Payne, retired chief file clerk, recently spent a month in Miami, Fla.

Tom Puttrich of the relief claim bureau and several friends are touring Canada, while Margaret and Andy Gallagher are basking in the Florida sunshine at this writing.

Henry Kraebber, bureau head of relief claims, was presented with a grandson May 6. Another happy grandfather is Frank Green, unpaid overcharge bureau, who also welcomed a grandson May 28.

John J. Kelly, claim checker, enlisted in the Navy Air Corps and left June 2.

Mrs. Louise Kaitila of central station accounting bureau, and Larry Fancher, relief claim bureau, have both returned to work after being absent due to illness.

Mary Lou Dowling was granted a leave of absence to await a blessed event.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

The office mourns the death of Miss Rose Finnell who had been an employe for 36 years and was bureau head of the central typing bureau from its inception in May, 1922, until her death. Rose will long be remembered for her friendliness, kindness and generosity in time of trouble. The clerks of that bureau wish to express their appreciation to her friends at Fullerton Avenue for their kindness to her during her illness.

Margaret Anderson and Ray Wagenknecht were married May 10 at Irving Park Lutheran Church, followed by a reception at the home of the bride. The newlyweds spent their honeymoon touring the Southeast. Naomi Johnson was soloist at the wedding ceremony.

Sophia Walker and her sister vacationed recently in Southern California, as did Gus Rohde and his wife. Dolores Check attended her brother's wedding in Mountain Home, Idaho, and then continued on to Sun Valley.

Buzzy and Gina Martin are the parents of a girl born May 9.



At the retirement party honoring J. C. Martin, chief clerk in the freight claim department, Chicago (right), and A. B. Anderson, adjuster in the revising bureau. For details read the freight claim office news.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

The party honoring J. C. Martin, chief clerk, and A. B. Anderson, adjuster, on their retirement May 31 was a memorable occasion. It was held at Norwood House in Chicago May 15 and attended by members of the freight claim division, law department, former employes and friends. The party got off to a fine start with the honored guests entering to the singing of He's a Jolly Good Fellow. M. B. Spurling, district freight claim agent, Minneapolis, proposed the toast and John Andrews, general freight claim agent, was master of ceremonies. After the dinner Joe and Andy's friends had an opportunity to express their good will and telegrams of congratulations were read. Mr. Andrews then presented each with a wrist watch inscribed with their names, indicating that they were gifts of the freight claim department and the date of the presentation.

Joe Martin started his Milwaukee Road service May 1, 1920, having previously been with the freight claim department of the C&L. He came to this office as a grain claim adjuster, was then advanced to the law suit desk, to head clerk of the grain and livestock bureau, then chief revisor. His promotion to chief clerk became effective last Mar. 15. He is now enjoying some long deserved relaxation at home and expects to spend considerable time at his summer home at Fox Lake, Ill., enjoying the outdoor life with his wife.

Andy Anderson started his service with the IC in 1902 at Fordham yard, as a yard clerk at \$35 per month, seven days a week, every seventh Sunday off. After serving in several positions, including chief clerk at the yard, he became a claim investigator but subsequently resigned and went into the newspaper advertising field. He returned to railroading in 1917 and was appointed traveling agent. His most recent position was as adjuster in the revising bureau. We understand he expects to enjoy his retirement at his home in Chicago.

Sgt. Robert A. Schlueter dropped in for a visit recently. He seemed to be enjoying the Army life.

Mrs. Ed Knapp who has been hospitalized for some time, is resting comfortable at home at this writing.

Promotions include Lawrence Larson to

chief clerk, succeeding Joe Martin; Fred Brodhagen, head clerk grain and livestock department from head clerk OS&D; Frank Kass, head clerk OS&D from revisor; Warren Appel, clerk OS&D.

LaVerne Pater has taken a leave of absence.

Julius Frey is a grandpa for the third time. Delores Coll is the mother of a fine boy born May 13 and named Terrance.

We welcome Daniel Smigiel to the Milwaukee family.

Understand Paul Reimers, former mileage clerk who has been hospitalized for some time, is feeling considerably better.

Walter Walsh spent his recent vacation in Florida. Alice Hansen went home to Michigan.

Walter Flynn, Jr., is presently enjoying the hospitality of the Coast Guard in Alameda, Calif.

Fred Westlund was chairman of the American Legion Pioneer Post poppy committee. Understand proceeds exceeded last year's by a good margin.

FREIGHT AUDITOR'S OFFICE

Edith Marquiss, Correspondent

The friends of Adeline Ludwig were shocked to learn of her sudden death from a heart attack. Adeline was very well known around the building, as she worked here for many years before her marriage to Ed Ludwig, chief clerk in this office until he passed away a little over a year ago. Our sympathy is extended to the family, particularly their son James, 12 years old.

Sophie Walldren has returned to work after a furlough, looking healthier than ever. Kitty Fox is also back on the job after three months' absence. A welcome, too, to Lee Lynch, back at his post after a long leave of absence.

Brides of the month: Joan Christopherson, who became Mrs. William MacLaughlin on May 17, and Victoria Hoogestraat, who married Richard Nicklas on the same date.

Marie White is on an extended furlough on account of illness. We are also sorry to report that Jim Loneragan is in the hospital at this writing, due to a heart attack.

Can anyone help Bill Kures with suggestions as to where he should build his dream house? He has scoured every acre within commuting distance of Chicago and can't decide which town should be the lucky one. Any helpful ideas will be gratefully received, but remember, he drives a hard bargain.

The new stenographer and file clerk enhancing the front of the office is Miss Mildred Hoffman, and the new man so busily working in the local and interline balance bureau is George Kaberlein, who comes to us fortified with 28 years of experience with the Chicago Great Western.

John Mischke, Sr.'s father passed away recently. Sympathy is extended to him; also to his son John, Jr., in their loss.

Larry Regan joined the Navy and left us May 19.

Two Russians were riding on a train. Suddenly one turned to the other and asked:

"Tell me, Comrade, is tuberculosis fatal?"

"Never mind," replied the other, "he hasn't got it."

PASSENGER TRAFFIC DEPARTMENT

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

The clank of hammers and smell of paint permeating Union Station these days spells out for Passenger Rate not only spring housecleaning but a major overhauling of the floor plan. The reason for this architectural face-lifting is that from here on in Passenger Rate will share its digs with the ticket stock department.

The latter department, although for many

desk. Phil Alver and Al Hanley have also gone up a notch with Al doing the night typing on the reservation bureau wire desk. Bill Marsh, the right hand man in "Res," has been granted a sabbatical and is now in the Southwest.

Although this item has gone the rounds verbally for some time now, best wishes are sent along to Ken Neuman, formerly of Advertising. Ken, who has been in Korea for quite some time with an anti-aircraft unit, was flattened by a virus infection. Flown to a base hospital in Japan, Ken's friends tell



PIN KINGS. The Chicago team which won first place in the American Railway Bowling Association tournament at St. Louis in March. Albert Gerke, an employe of the freight auditor's office (standing), is the captain. Seated from left are Warren Burg, comptroller's office; Charles Becker, freight auditor's office; John Ritter, office of the auditor of expenditures; and Herbert Maass, purchasing department. The winning score was 2,990. Ritter rolled 602 to cash in the singles and Gerke and Becker cashed in the doubles with 1,172. Gerke's 1,832 was also good in the all-events.

years a section of the Chicago passenger rate department, has always been quartered in the depot in Milwaukee, and this geographical disparity has always made for knotty administrative problems. Ralph Klotz, who heads up Passenger Rate, points out that with the adoption of the new book type of rail tickets (which you've been reading about in previous numbers of the Magazine), the floor space needed to carry a comparative inventory has been whittled down to a point where it can fit snugly in one part of Room 700.

The summer season ahead signals this year, as before, an expanding force. Elda Ranieri from Mr. Ennis' office, is helping out in the Monroe Street office, and this correspondent has moved to the city ticket office. The pert, dark-eyed addition to Passenger Rate is Rosaire Gennuso. A January grad of Austin High, Rosaire has been with the car department out Western Avenue way the last three months. In the same office, Walter Hefferman, a veteran with three years in the Signal Corps behind him, takes over on the mail

me he's on the mend and should be up and about by this time.

Also in the hospital, but on this side of the briny, is Bob Bielfeldt, refund check typist in Passenger Rate, who has been undergoing minor surgery in Wesley Memorial Hospital. Copy deadlines being what they are, the latest we can report is that Bob is coming out of the anesthetic.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The biennial meeting of the Choral Club was held after rehearsal on May 26, at which time the following officers were elected for the next two years: Ed Stoll, president; Phil McDonald, vice president; Theresa Glasl, secretary; M. Loretta Kuhn, treasurer; Rosebud Wennerberg, assistant treasurer; I. S. Granstrom, librarian; and Mary Maney, Lucy Martin and Frances Walker, executive committee.

A vote of thanks was given to our outgoing officers. A special "thank you" went to George Dempsey, who as president of the



A bit about "Bite"

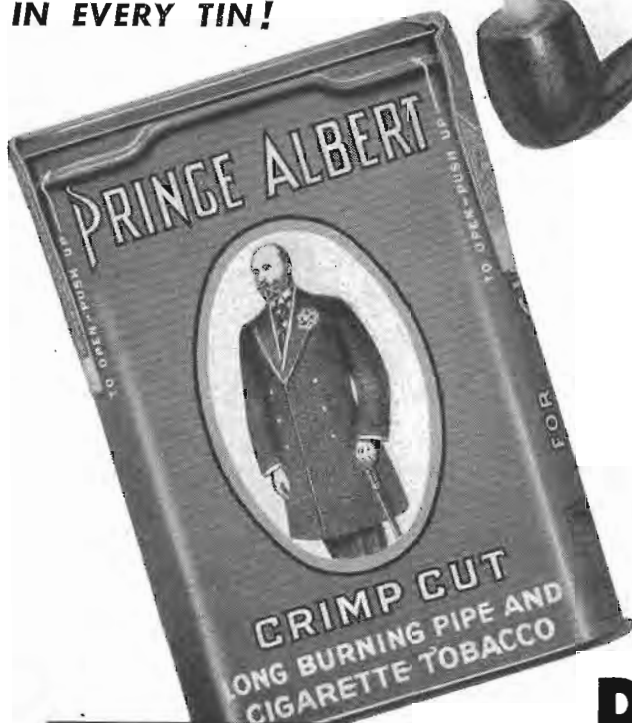
WITH FISHERMEN, the more "bites"—the better! When fighting fish smack their lines—it's a thrill!



WITH PIPE SMOKERS—the *less* "bite" the better. Prince Albert is specially treated to insure against tongue bite!

Bite's Out Pleasure's In

**THERE'S MORE TOBACCO
IN EVERY TIN!**



**THE NATIONAL
JOY SMOKE**



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Tobacco Co.,
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N. C.

Prince Albert is made to give you more smoking enjoyment. P.A.'s choice tobacco is treated by the patented* "No-Bite" process which means more *real* smoking comfort.

Great for "makin's" cigarettes, too!
Buy P.A. today!

*Process Patented July 30, 1907

MORE MEN SMOKE

PRINCE ALBERT

THAN ANY OTHER TOBACCO

club for the past 15 years requested to be released from the duties of that office. George is the founder of the club and since its organization it has been under his faithful and efficient leadership. The past year has been the most successful one in its history.

The club was received with enthusiasm by the Ladies' Altar and Rosary Society of Our Lady of Mercy Church on May 5. The Rev. John McCauley, spiritual director of the society, expressed thanks in behalf of the ladies and highly commended the performance of the club. The group's appearance at Ravenswood Congregational Church on May 28 was equally well received.

Did you notice the sad look on Basso Bruce Mitchell's face when he arrived at the concert at the Christ Presbyterian Church on May 14? Unfortunately, in his haste to get there on time, Bruce tangled with the traffic officers on a one-way street and was presented with a little ticket for \$6. On the Q. T., one of our members passed the hat and he was reimbursed with the amount of the fine. All for one, and one for all.

AUDITOR OF EXPENDITURE'S OFFICE

Jim Merchut, Correspondent

The sounds of "schule" coming from the bookkeeping bureau are merely Catherine Binder giving Harry Wray lessons in German preparatory to his three-month vacation in Europe with the American Youth Hostellers. Harry will bicycle all through Central Europe.

Charles K. Pulse, husband of the former Harriet Kennedy, has come up with an exciting first novel called "John Bonwell: A Novel of the Ohio River Valley—1818 to 1862." Harriet and her husband live in Cincinnati where Mr. Pulse is a well known lawyer and collector of Ohioana.

Mildred Shuster, retired B&V clerk, visited the office recently. She now lives in Iowa in the summer, and winters in Galveston, Tex.

Dick Wachtler of the machine room sang the part of Zuniga in Carmen for the American Opera Company last June 8 at St. Alphonsus Theater.

Joseph Kurek, machine room, and Jane Kass, keypunch-car accounting, were married May 24. The happy pair were presented with an electric coffee maker with tray and a sugar and creamer by their co-workers.

In the Milwaukee Road bowling league, Milda Urban, keypunch, won a spanking new bowling ball donated by the Booster Club.

Fran Schmugge, general bureau, has sailed for Barcelona, Spain, and the Eucharistic Congress.

Marian Kember, AFE clerk, has taken a leave of absence to regain her health in Arizona.

Norbert Schareneck, CDA, has been called to the armed service.

Tony Gutt, CDA, visited the office with his torso completely swathed in a cast. He plans to return to work soon after a long recuperation from his back operation.

Returning from leaves the past month were Rosemary Mazur, Frances Gaffke and Cora Kissel.

Frank Frick, that debonair gentleman of the material bureau, reports that his son was married June 7.

It was a baby daughter for "Shadow" Stefanski's wife. "Shad" toils for Mr. Fletcher.

Mary Elser, T&E timekeeper, has taken a

leave of absence due to the illness of her mother.

Ray "Boopsy" Blumenthal, former Opie's sorter now in the Army, was married June 1.

The husband of Jane Mulholland, retired T&E timekeeper, died recently in Fort Lauderdale, Fla.

Dorothy Sodman is recovering from an operation at Edgewater Hospital. The B&V bureau sent her a bouquet as a get-well gesture.

Helen Gloeckner, bookkeeping bureau, recently visited Harriet Cafish Gilbert, former B&V clerk, at Santa Monica, Calif.

PURCHASING DEPARTMENT

Dorothy Erlenborn, Correspondent

On June 6, the Queen Mary sailed from New York City with Mrs. Bertha Sexton, clerk, as one of its passengers. Bertha is taking a three-month tour of France, Italy, Germany, Scotland, Sweden, and Norway, where she plans on spending some time with relatives. She arrives back in New York City Aug. 26.

The love bug has once again invaded the purchasing department. James McPherson, clerk, and Joan McCormick are planning a July wedding.

The purchasing and stores department were made justly proud recently when two of its members won recognition in the Annual Essay Contest conducted by the Association of American Railroads. Robert L. Metzfeld of the general storekeeper's office in Milwaukee won first place with his paper on "Personnel Training in the Purchases and Stores Organization" and Evangeline Galbreath of the purchasing department in Chicago was given honorable mention for her paper entitled "The Value of Human Relations in Transportation Today." The contest was nationwide for all railroads, and we are very happy that two of our co-workers won acknowledgment of their effort and ability. All participants were asked to attend the meeting of the Purchases and Stores Division of the A.A.R. held at the Palmer House on June 2 and some of the papers were read at that time. Our sincere congratulations to Mrs. Galbreath and Mr. Metzfeld.

Congratulations are also in order for Leonard Thelander, chief clerk, who is the proud owner of a new Chevrolet.

La Crosse & River Division

SECOND DISTRICT

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

Sympathy is extended to E. P. Roeker, chief clerk to master mechanic, La Crosse, on the death of Mrs. Roeker May 16. She had been ill for some time. Interment was at Portage.

Ralph Forrest, fireman with Engineer C. H. Stinson up to the time of the latter's retirement on Trains 16 and 5, recently received a letter of appreciation for what these two had been doing for some time. Postmarked Winona, Minn., it read:

"I sure appreciate the candy you have been throwing me. My little sister watches for you when I am outside. She is a little over two



END RUN. The windup of 50 years of service, showing L&R Division Engineer C. H. Stinson, Minneapolis, waving from No. 5 at the end of his run between La Crosse and Minneapolis May 15. Waiting were a group of well wishers, including Mrs. Stinson, with whom he celebrated his 50th wedding anniversary last July. Engineer Stinson holds a "gold" pass and is planning a few trips on which he can relax while the other fellow drives. (Minneapolis Morning Tribune photo.)



GILT EDGED PASS. Scene at the claim prevention meeting held recently at Portage, Wis., a highlight of which was the presentation of a "gold" pass to Ralph Peck, agent at Rio (left), who was retiring after 62 years of service. Superintendent L. W. Palmquist is making the presentation.

years old. It will be three years this August that I have had polio. I was in the University Hospital at first, then I was transferred to the Sheltering Arms Hospital. I was there for 14 months. I go to school in a taxi cab. I have three sisters and two brothers. I am the oldest. I am going to be 14 on June 4. Sincerely, Darrel Gottschalk. P. S. I like the magazines you threw me very much. I would enjoy the magazine. It is very interesting."

The magazine the boy received was The Milwaukee Road Magazine, and arrangements are now being made to send a copy to him every month.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

A claim prevention meeting was held at Portage May 1, about 90 members of all crafts present to hear Mr. Dougherty of Mr. Ennis' office who was introduced by Superintendent Palmquist. Mr. Dougherty's talk reached all branches of the service, and I am sure his arguments did not fall on deaf ears. The highlight of the evening was the presentation of a 50-year "gold" pass to Ralph Peck, retiring agent of Rio, who completed his 62nd year in service, after which our Agent Hayes and his helpers treated to coffee and hot dogs.

We have had a regular epidemic of school children requiring special train service. One group from Columbia County numbering 650 left Portage May 20 at 8 A.M. for Milwaukee, returning at 6 P.M. Another group of 330 from Marquette County left May 23 on the same trip, stopping at Wyocena, Rio and Columbus. The convoy was accompanied by R. A. Schneiberg of Mr. Dahnke's office in Milwaukee, together with several teachers, a trained nurse and police protection. A census showed that 75 per cent of the children had never ridden on a train before.

Smaller groups have been brought to our depot here from the Portage area to see the trains, engines, roundhouse, and so on, and Smilin' Joe Tangen, our roundhouse foreman, together with Harlan Little, our company police officer, showed the kids through the roundhouse, taking them on the turntable and inside of the engines, etc.

Portage is to celebrate its 100th anniversary



"GALLON CLUB" MAN. Carl Ceigler, cabinet-maker at the Milwaukee shops, has been honored by the American Red Cross with a membership in the "Gallon Club" in appreciation of his contributing 29 pints of blood to the Red Cross donor program and by Radio Station WTMJ, Milwaukee, with a membership in the "Five Thousand Club" for donating to the current drive for the armed forces. This picture shows him with a catch of northern pike on last summer's vacation at Lake of the Woods, Ont., Canada.

July 3-6, so don't get panick and call for Officer Little if you see anyone with a beard and mustachio looking like Blackbeard or Captain Kidd—they are only innocent citizens trying to look like the people 100 years ago.

We are sorry to report the death of Thomas Bloomfield, retired yardmaster, 87, in Milwaukee May 5. Burial was at Portage with Masonic services. Surviving are one son, Thomas H. of Milwaukee, two daughters, Mrs. John Raimor of Milwaukee and Mrs. E. W. Fleming of Madison, two brothers, three sisters and two grandchildren. Tom was born in Hull, England, where he received his education and got the wanderlust from listening to the tales sailors told of far off lands. He got a job as engine wiper and moving to the United States was yardmaster for the C&NW at Baraboo, moving later to Portage as yardmaster for our road. His hobby was carpentering—he made over 100 "creepie stools," the Scotch name for foot stools, which he gave to his friends. He was a staunch Christian and a good athlete. We shall miss his cheery "Greetings, mate."

Locomotive Engineer William Amend passed away at Portage suddenly Apr. 29, due to a heart seizure; age 65. Burial was in Portage. Surviving are his wife, five sons, Kenneth of Milwaukee and Bernard of Portage who are both Milwaukee Road brakemen, Norbert of Madison, and John and Laurence of Portage; six daughters, Anna Mary, Mrs. Harold Arndt, Mrs. Owen Coyle, Mrs. Oscar Pynnonen, Barbara and Rita; and eight grandchildren. Mr. Amend was a member of the C. of L.E., the Moose and the Knights of Columbus and was in service 46 years. "Babe," as he was known to us, was a conscientious worker and a grand neighbor.

Conductor John Woelflein, 48, passed away suddenly May 8 at his home in Portage due to a heart seizure. Burial was in Portage. Surviving are his mother, a daughter, Mrs. Lloyd Feten of Seattle, one brother, one sister and one grandchild. He was a veteran of World War I, a man of cheerful disposition, a good neighbor and a good "rail."

THIRD DISTRICT

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

Attending the annual meeting and luncheon of the Women's Club in Chicago on May 23 and 24 from the Third District were Mrs. Earl Hazelwood, president of the Wausau Chapter, and Mmes. F. J. Slomske, M. A. Nelson, Roy Beam, S. E. Herzog, J. E. Dexter, J. R. Campbell, Ed Hahn, Jas. O'Brien, C. A. Conklin, W. F. Freebern, C. H. Randy, J. L. Truax, E. P. Little, F. J. Mattson and Charles Strassman.

George Leney, son of Conductor and Mrs. Bert Leney, was among the 28 James B. Angell Scholars, students with an all "A" record the past two semesters, to be recognized at the 29th annual honors convocation of the University of Michigan.

The marriage of Cather Mary Hayes, daughter of Conductor and Mrs. W. J. Hayes, to Earle John Moore of Indianapolis took place in St. Mary's Catholic Church at Wausau on May 16. The wedding breakfast was served in the Green Room of the Hotel Wausau and a reception and buffet supper were held for 200 guests in the Crystal Ballroom. Mrs. Moore, a graduate nurse, has been employed in Indianapolis.

Milwaukee Shops

STORE DEPARTMENT

Earl L. Solverson, Correspondent

Chauffeur John Rogutich's daughter Vera Mary was married May 17 at Hales Corners, Wis., to Reinhardt H. Kipp at the Immanuel Evangelical Reformed Church. Reception for 175 was held at Rebernisek's Hall in Milwaukee. The groom is an employe of the American Can Company.

John Rogutich takes advantage of every opportunity to bowl. On May 4 and 5 he bowled with Lodge 255 C.F.U. at Cleveland and collected 1,692 in all events for \$18. On May 6 he bowled in the A.B.C. as an extra in Milwaukee with 563 in the doubles and 528 in the singles. On May 26 he bowled in the A.B.C. with his regular team—Triangle Bar—with a score of 525. He did not hit the jackpot in the A.B.C. attempts.

Chauffeur William Smith lost his mother on May 12; age 82. Interment was at Holy Cross. His mother had been laid up since she had a mishap a short time ago.

While everyone has vacations and generally of no great news value, Mary Dwyer of the GSK office finally left for a visit to Miami, Fla., to visit a sister and brother-in-law. Seems to have acquired the desire to visit Miami often.

Stockman Frank Banaszek's son, Padre Vidal Banaszek, arrived from Bluefields, Nicaragua, on Apr. 30 and will possibly remain until the end of July. He is being kept busy touring the State and lecturing on the conditions and needs of missionary work and collecting supplies for such needs.

Father Celestine N. Bittle, chaplain of Milwaukee Road Post No. 18 of the American Legion, received an honorary doctor of laws degree June 6 at the commencement exercises at St. Norbert College at West De Pere, Wis. He is the author of several philosophy textbooks and former pastor of St. Elizabeth's Church in Milwaukee.

Adult Legionnaires, ladies and their friends are invited to tour the Illinois State prison at Stateville, Ill., Sept. 16. The cost of \$2.50 per person includes a big chicken dinner, tour of workshops, schools, cell blocks, and entertainment by prison inmates. Make reservations and secure tickets from Past Commanders' Club, the American Legion, Room 1102, 64 W. Randolph Street, Chicago 1, Ill.; telephone DE 2-0707. This is the 17th year of the tour; crowds of 1,000 to 2,200.

Helen Greenemeier, Helen Taylor and Delores Koeske all celebrated birthdays during May and enjoyed many gifts from co-workers. They reciprocated with cake and candy. All of the district storekeeper's department.

Leon Esser and Monica Biemeier of the general storekeeper's office joined other members of the Milwaukee Chapter of the Railway Business Women's Association on a trip to Washington, D.C., recently, while Mildred Leack and Virginia Schori, also of the general storekeeper's office, spent the weekend of May 17 and 18 in Minneapolis, attending the Twin Cities Chapter's 31st anniversary dinner. Virginia Schori has been elected a delegate to the annual convention of the RBWA to be held June 20, 21 and 22 in Colorado Springs.



wise choice



It takes a smart fisherman to choose the right fly. But it's easier to choose wisely in cigars. Say "Dutch Masters." Their matchless aroma and satisfying taste make any moment richer. Enjoy Dutch Masters—early and often! They start at two for 25¢.

Dutch Masters Cigars

The cigar you've always wanted to smoke



CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

Pvt. Norbert Kiedrowski, former carman helper in the freight shop and son of Carman Roman Kiedrowski, recently paid us a visit. He is just back from overseas where he served two years in Japan, Iwo Jima and Korea with the Air Corps. He will now be stationed at the Air Force base at Great Falls, Mont.

Congratulations to Louis Klubertanz who was appointed painter foreman in the passenger shop May 1.

Ed Driscoll, retired painter foreman, is now selling real estate in his home town of Menomonee Falls, Wis.

At this writing Blacksmith John Owley and Carman Cutter Myrl Austin are both recuperating at home after being off from work on account of illness.

Congratulations to William Pecor, carman helper, and wife who celebrated their 50th wedding anniversary May 2.

As we all know, the American Bowling Congress is holding its annual tournament at the Arena in Milwaukee this year. What we didn't know was that two of our Milwaukee Road bowlers were participating—namely Bud Gurrath and Harold Montgomery—until Harold posted a bulletin to that effect on all shop bulletin boards. It resulted in quite a

turnout of Milwaukee Road fans who cheered Harold to a 460 in the team event, 478 in the double and 496 in the singles.

Sympathy is extended to Gabriel Atinsky, welder, whose daughter Lydia, age 10, died of bulbar polio May 11. She was the first polio fatality in the Milwaukee area this year.

Sympathy is also extended to the families of Oscar Karsch, retired welder, who died at his home in Dubuque on Apr. 29, and Albert Stark, retired assistant wood mill foreman who died May 3.

Terre Haute Division WEST CLINTON AREA

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

Assistant Car Foreman James Wilbur left West Clinton May 26 to accept the position of assistant car foreman at Hulman Street. Jimmy has lots of friends here who wish him the best of luck in his new work. Assistant Car Foreman Thomas Corts will take over the job held here by Mr. Wilbur. Tom is no stranger at West Clinton, as he worked here a few years ago.

Carman Jack Dorfmeier has been off duty for several weeks at this writing, on account of illness.

Crane Operator E. F. Norenberg of Tomah,

Wis., was working on the division this spring.

Car Inspector Everett Kyle retired in May. We join his friends in wishing him many years of happy leisure.

Operator Clarence Parr discovered a brake beam down on a car on No. 77 May 22. He had the train stopped and the damage repaired. Our thanks to "C.A."

Elmer Long, retired brakeman, now of Laredo, Tex., visited his family and friends here during May. Elmer is located in Texas on account of his health.

Mrs. Arthur Foltz, wife of machinist, was seriously ill in the hospital in May.

Carman Gregg Conrad reports that his mother is seriously ill at his home in St. Bernice at this writing.

Miss Joan Maloney, daughter of Conductor James L. Maloney, and Joseph Volk were married at the Sacred Heart Church in Clinton May 1.

Yardmaster Cyrus Bodle is preparing to paint his house. When the work is completed, this will be one of the show places on State road 71.

Mrs. John Turpin, wife of retired brakeman, died May 1 at their home in Alvin, Ill. She was the mother of Engineer O. E. Miller.

Assistant Car Foreman Carl Reuter and Engineer Ora are owners of new Pontiacs.

Brakemen Fred Jackson and Paul Thompson attended the Republican State convention in Indianapolis in June.

TERRE HAUTE DISTRICT

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

Maj. L. D. "Skip" Keating, of our engineering department, spent three weeks during May in Washington and other eastern points in specialized training for organized reserves.

C. D. "Duffy" Nunley, an officer in the Naval Reserves, has been released by the Navy and on May 7 resumed his job in Terre Haute as operator and extra dispatcher.

Richard Meek, who was recently transferred from our traffic department to the traffic department in San Francisco, was on an educational tour in May and stopped off in Terre Haute for a few days to visit relatives.

Mrs. Robert Burns, widow of retired office engineer, passed away in Sanford, Fla., May 6.

Fred L. Lake, retired engineer, and wife, of San Benito, Tex., will visit relatives in Eugene, Ore., in June.

Harley H. Longcor, our agent at Joliet, and Mrs. Longcor, have returned from a leave of absence spent in Arizona, and Harley will resume his position at Joliet.

E. J. Hoerl, who has been the assistant agent at Rockford, has been transferred to Chicago Heights. He took over the agency

at that station on May 16, replacing H. A. Hoeft.

Charles I. Tindall, retired conductor, who has been seriously ill at his home in Terre Haute, has improved to such an extent that his brother Al Tindall has returned to work.

Robert J. Kirschbaum, son of M. B. Kirschbaum, our roadmaster at Terre Haute for many years, who has been in St. Mary's Seminary, Baltimore, completed his study for the priesthood in May. He is being assigned to the Sioux City diocese, but before going there will offer his first solemn mass in St. Patrick's Church, Terre Haute, on June 15, after which a reception will be held at St. Patrick's school hall.

Iowa Division

EAST END

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

The Milwaukee Women's Club entertained at a luncheon on May 8 in the I.O.O.F. Hall, Marion, in honor of charter members and retired employees.

On May 24 Dispatcher N. J. Gorman and wife celebrated their 25th wedding anniversary. A dinner party was held at the Elmcrest Country Club in Cedar Rapids for the family and a group of friends.

The family of L. V. Anderson recently sold their Marion home and moved to Seattle to join Mr. Anderson, now superintendent of transportation with headquarters in the Northwest.

Mrs. S. C. Thomas recently returned from the national convention of the African Violet Society in Chicago. She has added some of the brand new varieties of violets to her already large collection.

On May 4 Concrete Crew Foreman William Cornwell fell from a tree while playing with his children in the yard at his home in Greeley and sustained injuries which will require hospitalization for several months. He is confined to the University hospital in Iowa City.

Richard Wink, son of Pump Repairer E. L. Wink, has been promoted to airman first class. He and his wife spent a 15-day furlough with his parents in Marion. He is stationed at Manassas, Va.

Earl G. Keenan, retired conductor, died May 3 at his home in Cedar Rapids following a long illness. He came from Perry 11 years ago and retired Apr. 7 of this year. His last service was performed on Jan. 7. He entered the service of the Road Aug. 28, 1904. His wife and two sons, Forrest of Perry and Richard of Cedar Rapids, survive him. Burial was in Perry.



IT'S A SMALL WORLD. Back-of-the-lines friends—Corp. Kenneth L. Bartlett of Marion, Ia., and a young Korean. Corporal Bartlett, overseas since last September, is a DGI Division fireman and the son of Conductor Clark Bartlett. Mrs. Clark Bartlett is president of Marion Chapter of the Women's Club.

Signal Maintainer O. W. McBride and wife are vacationing with their son-in-law and daughter, Mr. and Mrs. Neil Dandareau, Center Line, Mich. William Baker of Perry is relieving Mr. McBride.

The golden wedding anniversary of Mr. and Mrs. W. A. Failor was celebrated on May 25 with a family reunion and dinner at the Capitol Hotel in Lincoln, Neb. Among the guests were the W. E. Failor family of Marion and Dr. Leona Failor, a member of the faculty of Nebraska State Teachers College. During the afternoon they were surprised by a group of friends who journeyed from Concordia, Kans., for the celebration. At one time Mr. Failor was roundhouse foreman at Council Bluffs. However, at the time of his retirement last March he was assistant master mechanic on the Missouri Pacific at Concordia, Kans.

On May 24 Miss Ann Mullaley was married to Clement R. Schnobelen of Cedar Rapids at St. Joseph's Church in Marion. She is the daughter of the late Edward M. Mullaley who for a number of years served as chief operator in the Marion dispatchers' office.

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General Agent O. R. Lambertson, accompanied by Mrs. Lambertson, took a trip to Cincinnati the fore part of May to attend a meeting of the A.A.R.

Electrician Bob (Zip) Zemanek of the Cedar Rapids roundhouse had an unfortunate experience recently while he was up on a ladder spraying his fruit trees. A little bee crawled up his leg and proceeded to sting him, causing him to lose his hold on the ladder. In addition to the sprained ankle which resulted, he was also subjected to eating his meals standing up.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

At the recent Spokane Greater Music Festival young artists starred in solos with the Philharmonic Orchestra and one of these youngsters was Stanley Atkins, 16-year old son of Mrs. C. H. Coplen. Stanley, a cellist, received a surprise award of \$50 as the outstanding high school string player. Very



Stanley Atkins

few mature soloists have the honor of playing with the Philharmonic Orchestra but Stanley has appeared with them previously. Playing a cello means sacrifices for young fellows, as baseball and other games are apt to cause injury to their hands. With a career at stake, such things must be left out of the fun side of their lives. Mr. and Mrs. Coplen are both employed by the Milwaukee, Mr. Coplen having been agent at St. Maries for many years before coming to Spokane as a telegrapher; Mrs. Coplen is a messenger.

The following are new employees in the operating dept: Brakemen Robert H. Morgan, Thomas A. Bodey, William M. Johnson, John F. Zeller and R. D. Mulberry; and Operators T. H. Parish and R. L. Robertson. Mr. Zeller in the son of Fireman Zeller and Mr. Bodey will be remembered as a former fireman who was with us some years back.

On Apr. 8, 2nd Lt. Robert D. Ellis, son of Conductor and Mrs. S. C. Ellis of Malden, received the Silver Star for his gallantry in action against the enemy in Korea as a member of an infantry regiment. The medal was awarded for bravery when his company launched an attack upon enemy positions under cover of supporting fire, and secured their objective. The account states, "The inspiring leadership and gallantry displayed by Lt. Ellis on this occasion reflected great credit upon himself and the military service."

Did you hear about the backwoods mountaineer who found a mirror which a tourist had lost?

"Wal, iffen it ain't my old dad," he said as he looked into it. "I never knowed he had his pitcher took!"

He took the mirror home. That night, while he slept, his wife found it.

"Hah!" said she, peering into it—"so that's the old bag he's been a-chasin' around with lately!"

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

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

The fishermen around the Minneapolis passenger station have been reporting phenomenal luck so far this season. Ray and Gayle Keeley of the telegraph office have come home with their limit in trout from northern Minnesota and Wisconsin several times, so far. Those boys use nothing but flies for their trout fishing; guess I will have to follow them some week end and see how it is done.

Ed Knoke of the superintendent's office reports a limit of crappies for the entire party on a recent week end at Lake Minnetonka. Of course, Ed had his daughter along to row the boat and was able to devote his entire time to fishing.

Johnny Joy of the reservation bureau is building himself a three bedroom home. We understand the basement is now finished, and Johnny is spending his nights and week ends with hammer, nails and saw.

Dick Allard of the B&B department is home now after several weeks in the hospital.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Theo Potvin, carman apprentice in the air brake shop, was married to Miss Ann Marie Schneider May 17 at Minneapolis.

Mrs. Edna Bowers, clerk in the store department, and husband Ward have purchased a two-bedroom bungalow at 62nd and Upton Avenue South, Minneapolis. After much renting and moving, it is grand to won a home.

A welcome to Mrs. Mary McLaren, stenographer, who worked temporarily in the car

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department office; also to Mrs. Julie Kassin, relieving temporarily during the illness of Clerk Einar Hauger who is in the Veteran's Hospital.

Air Brake Man Lawrence Olson and family are driving to San Bernardino, Calif., to visit their son Johnnie, formerly a welder at our shops. They will vacation at Denver and Salt Lake City.

Retirements: F. S. Hans, machinist in the locomotive department, May 15 with over 25 years of service; also V. S. Mohand, machinist with 40 years of service, on May 1.

Car Inspector Vanner Anderson and wife visited their son at Kansas City on May 25, following an auto accident. Their son is with the Army, stationed near Kansas City.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

I recall hearing of folks following the horses, but Leona Elsie Monheim followed the plow on her vacation on their farm. Nice going, Leona.

Our agent, W. P. Radke, attended the national agents' convention at Cincinnati the week of May 12.

Gladys Sheehan is back to work after a long siege of illness.

The following changes in the freight office were made recently: Neal Johnson is now car booker; Dick Thelen expense clerk; Vince Miller demurrage desk; Harry Carr switching clerk; Joel Andrean claim clerk; Bill Burfiend OS&D; Joe Kulisheck window cashier; and John Dybdal messenger.

Trans-Missouri Division

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

Things are beginning to pep up on the "Sunburn Circuit." Bigger and better fish stories are in the making and the open windows with the beckoning outdoors make it tough to do the daily grind.

A couple of thousand hungry strays congregated for the noon barbecue served by the Junior Chamber of Commerce at the second annual Miles City Livestock Day May 24. After that a capacity crowd watched the bucking horse sale at the Eastern Montana Fairgrounds arena. The sale continued through Sunday with 100 riders topping off 350 of the tightest specimens of horseflesh the range could produce. Rodeo buyers were on hand to bid for the showy ones and the canners took those that wouldn't buck.

Charles H. Richards, 52, chief dispatcher at Miles City, died of a heart seizure at a local hospital Apr. 30 following a short illness. He suffered an attack two days after funeral services had been conducted for his son. Mr. Richards was born July 20, 1889, at Freemont, Nebr. He studied telegraphy and worked as operator on the East TM. In 1941 he came to Miles City as dispatcher, and was promoted to chief dispatcher in 1949. Survivors include his widow, two children, Mrs. Phyllis Foster of Manhattan, Mont., and Bryce of Miles City, one brother, three sisters and two grandchildren. Burial was in the family plot in the Custer County cemetery.

Richard D. Waldow, 16, son of Carman



UPPER REGISTER. The lyric soprano of Frances Anderson will be heard as guest soloist on the summer symphony series at Northrup Auditorium in Minneapolis July 31. The talented singer, who is the daughter of Agent F. C. Williams of Mobridge, has made many appearances on stage and radio and has sung leading roles with the New York City Center Opera Company as well as with the Boston and Pittsburgh Symphony Orchestras. Currently she is featured on the James Melton TV show sponsored by the Ford Dealers of America.

Richard Waldow, passed away in Chicago May 1 after a long illness. Funeral services were held at Miles City.

The official opening of Harmony Hangout, teen-age center for Miles City, on May 2 climaxed five years of effort on the part of Miles City citizens and young people to provide needed recreational facilities. The project was sponsored by the Women's club with the support of every civic minded organization in the community. The new building, located on a portion of the courthouse square, is equipped to handle a variety of recreational activities.

Alphonse Schaut, stationary engineer at Miles City, died May 6 after a brief illness. He was born in Belgium Jan. 26, 1886 and came to Miles City in 1912. Some years later he entered the service of the railroad. He was employed in the powerhouse at the time of his death. He is survived by his widow; a son, Bernard of Miles City; five daughters, Mrs. Josephine Caffrey of Seattle, Wash., Mrs. Yvonne Aggers of Anaconda, Mont., Mrs. Mary Keszler of Minneapolis, Minn., and Janet and Dorothy of Miles City; and 11 grandchildren. Requiem mass was said in the Sacred Heart Church and burial was in Calvary cemetery.

Funeral services were held at Harlowton May 9 for Brakeman Jerry Welch who was killed in an accident at Roundup. He was born at Harlowton Aug. 29, 1927, the son of Engineer and Mrs. C. E. Welch. A veteran, he saw service in the Navy. He married

Gloria Hawkins in 1948 and they became the parents of two daughters, Vicki and Judy. Survivors include besides his widow and two daughters, his parents, a brother and six sisters.

Members of the Miles City Service club gathered at the Elks Home May 10 for the annual spring dinner and party. Dinner was served in the basement dining hall, after which the crowd gathered in the auditorium for the entertainment arranged by Claude O'Brien. He was assisted by T. M. Bankey, E. White and John Brogdon.

Club Chairman J. D. Wagner was in charge of general arrangements, assisted by L. H. Rabun, vice president, Dave Shank, treasurer, and D. B. Campbell, secretary. Sam Leo presided over the kitchen force as chef, with Martin Kelm, general chairman of the banquet room, and serviced by Louis Senger, Fred Arnoldt, Virgil Rask, E. J. Trafton, Charles Potter, Ed Carlson, Frank Zawada, Bud Jacobs, Al Arnoldt, Jack Hennessey, Jim Bennett, Don Helm, Dan Gilmer, Roman Lala, Dan Tedesco, Pete Leo, Corliss Yates, Jim Moyes, John Lackner and Alvin Arnold.

Miles City's representative at the biennial meeting of the Women's Club in Chicago was Mrs. L. R. Kirchhoff, president of the chapter.



TALENTED TEEN-AGERS. The Milwaukee Road Women's Club awards presented annually to the most outstanding music students of the railroad family in the graduating class of the high school at Mobridge, S. D., were conferred this year on Miss Gladys Oberlander, daughter of Conductor Ed Oberlander, and James Oleson, son of Assistant Wire Chief Charles Oleson. Miss Oberlander, a mezzo soprano, won Division 1 ratings in regional music contests the past two years and second place in the third annual state music scholarship contest at Aberdeen May 26. James is a member of the school band, the mixed chorus and the glee club. He will presently be working at Priest River, Idaho, with the forest rangers.

EAST END

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

Jennie M. Ohern, retired operator and Democratic national committee woman, has been elected as a delegate from South Dakota to the national convention in Chicago July 21. She has the distinction of being one of the four delegates with a full vote, the other eight having half a vote each. She will be accompanied to Chicago by her husband, Agent W. P. Ohern of Wakpala.

Agent F. C. Williams and wife attended a meeting of the A.A.R., freight station section, at Cincinnati May 14, 15 and 16.

Mrs. Elsie May has sufficiently recovered from her recent illness to resume her duties in the roadmaster's office.

Charles Oleson, second assistant wire chief at the Mobridge relay office, plans to attend the O.R.T. convention at Miami in June.

Agents W. J. Wydemeyer of Watauga and A. O. Thompson of Bucyrus are planning to retire July 1.

Roadmaster Myron Olson who underwent surgery at the Mobridge hospital is recuperating at his home at this writing.

Mrs. Wayne Hawkins, wife of switchman, presented 17 music pupils in a piano recital at the Congregational Church on May 18.

The second trick operator's position at McIntosh was abolished May 19.

Alan Atha, son of Dispatcher "Bud" Atha, accompanied by Joel Hoersch, competed in the chess tournament at Rapid City. Both boys placed.

We are glad to report that Conductor Ross Grange has recovered from his injuries and is able to work again.

Agent Emil Bertsch of Morristown is on his annual fishing trip to Canada at this writing.

Conductor Ralph Fraher and wife have sold their home and moved into a smaller house.

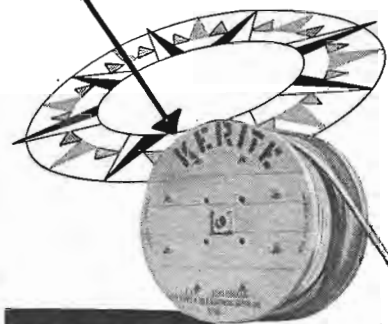
Second Trick Operator "Ding" Childers of Marmarth is laying off for six weeks, being relieved by George Rankin.

Conductor Robert Riddell, wife and daughter Marian, have left for their summer home at Nemo, S. D., in the Black Hills to spend the summer months.

Dr. A. W. Spiry, surgeon at the Mobridge hospital, had the honor of being elected vice president of the State Medical Association at a meeting at Sioux Falls May 19 and 20.

Mrs. Paul Bridenstine, president of Mobridge Chapter of the Women's Club, attended the club's biennial meeting in Chicago May 23 and 24. She was accompanied by our treasurer, Mrs. Walter Steinecker.

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MIDDLE & WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Mrs. Robert Barthle, daughter of Ticket Agent J. S. Nilan, with her family is enroute to Iran where her husband is stationed with the Army.

Operator W. L. Mayer and family, Aberdeen, vacationed recently in Minnesota, Wisconsin and Michigan. Dispatcher A. E. Jerde and wife are taking a week's relaxation in Minnesota at this writing.

The Milwaukee softball team has won two games and lost one. The single loss was at the hands of the 1951 city champions by a score of 7 to 4. The team this year is managed by Engineer Dutch Deforrest.

Rules Examiner J. S. Keenan is confined to St. Luke's Hospital at this writing; Room 309 in St. Luke's Annex, Aberdeen, S. D.

Train Baggage Clerk Buck Miller and his family have returned from a 30-day vacation in Florida.

EAST END

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

It's the time of the year when the school kids are getting train-minded. Along with the usual Chicago and New York trips by high school seniors, there is a juvenile crop of passengers coming up. Recently the kindergarten classes at "Monte," numbering about 150, took a bus ride to Granite Falls where the noon Columbian was stopped so they could board it and return to Montevideo. Assistant Superintendent J. W. Wolf and Roadmaster LeVere Natzel gave them train information en route and on arrival at "Monte" the wide-eyed youngsters were taken through the train for an inspection. One little boy later described the details to his mother: "And in the dining car, there's a *sheriff* who makes a lot of food, and it's good too, and he feeds the passengers." Sheriff, or chef, what's the difference as long as the food is good!

Gene Waletich, recently from Korea and more recently from Sisseton, has been imported to serve as the vacation prop for the yard clerks at Montevideo during the summer. He will also relieve at the freight office.

Si Kelley, who makes his home in St.



YOUNG MARRIEDS. HGD Operator Tom Fasching and his bride, Marietta Fiecke, who were married recently at Holy Trinity Church in Winsted, Minn. Tom is now relief operator at Montevideo after having been at Tower E-14 for several months.

Petersburg, Fla., since his retirement, writes that he's planning to come back to Montevideo for the Fiesta Days this year.

Engineer George Hupp and his wife celebrated their 25th wedding anniversary early in May. A large delegation of "rails" called during the open house, which continued into the night, as reported by Conductor Dan Ryan who made it after midnight when, on arriving in Minneapolis, he brushed up in his caboose and arrived at the Hupp home in time to help taper off the happy affair.

The gnats have been the cause of much unhappiness by everybody this spring, and especially the switch crews. For awhile they wore bee veils over their heads making them look not unlike men from Mars as they moved about in Montevideo yard.

D & I Division

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

Iowa Division Conductor and Mrs. Irvin M. Shrake, Savanna, celebrated their 25th wedding anniversary May 24. They have two sons, Robert, a clerk in the superintendent's office who is now in the Army, and Yard Clerk Walter, now in the Navy.

The Edward Flints of Savanna (retired lineman) were married 50 years on May 8. They will celebrate at a later date, due to the fact that Ed was undergoing treatment for his eyes at Marshall, Ia., and was unable to observe the occasion.

Priscilla Ruth Hammen, daughter of Switchtender H. E. Hammen, Savanna, became the bride of Robert Schriner, Mt. Carroll, on May 7, the ceremony taking place in the home of the bride's parents, with a reception following.

With the birth of a son named David Craig to the Robert Georges of Oak Park on May 2, the Herman Georges (engineering department, Savanna) have become grandparents.

Michael Mulcrone, delivery clerk at the Savanna freight house, underwent surgery in Jane Lamb Hospital, Clinton, in May.

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Switchman Lee Smith, who is confined to the city hospital at Savanna following an injury, is making a satisfactory recovery.

David Raymond, veteran car department employe of Savanna, passed away in the city hospital May 7 after a brief illness. Surviving are two daughters and a son. Dave entered the service of the Road 47 years ago and retired in November, 1951.

Alva Hill, retired machinist at Savanna, died at his farm home north of Mt. Carroll May 26. Surviving are his widow and one brother.

Ross Wheat, retired First District engineer, died in Hines Hospital May 19.



Richard Adams

Iowa Division Conductor and Mrs. Richard Adams left Savanna May 28 by auto for Rome, N. Y., where they will deliver the auto to their son, Switchman Richard Adams, now in the Navy.

Engineer Dave Truninger now has a grandson, Richard Steven arriving in the home of his son in

Savanna May 19.

A claim prevention meeting was held at Savanna the evening of May 26 with about 60 employes and officers attending. Talks were given by Mr. Ennis and Superintendent Kiesele, and a movie was shown. During the course of the evening a tribute was paid to L. G. Fisher, who has been agent at Albany for 47 years and retired May 29.

QUAD-CITIES AREA

Russell Tubbs, Correspondent
Perishable Freight Inspector, Nahant, Ia.

Ray Hall, yard clerk at Nahant, who underwent surgery in Mercy Hospital, Davenport, some months ago, is making a satisfactory recovery.

Sympathy is extended to the following, due to the death of their mothers: to Peter Maher and family; to John Carswell and family.

Mr. and Mrs. Raymond Cox announced the birth of a daughter, Bonnie Rae, on May 4.

Announcement is made of the engagement and approaching marriage of Miss Fern Dillig, stenographer in the DF&PA office at Davenport, to James Malone.

THIRD DISTRICT

W. L. Skaggs, Milwaukee affiliated locomotive engineer, retired May 16. Mr. Skaggs' railroad service began as a coach cleaner with the St. Joe and Grand Island, coming to the Milwaukee Oct. 12, 1914 as a fireman. He was promoted to engineer in 1929 and served with the Road for 38 years. Now resides in Kansas City, and expects to enjoy his retirement with some long anticipated trips.

Guy Rhodus, Milwaukee affiliated joint agency switchman, with a service date of August 1920, in Coburg yard and since June 1, 1952, in the Joint Agency, was elected assistant general secretary-treasurer, Brotherhoods Relief & Compensation Fund, Harrisburg, Pa., Apr. 26, and has left Kansas City to take over his new work. Mr. Rhodus has many friends on the railroad who wish him success in his new venture.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

Tom Corts, assistant car foreman nights, was transferred to West Clinton, Ind., May 25. He will take over the position of assistant car foreman of the west side clean-out yard. After three years at Bensenville, Tom will surely be missed by the friends he has made.

Conductor Marling Smith of the Illinois Division is now running on 73 while Conductor Gordon Peterson is vacationing. Gordon will be pulling in fish by the tub-full, if his favorite fishing spot lives up to its past record.

Thanks once again to A. Ells of the round-house for passing on a bit of news.

Boilermaker William Lucas and Machinist Fred Packard have both been off for some time, due to illness.

Sympathy to Machinist Christ Bleich upon the death of his mother and brother, on May 1 and 4, respectively.

Charlene Nimietz, steno-clerk, and Donald Dohse of Schiller Park walked the middle aisle at St. Paul's Evangelical and Reformed Church May 3. They spent a two-week honeymoon in Florida. Both young people are graduates of the Leyden Community High School, Franklin Park.

Yardmaster Bob Lewin, wife Violet and daughters Sandra and Carol have returned from California after a very hectic vacation. All was sunshine, trips and good times until both little girls came down with the measles. Allen and Bob, Jr. had stayed at home with Grandma and Grandpa Lewin and they, too, came down with measles, just as the vacationing members of the family returned home.

C&M Conductor Lindstrom and wife enjoyed some early swimming while on vacation recently at Daytona Beach, Fla. "Lindy" and wife never fail to drop a card to all the folks at home.

Sgt. John J. LeMaire of the railroad police stopped recently to visit friends in Minneapolis and Aberdeen. Then he and Mrs. LeMaire traveled through the Black Hills to complete a very interesting vacation.

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Bensenville Chapter of the Women's Club feted its past presidents May 7. The guests of honor were Mrs. Bodenburger, second president of the chapter, Mrs. Vannella, now a member of the general governing board, and Mmes. Leek, Sturm and Burnath; also Mrs. Smith, who was formerly president of another chapter. The occasion also served as a farewell party for Mrs. William Brecklin who will leave Bensenville following the retirement of Mr. Brecklin.

UNION STREET

Florence La Monica, Correspondent

Al Wolf, caller in House 2, retired May 12. We wish him many years to enjoy his retirement.

Jim Cox, Reconsigning, became the very proud grandfather of Gail Miller May 23.

Al Kozin, House 8, died suddenly May 26, and A. Mulholland, retired police lieutenant, died recently in Florida where he had been making his home. Funeral services were held in Chicago.

Andy Abraham met with an accident recently when a car went through a red light. He is still unable to return to work at this writing, but we understand he is at home and doing well.

M. Evers, recently at House 5, has returned to North Carolina for induction into the armed service.

GALEWOOD

Norma Gunderson, Correspondent

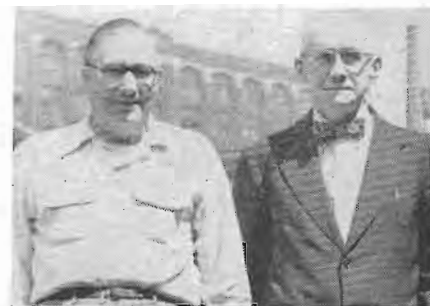
Glad to report that Charles Garry, freight house foreman, is getting along fine after his recent accident.

Congratulations to Madeline and Clarence Kunberger who celebrated their 20th wedding anniversary May 14.

Sympathy is extended to Mrs. Robert Evans in the death of Bob on May 13. Bob had been retired for the past couple of years.

Sympathy is also extended to Mrs. Helen Cass, formerly Helen Bitz, telephone operator, in the sudden death of her husband.

Judith Howard, general clerk in the cashier's office, is visiting her home in Superior, Wis., at this writing.



RETIRE AT CHICAGO TERMINALS. Yardmaster Bill Barber (left) and "Solly" Ruhlmann, retired yardmaster, who were guests of honor at a party given recently by Chicago terminals employees. Mr. Barber, who retired Apr. 30, was with the Road 32 years, the past several years at Union Street and Kinzie Street.

Sympathy is extended to John Ewing whose father passed away May 20, and to Bob McQuinn at Healy station whose father passed away May 23.

Dorothy and Irvin Parsons are sporting a new Oldsmobile.

Taking over the janitor duties in the Galewood office are Robert Morgan and Rudolph Hawlik.

Bruno Silkowski of the freight house, who has been ill for over a year is now, at Hines Hospital, Ward E 471, Hines, Ill.

Tom Dyba, route clerk, and Leon Christensen, assistant foreman, both of the freight house, are off at this writing, due to illness.

Milwaukee Division SECOND DISTRICT

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

We wish to express our sympathy to the family of Theodore Franzen, flagman at Menasha, who passed away suddenly May 9.

It has just been brought to our attention that William Zarnsdorf, custodian at Chilton, retired from service last September.

H. Krohn, section foreman at Channing, and E. B. Squires, agent at Pound, have been presented with "gold" passes for 50 years of service.

M. T. Sevedge recently took a group of Cub Scouts, of which his son Pat is a member, through the roundhouse and shops to see the engines and other things of interest to boys. They were then given a ride on the Chippewa to the east side passenger station where he treated them all to cokes and pop. This no doubt was quite a thrill for the Cubs.

Due to very heavy business in Milwaukee Terminals, quite a number of our switchmen, brakemen and firemen were sent down to work at that point.

Would be glad for any news items of interest for the Magazine. Please send them to this office at Green Bay.

Free enterprise is a natural result of the American form of government, which says in so many words that the more men do for themselves, and the less the government does for them, the better off we all will be.

—Felix Morely

UNION REFRIGERATOR TRANSIT LINES
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Milwaukee 12, Wisconsin

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Engineer John Kaskia who recently underwent an operation is not very well at this writing.

The wife of C&M Engineer F. L. Miller was injured recently in a mishap with a power lawnmower at their home in Pewaukee.

A fast trip to California to deliver a car to her son in the Marine Corps at Oceanside was made by Ruth Habegger, our stenographer.

Redcap Ray Travis is at home at this writing, recovering nicely from his recent operation for appendicitis.

We recently had a letter from Brakeman C. J. Stewart, now a sergeant in Korea, who says he is working 12 hours a night (no overtime) as night yardmaster at Pusan.

Assistant Superintendent R. L. Hicks, who is an amateur radio operator, recently received his new auto. license plates which display his station call letters, W9UET.

Peter Van De Velden, retired C&M engineer, passed away at Deerfield May 10.



FIVE GENERATIONS. The family of Mervin Gould, first trick agent-operator at Lake, Wis., arranged this interesting snapshot while visiting the senior Mr. Gould at the Masonic home at Dousman, Wis. Agent Gould is holding his great-grandson, the others being his daughter, his grand-daughter and his father, Granville D. Gould. The latter was employed in the signal department back in 1907 and 1908.

C. W. Capron who was appointed district safety engineer May 1, replacing W. A. French who retired on that date, was in Minneapolis for the presentation of the president's safety trophy to the Twin City Terminal Division, 1951 winner of the award. He brings back to us the message that we should bring our efforts to bear on improving our safety standing among Class A railroads. His safety suggestion for the month is, "Look in each direction before crossing or standing close to tracks."

I & D Division

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

Richard D. Hixson, son of Warehouse Foreman Callie D. Hixson, Mason City, has been promoted to staff sergeant in the Marine Corps. He has also been recommended for the Silver Star award for bravery in protecting an American tank from capture by the Communists while he was serving in Korea a year ago. He is now stationed at Camp Lejeune, N. C., expecting to be discharged in August.

Sever O. Haukedahl, 78, retired conductor, passed away suddenly May 13. He was employed by the Road 44 years and retired seven years ago. He is survived by his wife, two daughters, Mrs. A. W. Yurevick, Sparks, Nev., and Mrs. James Songer, Mason City, and a son, Arthur Haukedahl of Chickasha, Okla.

Jerry Weiland, son of Superintendent P. J. Weiland, is one of 28 students at the University of Iowa who have been initiated into Psi Omega, professional dental fraternity.

During the high water at Marquette, "ferry boat" service was maintained by Clerk Harold Bacon and Operator Robert Ries between the depot and Conductor A. W. Henthorne's garage. The garage made an ideal landing place with water within two inches of the floor. Mrs. Henthorne maintained a steady lookout for passengers, and when "Ferry Man" Bacon failed to hear the call for the boat she would call him by phone. Art's only complaint is that of all the people who used his garage and private walk, no one stopped to do any spading in his garden or contributed to the fund for the light which was kept burning all night.

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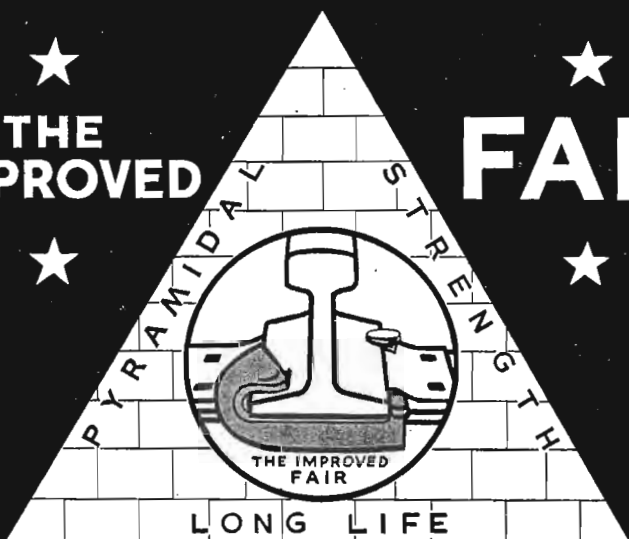
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THE IMPROVED FAIR

THE P. & M. CO.

CHICAGO **NEW YORK**

lies honored Mr. and Mrs. R. J. Kemp and family at a farewell party held in the Milwaukee Women's Club rooms the evening of May 24. They were leaving about June 1 for Dubuque where Mr. Kemp will take over the position of freight and passenger agent. Superintendent Weiland acted as master of ceremonies and gifts were presented to Mr. and Mrs. Kemp and their children, Jim and Mary. Out of town guests included Mayor and Mrs. H. C. Loveless of Ottumwa and R. C. Dodds, former superintendent, and wife of Austin. An evening of square dancing followed the dinner.

Lewis William Tyler, 89, who was employed as a laborer in the Mason City roundhouse, passed away May 10.

W. L. Leitner, retired engineer, is seriously ill at this writing. Mr. and Mrs. Leitner were planning to leave for California to make their home at the time Mr. Leitner was taken ill.

It's a boy for the Jack Walters at Sanborn, born May 22. He has been named John, Jr.

SECOND DISTRICT

Fay Ness, Correspondent

Asst. Superintendent's Office, Sioux City

Word has reached us that Lt. Kenneth E. Bushnell arrived in Korea May 14. Kenny was home on furlough before shipping out and stopped in the office for a visit. Good luck and let us hear from any of our division employees in Korea.

Engineer Treff LaPlante is bragging about the 15-pound channel catfish he caught at the mouth of the Big Sioux in Sioux City May 9. He landed him in 30 minutes with rod and reel. He has the pictures to prove it.

Mrs. O. M. Thompson, wife of retired engineer on this division, died in Fullerton, Calif., on May 7.

Thirty-eight employees honored Homer C. Snow, freight agent at Sioux City, and Mrs. Snow at a luncheon in the Mayfair Hotel May 28. Mr. Snow retired June 1 and his many friends gathered to present him with a beautiful wrist watch and a money gift (we



IN FRIENDSHIP'S NAME. Traveling Engineer G. C. Groves (right) being presented with a diamond ring by Assistant Superintendent R. F. Fairfield as a gift from I&D Second District employees. A group of 40 employees and their wives honored "Jerry" with a luncheon at Sioux City to wish him good luck in his recent assignment as traveling engineer at Aberdeen, S. D.

understand he has designs on a new glass fishing rod). Mrs. Snow received a lovely compact. It was a nice party and we all hope he will have many happy years ahead.

The employees at the freight house also had a farewell party for Mr. Snow at the freight office, and presented him with a jeweled Shrine pin and a very gay sport shirt.

Another fish story comes our way via mail from the west coast. Retired Passenger Brakeman W. A. Helmhold who now lives in Spokane, Wash., writes that he caught a 26 pound trout in Pend Oreille Lake and he wants to know if any of the fishermen around these parts can do as well.

SANBORN-RAPID CITY

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

Duane Lester is the new section foreman at Kimball, taking the place of Charles H. Wantoch who is going to Lennox.

We are sorry to report the sudden death of Section Foreman Ben LeClair of Plankinton.

Charles Forrest, O. O. Callen and wife, and Martin Christiansen and wife of Rapid City are visiting in California at this writing; also John H. Tice and wife and F. Heskett and wife of Mitchell.

We regret to report the sudden death of W. A. Hajek, working foreman at Rapid City, on May 18. C. J. Hill is acting foreman until someone is appointed to fill the position.

A. H. Boeding, B&B carpenter of Chamberlain, is the new sign painting crew foreman. Joe Sigl of Chambellor is on the crew.

"Dearest Alice—" wrote the young man. "Pardon me, but I'm getting so forgetful. I know I proposed to you last night but, really, I forgot if you said yes or no."

"Dearest Vince—" she replied at once. "Your letter was a relief. I remember saying no to somebody last night, but I'd quite forgotten who it was."

Madison Division

SECOND DISTRICT

L. A. Fiorello, Correspondent
Freight Office, Rockford, Ill.

A farewell party was given on May 10 in honor of E. J. Hoerl, newly appointed agent at Chicago Heights, who held the position of assistant agent at Rockford for the past three years. Prior to being appointed at Rockford, Eddie was on the staff of the public relations department in the Chicago and Milwaukee areas.

Paul Mueller, who has been operator-agent at DeKalb since 1949, succeeded Ed Hoerl as assistant agent at Rockford. Paul has been with the Road for the past 13 years, starting out as operator at Scarboro and since has moved about in various stations in northern Illinois and Wisconsin.

Many inquiries have been made as to the whereabouts of Rosie Condon, retired cashier at Rockford. According to the latest reports, Rosie is taking in all the sights in California, including Hollywood.

FIRST DISTRICT

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

Assistant Agent Kenneth P. Thompson of Madison was appointed agent at Mason City, effective June 1. "Ken" started his railroad service in the freight department at Madison, working as a freight trucker, interchange and demurrage clerk, rate clerk, and finally assistant agent.

John Conway, chief clerk in the freight department at Madison, has been appointed assistant agent. George Dahnke, rate clerk, has been appointed as chief clerk in the freight department. Edward J. McNulty of the ticket office has been appointed to fill position of rate clerk in the freight department.

Conductor W. M. Raftree is convalescing at his home at this writing, following an operation at St. Mary's Hospital.

Machinist Harold Schicker and Mrs. Schicker of Madison announced the arrival of a daughter, Suzanne, on May 2.

Wallen Klein, of the car department at Madison, has been promoted to night car foreman at LaCrosse.

Train Dispatcher Rollie Marlett, with Mrs. Marlett, daughter Janet and son Gregory, attended the commencement exercises of the Presbyterian Hospital School of Nursing, of which their daughter Lois was a student, on May 15. Exercises were held at the Fourth Presbyterian Church, Chicago.

Cashier Joseph F. McNulty and Mrs. McNulty of Madison celebrated their 35th wedding anniversary May 3 by holding open house to their friends.

Sympathy is extended to Henry Carter, retired pump repairer, and Mrs. Carter on the death of their son Louis on May 18.

Mr. and Mrs. Rollie Marlett of Madison announce the engagement and approaching marriage of their daughter Lois Joy to Richard E. Steury of Danville, Ill. A June wedding is planned.

Engineer John O. Curtin, 63, died at a Madison hospital following a month's illness. He had been with the Road 46 years, starting as a call boy.

Agent Sylvester Eckstein and Mrs. Eckstein of Black Earth announced the arrival of a son, Steven Lee, on May 10.

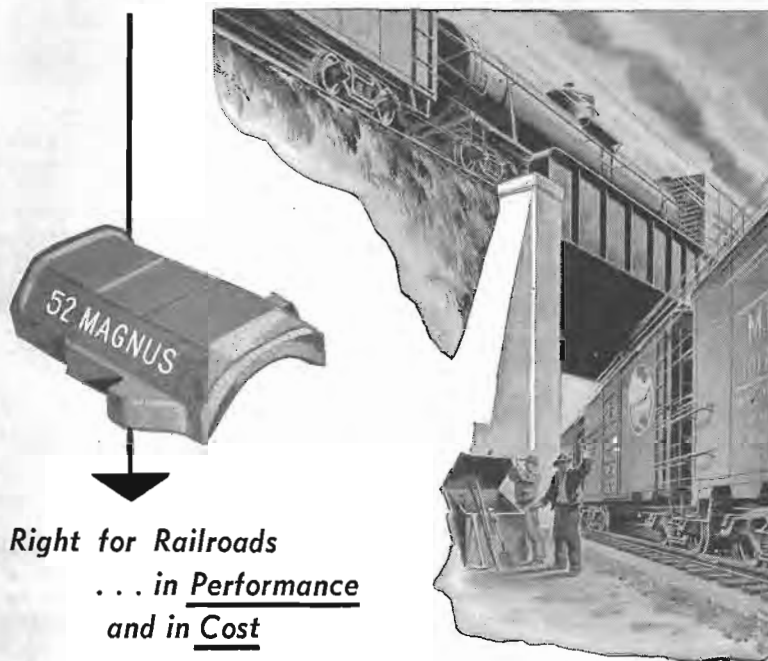
A note from John J. O'Connor, retired signal maintainer, says that he is leaving Tucson, Ariz., for points in California. He expected to get back to Wisconsin about June 15.

partment at Madison, suffered a severe injury to his right hand recently while doing some work at his home.

Gaylord Reinold, retired roundhouse foreman, stopped in to see us a short time ago. Gay spends the winter months in San Antonio, Tex., and comes north for the summer.

E. W. Tucker, retired agent, formerly of

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(Advertisement)

Mrs. C. M. Chapman, wife of time reviser of Madison, underwent surgery at the Madison General Hospital May 29.

July 30 is the date which has been set by Delores Catherine McNulty, daughter of Cashier Joseph F. McNulty, for her marriage to Melvin A. Grindstad of Madison.

Don Adler, truck driver in the store de-

Eagle, recently returned from California. He expects to make his home in California.

A much publicized golf tournament which matched Assistant Superintendent R. W. Graves and Chief Dispatcher Archie Morrissey against Assistant General Superintendent Doud and Superintendent Farnham, finally came to pass at Glenway course in Madison.



WOMEN'S CLUB ENTERTAINERS. The annual May breakfast of Perry Chapter of the Women's Club at the Christian Church on May 2 featured entertainment by the Mitigwa Indian dancers, a group of 37 Boy Scouts who are known throughout Iowa for the presentation of ritual dances. Eagle Scout James Noah of Perry, a grandson of Frank Stapleton, deceased engineer, and a member of the Tall Corn Council (shown here at the left) is assistant director of the group and also chief dancer. The Chippewa feather dance was featured on the program as a tribute to the Milwaukee's famous Hiawathas which are named for the fabled member of that tribe. This picture was taken by Floyd Lutze, Jr., son of Engineer Floyd Lutze, who is a photographer for the Perry Daily Chief.

The report on the outcome, as it reaches us, is that the Madison contingent took every hole. The Beloit team claimed this was due in part to the score being kept by Superintendent Farnham in the absence of Chief Dispatcher Frank Love, who had been appointed referee and score keeper, but who failed to show up. Later in the evening the driver of a truck on highway 51 reported to police that a couple of objects had been tossed into the Rock River near Afton, and investigation by police officers resulted in locating two dilapidated golf bags containing a motley array of clubs lodged against the middle bent of the railroad bridge at M.P. 13.

Answer to "How Well Do You Know Your Railroad?"

THIS month's puzzle picture, on page 21, shows a Milwaukee Road freight train in Montana Canyon (otherwise known as Sixteen Mile Canyon), just east of Eagle Nest Tunnel. The tunnel cuts through a sheer rock wall at the extreme right, just out of sight in the picture. The stream below is Sixteen-Mile Creek. The long westbound freight passed Sixteen, Mont., a few miles back and is approaching Francis.

A drawing room car operated on the Vandalia Railroad in 1872 was equipped with a cabinet organ for the use and entertainment of passengers.

I & S M Division

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

Congratulations to Mrs. A. C. Josephson, who celebrated Mother's Day in a most traditional manner by presenting her husband, Al, yard clerk, Austin, with a daughter. She has been named Deborah Marie.

We don't know if the new arrival was the cause of it or not, but in some manner, Al forgot to secure his billfold in his pocket and it dropped out in the yard. Fortunately it was picked up by Car Foreman George Wood, who returned it, with the \$70 to Al who had just arrived on the scene with a searching party.

Congratulations are also in order for former conductor H. J. "Heine" Heslip and Violet Mohs, who were recently married and honeymooned at New Orleans and St. Petersburg, Fla., where they visited with the D. L. Tallmadge and Norm Earl families and went deep sea fishing.

Retired Conductor William R. Smith and wife, also spending a brief vacation in St. Petersburg, succeeded in landing a 14 pound grouper (with the help of the boat captain and a gaff hook), and advised he would have won the jackpot for the day had he not been a Yankee. But, rather than have folks up north doubt his story, Bill had a picture taken as evidence.

Agent F. J. "Fritz" Olson, who has been serving with the Army band the past two years, has been released from military service and will resume work as operator-leverman at Mankato.

Sympathy is extended to Engineer Benny Elsner, whose father, August Elsner, retired section laborer, passed away May 23.

The Madison Chapter of the Milwaukee Women's Club held its meeting at the home of Mrs. Alfred Brakke on May 13. Mrs. Clinton Gregerson and Mrs. H. G. Gregerson were assisting hostesses. Mrs. Maurice Henifin, a former member, who recently returned to Madison to make her home after an absence of about five years, extended an invitation to the club to her golden wedding celebration which was held at the I.O.O.F. Hall in Madison on May 18. Canasta was played at two tables and prizes were won by Mrs. Maude Gregerson and Mrs. M. P. O'Loughlen. Mrs. Clinton Gregerson won the door prize and then presented it to Mrs. Henifin.

Respects were paid to the memory of one of the charter members of the club, Mrs. A. D. Smith who passed away at her home on Apr. 14, following an illness of about two years. She never failed to attend a meeting of the club as long as her health would permit. Several members of the Women's Club and the Trainmen's Auxiliary served the noon meal on the day of her funeral to about 40 of her friends and family. Deepest sympathy is extended to the family.

Conductor Joe Lawler attended a meeting of trainmen at Aberdeen, S. D., on Apr. 18. Mrs. George McKinney represented the Auxiliary at the same meeting. Mrs. Lawler visited her son and family at Henry, S. D.

N. O. Frizzell, dispatcher at Wausau, Wis., visited his wife and son in Madison.

Mr. and Mrs. John Casey have been enjoying a visit with their daughter, who has been employed by the government and stationed at Okinawa the past year. Miss Casey expects to be sent to Greenland soon to continue her work.

Engineer Ben Long visited relatives in Crookston, Minn.

Roadmaster A. P. Vogel and his maintenance men were busy the past month trying to convince Lake Whitewood, near Lake Preston, S. D., that she shouldn't play so rough with the dike on which the railroad track is laid.

More than 52 million motor vehicles traveled 465 billion miles in the United States last year. This is an all-time record, and an achievement we could boast about were it not for an allied record. All those cars, trucks and busses rolling all those miles killed 37,100 persons and injured nearly two million in 1951!

Answers to "What Do You Know?"

1. Texas.
2. Mountain.
3. Yes, if it handles traffic moving in interstate commerce.
4. Half-fare.
5. A track level.
6. Train and engine service employees subject to call in turn as needed.
7. Official Territory.
8. More than 50 tons.
9. Maximum grade between two points.
10. A curve of 10 degrees.

Lieutenant
Stanley T. Adams
Medal of Honor



ONE BITING-COLD FEBRUARY NIGHT, Lieutenant Adams was on a bitterly contested hill near Sesim-ni, Korea. Out of the dark earth the silhouettes of some 150 Communist troops rose up against the skyline. Ordering fixed bay-



onets, the lieutenant, with only 13 men, leaped up and charged furiously against the overwhelming odds. He was knocked down by a bullet. At least three hand grenades actually bounced off his body before exploding nearby. But when Adams and his squad were through, there were only 50 Communists left on the hill—and they were dead.

"Nobody likes to kill," says Stanley

Adams. "Nobody likes war. But today the surest way to invite a war is to be weak. You and I know that twice in the last ten years Americans have let their guard down. And the Philippine and Korean graveyards are filled with men who paid the price for it.

"Please don't make that tragic mistake again. Remember that in the world today, *peace is only for the strong*. Help make your country and your armed services stronger still—by buying more . . . and more . . . and more U. S. Defense Bonds. Put *your* bond-power behind *our* fire-power, *now*—and together we'll keep America at peace!"

★ ★ ★

Remember that when you're buying bonds for national defense, you're also building a personal reserve of cash savings. Remember, too, that if you don't save *regularly*, you generally don't save at all. So sign up today in the Payroll Savings Plan where you work, or the Bond-A-Month Plan where you bank. For your country's security, and your own, buy U. S. Defense Bonds now!

Peace is for the strong...Buy U. S. Defense Bonds now!

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