



THE MILWAUKEE ROAD MAGAZINE

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Helping Hand in Milwaukee ... Page 6

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THE MILWAUKEE ROAD MAGAZINE

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A Glimpse Into The Future

A FEW years ago an American railroad man, returning from a visit to England, expressed the opinion that the British railroads had fallen easy prey to nationalization because too few people cared enough about them to stand up and say a good word in their behalf. Their owners had permitted them to become shabby and inefficient.

America's railroads must press their modernization to the very limit of their resources if they are to avoid the deadly hand of government ownership. Railroad equipment, railroad policies and the attitudes of railroad people must reflect this conviction.

Already our industry is making greater use of science in its various forms than is any other transport agency. Intricate signal devices, retarder yards, diesel locomotives and new shop facilities, as well as other innovations on our own railroad are typical of this new concept.

The beautiful end-to-end dome cars now being built for us were designed, you might say, even *beyond* the expressed preferences of the traveling public. They are more than up-to-date. They afford a very attractive glimpse into the future of railroading—a future in which survival demands curtailment of those services which the public no longer wants and an aggressive attempt to provide those which they do.

I hope that all Milwaukee Road people will recognize in this program a true measure of this railroad's determination to prosper through service and to continue as a dependable employer for years to come.

50 years of
friendly service
called for . . .



Coffee and rolls with the conductor, plus a carnation for his lapel on the big day. The girls, left to right: Miss Norma Thiemann, Miss Myrtle Luhnnow and Miss Marion Fenz, all of Roselle, Ill.

BREAKFAST with Conductor Bill

LOOKING BACK across the 50 years with the Milwaukee which he marked on Apr. 14, Bill Prindiville of Elgin, Ill., a conductor in suburban service, figured he came by his interest in railroading naturally. His father and a brother were North Western engineers and their home was so close to the Milwaukee station at Western Avenue in Chicago that they could all tell the number of every passing locomotive without even turning around to look at it, he recalls.

Everyone who knows W. H. Prindiville, and that includes a lot of people, think he also comes naturally by his friendly manner on the job. Among his many customer-friends wishing him well on the 50th anniversary were three young ladies from suburban Roselle, Ill., who have been riding with him for about

eight years, and who decided they'd like to have him as their guest at breakfast when the train reached the Chicago Union Station. His hostesses were Miss Norma Thiemann of the Illinois Agricultural Association; Miss Marion Fenz of Peoples Gas, Light & Coke Co.; and Miss Myrtle Luhnnow of Arthur H. Hagg & Associates, Inc.

The 50-year rail career he reviewed with them over coffee that morning was one distinguished principally for its whole-heartedness.

"Railroading always has been interesting," he told them. "When I was a young man in the service I used to like my job and the fellows I worked with so much that I honestly enjoyed going to work more than I would have going into Chicago to see a show. I still enjoy it."

That career started as a messenger boy at the Union Street freight office in Chicago at \$15 a month, and later included two years as a call boy at Western Avenue before he went into train service between Western Avenue and Savanna, Ill., in 1905. All of his service has been on that part of the railroad now known as the Dubuque & Illinois Division; and, as he explained to his friends, it included many years of punching cars before he got around to punching tickets. He became a freight conductor in 1909 and moved on to passenger service in 1937. He was conductor on the first run of the Midwest Hiawatha out of Chicago in December, 1940, was later on the Arrow, and went into suburban service in 1946.

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May, 1952



Extreme Left: At train-side with Conductor Prindiville and his breakfast companions is Trainman Joseph E. O'Donnell, who passed the 50-year mark himself last August.

General Manager W. J. Whalen, long-time friend of Conductor Prindiville, stopped by the breakfast table to present his 50-year veteran's pin.



The eastbound Afternoon Hiawatha entering St. Paul Apr. 15 on the Chestnut Street track, which had been raised 42 inches but was still under water. Steam power was used during the height of the flood. (Photo courtesy of Kermit Hedman of St. Paul.)

Road Suffers Half Million Dollar Flood Damage

AS FAR AS The Milwaukee Road was concerned, the floods of last month differed from the Midwest's other spring duckings in two respects:

The battle to keep our rail lines open was more dramatic, due to the fact that the Mississippi and Missouri Rivers and tributary streams reached their highest

levels in at least 70 years; and it witnessed a display of stamina and ingenuity, particularly on the part of maintenance of way forces, that added a colorful new page to the history of the railroad's fight against high water.

We suffered damage and service interruptions at many points, but to a

much lesser degree than might have been expected, considering the hundreds of miles of line which were in danger. Early in May, with some of the damage still to be figured, it was estimated that the total cost to the property would run between \$400,000 and \$500,000. However, since the Milwaukee was not as badly hit as some other roads, a portion of its flood losses were offset by the partial diversion of traffic on inundated foreign lines to our own rails.

The largest single piece of destruction involved our bridge over the Missouri River at Chamberlain, S.D., where ice, riding the crest of the flood, knocked out 31 spans of the pile approach to the bridge, along with 7,300 feet of track, and stopped traffic for several days.

The fight against the flood reached its height in St. Paul, where crews of from 25 to 65 men worked in shifts around the clock for several days to raise the Chestnut Street track which carries passenger trains between St. Paul and Min-



The Milwaukee Road bridge across the Missouri River at Chamberlain, S.D., as it appeared on Apr. 7. The sagging section was later knocked out completely by the pounding of ice carried on the crest of the flood, but was back in service within a few days. (Photo courtesy the Daily Republic, Mitchell, S.D.)

neapolis. Altogether, double track extending for a distance of 2,500 feet was raised 42 inches, and although the rails were still under water at the height of the flood, Superintendent G. F. Wilson reported at the end of the ordeal that there had been no interruption in traffic, and a minimum of delay.

Asked if his men had ever had to raise a track to that height before, General Foreman J. M. Tracy of Section 2, Minneapolis, said, "Sure, plenty of times, but this is the first time we ever had to do it under water!"

At many points on the LaCrosse & River, Dubuque & Illinois, and Iowa & Dakota Divisions clamshells, bulldozers and other power equipment was pressed into emergency service, throwing up temporary dikes along the right of way and around buildings. Large crews were on the job at many points, day and night, building and repairing the sandbag barricades which stood between the river and the track. Superintendent L. W. Palmquist of the LaCrosse & River Division, breathing a sigh of relief as the crest of the flood passed, said, "We were just lucky that we had no wind storms. That's all it would have taken to throw the water over those sandbags".

One of the most interesting incidents took place at Montevideo, Minn., where water from the Chippewa River rose over main line tracks near the depot and threatened to stall our West Coast trains. J. T. Gillick, retired operating vice president, described the situation for what it was when he looked at pictures of conditions in Montevideo and remarked, "I worked there as night operator in 1887 and never saw water on Main Street like that".

Realizing the danger of a tie-up on the transcontinental line, General Manager W. J. Whalen issued an unusual order and in a short while Roadmaster LaVere Natzel and his forces started laying a track-on-top-of-a-track, which was quickly dubbed "Bill Whalen's Detour". While thousands of townspeople watched, sectionmen plus bulldozers and all other power equipment that could be mustered, took up 600 feet of side track and laid it on top of the submerged westbound track.

"And it worked", reported Magazine Correspondent Martha Moehring. "When the first diesel went over the track, there was another audience and there were deep sighs of relief when the first train, the westbound Olympian Hiawatha, made it safely over the bridged track. The deepest sighs came from the weary roadmaster and his men



Trainmaster N. H. McKegney indicates depth of water on the Chestnut Street line, St. Paul, when the flood was at its worst. The track at the left has been raised, and the one on which he is standing is in process of being raised. At his left are H. J. Dunn, Twin City Terminal supervisor of telegraph and signals, and F. M. Washburn, district safety engineer (standing).



Amphibious operation on the Chestnut Street line, St. Paul, as the eastbound main line was raised. The machine in the foreground is a power jack, used for raising track, while clamshell in the background drops sandbags with which the men filled in beneath the ties. Gravel was later added. At the right, left to right, are J. M. Tracy, general foreman, Section 2, Minneapolis, and L. C. Blanchard, Twin City Terminal roadmaster.



The track-on-top-of-a-track at Montevideo, Minn., which kept the main line to the coast open. (Photo courtesy Ernest Lehmann, Boyd, Minn.)

who had been working long hours in the icy water".

Perhaps the most frustrated employee in Montevideo, according to Miss Moehring, was Charles Hadrath, the

crossing flagman. When the water came up in his crossing shack, he moved across the street and directed traffic from the only dry spot he could find.

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HELPING HAND in Milwaukee



K. L. Clark principal assistant engineer, in charge of field work on the Air Line yard project, J. H. Stewart, general superintendent, Milwaukee, and J. J. Dombrowski, superintendent of the Milwaukee Terminal Division (left to right) study the massive retarder.

THE PLACING of the two 25-ton sections of the master retarder at Air Line yard in Milwaukee on Apr. 7, as pictured on the cover of this issue, marked the high point in the building of the largest and most modern freight classification yard on The Milwaukee Road. The electro-pneumatic device, set on the incline from which cars are fed into the yard, is 91 feet in length—the longest of the five which control the easy but greatly stepped-up flow of freight cars. Six classification tracks lead from each of the secondary retarders.

These retarders are the first on any railroad to feature speed controls, devices which operate a series of brakes through complex track circuits to send a car on its way through the switches at the exact speed indicated by the operator

in the control tower.

The master retarder and secondary retarders were assembled directly on flat cars in the car shops in Milwaukee by signal department forces. These cars then carried them to the sites where they were to be placed, and heavy cranes swung them into position. In this way the important cost-saving features of a modern yard of this type were realized several days sooner than they would have been had the retarders been built in place, which is the usual method.

Thanks to this bit of foresight, the yard, which had been taken out of service on Mar. 24, was handling revenue business on a limited basis by May 2. It was expected at that time that the yard would be in full-scale operation by mid-month, although some of the new facil-

ities were not expected to be completed until about July 1. When the project was started last summer a completion deadline of Sept. 1 was set to provide for the heavy grain movement. Actually the work is being finished two full months ahead of schedule.

During the time the yard was out of operation, cars which normally would have passed through it for Chicago were rerouted through Savanna, Ill., and local freight was rerouted through outlying yards in Milwaukee and handled as rapidly as possible by adding crews.

The remodeled yard has about as much track as before—some 30 miles in all—but will be capable of switching about 2,400 cars in a 24-hour day, or approximately two to three times its former capacity.

The picture below, looking east from the control tower, shows three of the four secondary retarders through which cars pass after going through the master retarder but before fanning out onto the tracks shown in the background. Picture taken while work was in progress.



The master retarder being placed. It consists of two sections, the rail connections to which were laid after the retarders were in place. The operation of the yard was speeded up by having the retarders assembled in the shops.





View of the main line through McGregor, Ia., west of the station. The track was raised and sandbagged to keep the trains running. Highway 13, just to the left of the track, is out of sight beneath the flood.

Flood Damage

(Continued from Page 5)

When the dry spot got damp too, he put on hip boots. Then the water got still deeper and traffic came to a standstill, so he set his "Stop" sign up against the depot and went home:

Track was raised in several places along the river between LaCrosse and Savanna as well as between Savanna and East Moline, with the result that the Sioux, not being able to get across the Mississippi at Marquette, was detoured via Savanna, Dubuque and Marquette. Under similar conditions in years past these trains had to detour over foreign lines. It also meant that the Southwest Limited and Kansas City bound time freights were able to get through on the Illinois side of the Mississippi instead of detouring via Marion, Cedar Rapids and Ottumwa, as in previous years.

On the Second District of the LaCrosse & River Division, as at some other points, steam was substituted for diesel power for several days, due to the fact that water no more than three inches deep will damage the traction motors of a diesel, while an average steam engine can wade unharmed through 14 inches or more.

Foreseeing the trouble ahead, officials sent out word early in the flood period to evacuate all possible equipment from areas likely to be affected. This precaution was largely responsible for holding the Milwaukee's losses to a minimum. Observing that fact, Correspondent Floyd Parrack reported as follows from Council Bluffs:

"The process of evacuating the Milwaukee yards here was quite an undertaking. I question whether any employee here in the terminal ever saw the yards

so naked. There was not one car left in the yard at the height of the flood threat.

"All of the employes here are to be congratulated for the big job they did in protecting our city and our railroad. They spent hour after hour working the levee, patrolling the evacuated area, directing traffic and handling thousands of other jobs which go along with such a giant undertaking. At one time, on the North Eighth Street dike, some dozen Milwaukee men were working hand in hand, filling and piling sandbags and unloading trucks. These volunteers and others wore no badges, but their mud-caked clothing, long beards and tired faces were a badge of distinction."

Upstream, at Sioux City, Correspondent Fay Ness put her finger on another aspect of railroading in flooded areas that isn't thought of by the public. Writing on Apr. 16, she said, "The water is receding now, of course, and we are anxiously waiting for it to go down enough to tell just what the condition of the track is under the water. We are hoping it isn't all washed out; since there was very little current there, it is possible that we still have a railroad."

Regarded from any angle, floods such as the railroad experienced in April are an unhappy business, but they do serve to demonstrate that America's railroads, like no other transportation agency in the country, fight their own battles, pay their own damage bills and reflect a sense of public responsibility that sets them well apart from the great majority of business institutions.

Once more we are reminded that the history of railroading is written largely in terms of bad weather and the ingenuity of men who get the trains through in spite of it.

Next Time He'll Ride the 5:15

HERE'S something to fill in that awkward pause for a television commercial. The problem, as it was put to contestants in a high school mathematical tournament, read like this:

"Every day Mrs. Smith drives to the railroad station to meet her husband just as his train arrives. She then drives him home. One day Smith arrives at the station an hour earlier. He starts walking home, but his wife meets him on the way and drives him. They arrive home just half an hour earlier than usual. How long did Mr. Smith walk?"

It's easy, you say? Well turn this around anyhow, just to see if the experts got the same answer.

*

In case anyone is interested, Mr. Smith had to walk 45 minutes.

Moose A Problem For Alaskan Railroaders

ALASKAN railroads have a difficult problem in coping with the lordly Kenai Peninsula moose, which stands seven feet high at the shoulder and tips the scales at 1,100 to 1,300 pounds.

In a single season, locomotives of the Alaskan Railroad kill upwards of 175 of these animals despite the best efforts of train crews to prevent the slaughter.

Officers of the railroad have tried all sorts of methods to discourage moose from using the railroad track as a thoroughfare. Thousands of dollars have been spent on devices such as electrically-charged rods called "moose goosers," which jut out from the front end of the engine. Railroad men have tried oscillating red and white lights, mechanical noisemakers, guns and rockets, and they have even experimented with scents simulating those of wolves and other predatory animals—all for the purpose of inducing the northern monarch to stay away from the railroad, especially in winter months when the road is banked with walls of snow piled up by plows.

It is impossible to predict what one of these big fellows will do. Sometimes he will run ahead of the train for five or ten miles and then lie down on the track or turn and charge the locomotive. The charge is more likely to occur if the engineer sounds his whistle or horn, as that is accepted by the moose as a challenge to battle. The male moose is in a belligerent mood and spoiling for a fight during the fall of the year, which is the mating season, but he is likely to charge a locomotive any time if he thinks a fight is necessary for self-protection.



V. L. Hitzfeld, general agent passenger department, Chicago, reviews the contents of The Milwaukee Road's 1952 "Escorted Vacation Tours" booklet with his staff. William Wallace, assistant passenger traffic manager, is at Mr. Hitzfeld's right.

VACATION PLANS, 1952

So YOUR friend's family has vetoed his suggestions and has decided where he really wanted to go on his vacation! And right soon now they'll give him the privilege of arranging for the transportation. Don't worry, preparing a two-week itinerary is only a 15 minute task . . . or is it! All he needs is a dozen timetables, a Hotel Red Book, a list of sightseeing companies and the time to write two dozen letters—one to each hotel, one to each Chamber of Commerce for literature, one to each sightseeing company, one to the initial railroad and one to Uncle Ed whom he always takes along to watch the baggage.

This is the point at which people decide to take an all-expense, escorted, fully-planned tour operated by one of the many reputable travel agencies. Many vacationists patronize these organized tours year after year because the arrangement serves a particular purpose as no other can.

These professional tour agencies have a function in the travel industry like that of the contractor in the building field. They offer real advantages. As a member of an organized tour, your hotel host is committed to furnish the exact accommodations promised, the sightseeing companies are anxious to please in view of the wholesale nature of the business, and your railroad schedules, connections and equipment have been time-tested and are foolproof. Your baggage transfers are personally supervised by the escort. No time is lost locating eating places serving quality meals and, since you have reservations, waiting is virtually eliminated.

The Milwaukee Road pioneered in official recognition of the travel and tour agent as an essential part of the travel

industry and because our railroad refrains from initiating tours in direct competition with them, we enjoy the rail patronage of the best "package" tours offered to the public by these agencies.

During 1952, as in previous years, we will handle many all-expense tours. Graphic descriptions of these vacations have been incorporated into attractive folders printed at the expense of the travel agent. These will be given wide distribution.

For those of you who are unfamiliar with such literature, the folders usually show complete routes and schedules, pictures of major points of interest, miscellaneous information of value to the traveler and a chart of the "package" cost. In order to make possible a quick, intelligent selection, these rates are tabulated to indicate the price when traveling in various accommodations: coach, standard lower, upper, bedroom, drawing room, or whatever you choose.

As a service to the travel agent and in our mutual interests, the passenger department assists in the distribution of this literature and in order to do so efficiently and economically, we endeavor to locate genuine prospects before mail-

ing the individual pieces. To do this we print a folder of our own, summarizing the routes of all tours operated over our railroad. This folder is in the nature of an invitation to send for information and literature on the tours that suit particular vacation programs and the prospect's pocketbook.

The all-expense escorted tour folder this year contains 22 tours; the unescorted tour list contains 30. These "packages" range in price from \$598 for a 24-day tour to \$35 for a one-week vacation at Wisconsin Dells.

There are seven and nine-day tours from Chicago to Yellowstone—Colorado Springs—Salt Lake City; two-week tours to Seattle—Vancouver—Victoria—Lake Louise—Banff—San Francisco—Los Angeles—Portland; seventeen-day tours to Alaska and the Yukon; tours that permit stopovers at dude ranches or side trips into Mexico; tours that use streamlined "name" trains, including our Olympian Hiawatha; and tours that use a wide variety of intermediate bus and steamship service.

Your friends will be glad to know that all of these tours are designed to give them the most for their vacation dollar.

A colorful array of tour pamphlets awaits the interested vacationist.





thanks to the courtesy
and efficiency of
Mrs. Marion Cashill,
St. Paul shippers say...

THE AVERAGE American takes his telephone so much for granted that he seldom gives a thought to its importance in day-to-day living. He needs to be reminded now and then that there are times when the ring of the phone or the "Number, please" at the end of the line can be the most welcome sounds in the world.

The railroads, on the contrary, never lose sight of the fact that communications are the lifeline of their business and that the girl at the switchboard plays an important role in the conduct of that business. On The Milwaukee Road, for instance, when the flooding Mississippi isolated the St. Paul freight office in April, the situation was more dramatic than dangerous. Employees reporting for work could not have carried on, however, without Mrs. Marion Cashill, the P.B.X. operator. With the telephone wires carrying an unusually heavy burden, Mrs. Cashill's hands never left the switchboard during the emergency except to pick up a sandwich at lunch time. "I thought I never would be able to raise my arms again," she sighed when it was over.

Since Mrs. Cashill's voice is the first to greet anyone who has business with our St. Paul offices, she may be considered our company's first line of public relations, and that she's good at it is a



Postal employees, of whom it is claimed that "Neither snow nor rain nor gloom of night..." prevents their getting the job done, had nothing on Mrs. Cashill and William P. Radke, St. Paul local freight agent, who got to work any way they could during the flood.

THEY LIKE TO CALL THE MILWAUKEE ROAD

matter of record. To cite just one instance, G. F. Quinlan, general agent at St. Paul, received a call recently from G. J. Sack, western traffic manager of Koppers, Inc., a prominent St. Paul shipper. His sole purpose in phoning, he said, was to tell Mr. Quinlan that he likes to do business with our road because of the courteous and efficient way in which his calls are handled by Mrs. Cashill.

Mr. Quinlan commented that his own office has reason to appreciate Mrs. Cashill's thoughtfulness. "If a shipper—particularly one whose voice she recognizes—calls and our lines are busy, she tells him she will have us phone him

later, and she always does. This friendly relationship with our patrons is a big factor in the solicitation of business."

What does the operator have to say about all this? Since starting with the Road in 1922, Mrs. Cashill has raised a son and daughter and also a nephew. "That part of my life's work done," she says, "my interests are now entirely with my job, except for a few hobbies. My years of service have gone by much too fast, but through them I've always kept in mind that regardless of what our personal upsets may be, they should be set aside when our work begins at the switchboard. It's the voice on the telephone that makes friends of the public."

G. F. Wilson (right), superintendent of the Twin City Terminal Division, and G. F. Quinlan, general agent at St. Paul, stopped in at the local freight office to congratulate Mrs. Cashill on the service which inspired the commendation from a St. Paul shipper.





Frank Cauley, machinist in the locomotive machine shop, Milwaukee, wears his goggles at the emery wheel and takes the extra precaution of using the glass shield.

*safety at work
on the Milwaukee*

EYE INSURANCE

by F. M. Washburn
District Safety Engineer
Minneapolis, Minn.



Goggles by the hundreds of pairs go to the goggle rehabilitation shop in Milwaukee for repair and cleaning.

The Milwaukee Road recommends the wearing of goggles as the best policy for the man interested in eye insurance.

NEXT TO life itself Man values his vision. It is more important to his happiness and his ability to earn a living than are the senses of sound, smell, touch and taste combined.

True, occupations have been provided for those handicapped by the loss of sight, and the expert training of Seeing Eye dogs has enabled the blind to get about with reasonable safety. *But*, how much better it is to see!

The real value of eyesight may be proved by closing one's eyes for a min-

ute and thinking of all the day's activities which could not have been carried out without the ability to see.

To dwell in darkness for but one minute can hardly be compared with the experience of living in eternal darkness. If one minute is insufficient to be convinced, extend the time and pick a location where there is considerable activity, such as at a ball game, in a bowling alley or at a busy street intersection, and while in darkness endeavor to visualize what is taking place.

A little thought will convince anyone of the tremendous value of being able to see.

Prior to the time when a definite interest was taken in the prevention of personal injuries of all types, many workmen lost one or both eyes in accidents. As the safety program grew in importance and as greater interest was shown in the need for saving eyes, protective devices were developed.

In those earlier days it was the practice to squint the eyes or turn the head

when a blow was struck with a chisel, trusting that any metal chip which might break off would not lodge in the eye of the workman. Today, a railroad employe wearing goggles can do such work without fear of injuring an eye.

The program of accident prevention on The Milwaukee Road includes the use of goggles on all jobs where there is the likelihood of eye injury. Various types of goggles are used according to the work being handled. In electric welding in the shops helmets are provided, and as a further protection spectacle type goggles are worn underneath so that when the helmet is tilted back,

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District Safety Engineer F. M. Washburn is shown demonstrating to Carman John Lundberg how easy it is to apply plastic side shields to the metal frame of the spectacle type safety goggle. These plastic shields are easily slid on or off the goggle temples, depending on the nature of the work. The side shields come in both clear and green colored plastic.

The cleaner the goggles, the easier the job. Here Frank Balistreri, machinist in the new equipment shop, Milwaukee shops, pauses at one of the goggle cleaning stations to polish the lenses of his goggles. Stations of this type are found throughout all shops on The Milwaukee Road.



Arthur Kluth, assistant goggle repairman in the goggle rehabilitation shop at Milwaukee shops, places goggle eye cups in the steam sterilizer for a thorough cleansing. This is a standard operation in connection with the processing of used goggles for the 2,800 men at the Milwaukee shops who wear them. As lenses are broken or chipped in the course of doing their duty, new goggles are issued to the wearers. Every pair worked over in the rehabilitation shop represents an eye saved from possible injury, perhaps blindness.



In the chipping room at the Milwaukee shops foundry, goggles go on at the door. Shown here grinding steel castings are Mike Tedich (left) and Paul Zaremba.

foreign particles cannot reach and cause injury to the eyes.

In the past many an eye was lost due to men failing to wear eye protection while grinding at an emery wheel. No employe would take the back off his watch and expose the working parts to the flying fragments from a grinding operation. Certainly the human eye is of considerably greater value than a watch.

The goggles provided on the railroad have hardened glass lenses built to withstand considerable shock from impact. The railroad provides one type of goggle which fits over regular reading glasses. Many employes (1,200 of them at the shops in Milwaukee alone) prefer to obtain hardened lenses ground to their prescription, thus eliminating the necessity of wearing the cover-all type

of goggle. For certain spectacle types of goggles, removable side shields can be had. These may also be used with prescription-ground hardened lens goggles.

Welding operations with the use of oxyacetylene equipment call for a special welder's goggle equipped with colored welding lenses, and in electric welding operations the welding helmets are provided with colored glass welding plates to screen out rays of light hazardous to the eyesight.

Statistics on a national scale have pointed out that one eye accident takes place every 30 seconds and all but 2 per cent could have been prevented by the wearing of eye protection.

The man whose work involves eye hazards can regard his goggles as a dependable form of eye insurance.



At the Minneapolis roundhouse, one of the firm believers in the importance of wearing goggles is Machinist William Anderson. Note the safety poster above the machine and the glass shield to deflect flying particles of metal. Machinist Anderson takes an active role in promoting the use of safety goggles, serving as roundhouse safety committeeman and also as chairman of the Federated Shop Crafts in Minneapolis.

Breakfast with Conductor Bill

(Continued from Page 3)

Of his four sons, two are in Milwaukee Road engine service, both working out of Chicago on their father's old division. His son William has been with the Road for about 14 years, and Edward for 10 years. He also has three grandsons and four granddaughters.

When news of his 50th anniversary came out in the Chicago and Elgin papers, with pictures, he received many letters of congratulation from friends he had made on the trains. Among them was one from a man in Ohio who recalled that "During the depression I always had my ticket because I only had one suit. When I got to the point where I had an extra suit, I'd forget it. . . . One thing you can be sure of is that you were successful as a railroader. You know that or you wouldn't have so many friends. At least I am happy to take time out to tell you what a swell guy you were when I was riding with you."

Among his other well wishers was a lady who identified herself, just in case the full name wouldn't be immediately recognized, as "Helen, the nurse from 'Buck Town' (Ontarioville), and I had a baby boy on Palm Sunday, Apr. 6. Remember?"

He remembered. In fact, he remembers practically everyone who ever rode with him. That may be why they feel they have a friend in Conductor Bill Prindiville.

The only way of catching a train I ever discovered is to miss the train before.

—Gilbert K. Chesterton



Engineer Newell Tries a New Track



Mr. and Mrs. Odie Newell readying Gift Silver for a workout at Churchill Downs. (Chicago Tribune photo.)

THE BIG talk at Churchill Downs last month was not the Kentucky Derby favorites, but a little colt belonging to a Milwaukee Road engineer. Gift Silver, the family pet of Mr. and Mrs. Odie Newell of Ottumwa, Ia., was a long shot, but the week before the classic he just about stole the show.

Engineer Newell has been with the Road 32 years and now runs between Laredo, Mo., and Ottumwa. With Gift Silver in tow, he and Mrs. Newell arrived in Louisville almost three weeks in advance of the race and proceeded to enter him for the \$100,000 purse. They had allowed time to get used to the idea, for until then Gift Silver had never been in a race. Working out at Louisville was his first experience with a starting gate.

According to sports writers and experts who were curious about the untried entry, the Newells gave him better care than the veteran trainers gave the derby hopefuls. Mrs. Newell, who is a trained nurse, explained how they had started hand feeding Gift Silver as soon as he was born and she had spent every night in the stall with him until he was several months old. "He never had anything but homogenized milk until he was big enough to eat hay and oats," she explained, "and every morning at 2 o'clock either Mr. Newell or I gave him his bottle."

As a derby contender, though, Gift

Silver's eligibility could not be questioned. He is a son of Drift Silver, who was sired by a 1930 Derby entrant, and a descendant of Upset who will be remembered as the only horse to beat Man o' War. His dam, Nylon Lady, was descended from E. H. Bradley stock, including Baggenbaggage who ran second in the Derby in 1926.



This sketch illustrated a feature article appearing in the Chicago Tribune on Apr. 25 under the head "Engineer 'Trains' Horse."

It so happened that Gift Silver did not start in the race, the Newells deciding eventually that he should gain more experience. In years to come, though, they will always have the memory of their try for the big stake and three wonderful weeks during which they were the talk of Louisville and the Kentucky Derby colony.

Miles City Bowlers Present Season Awards

BOWLERS of the Miles City Milwaukee Road league climaxed their 1951-52 season with a dinner party at the Cross Roads Inn Apr. 26. Approximately 80 members attended, with their guests. Don Campbell, clerk in the superintendent's office, was master of ceremonies, and Superintendent J. T. Hayes was principal speaker.

The program was concerned chiefly with the awarding of trophies and honors. The teams, all named for Milwaukee Road passenger trains, are the Tomahawk, Arrow, Olympian Hiawatha, Columbian, Pioneer Limited, Marquette, Sioux and Southwest Limited. Winners of first place honors were the Tomahawks, composed of J. D. Wagner (president of the league), Ray Grant (secretary), Ernie Wyttenhove, Red Althaus, Alvin Arnold and Roger Middleton. Each member was awarded an individual trophy along with an ABC chevron.

High average for the season was a tie between Jim Lynam of the Sioux and Joe Peschl, Arrows. Awards for the most improved average went to Ralph Jensen and John Scott of the Marquettes who tied with a 15-point improvement. Consolation prizes were presented to the low average team and to the low individual player.

Several holdover awards from previous years were also presented. Pat Toennis, Columbian, received the trophy for the most improved average in the 1950-51 season and Jim Lynam the high average trophy for 1949-50.

High series game for the past season was 625, rolled by John Scott whose 235 was also high single game. Bill Klar of the Sioux won an ABC Triplicate Club award for bowling three identical games at one session, the only member of the league to receive this award.

Let us endeavor so to live that when we come to die even the undertaker will be sorry.
—Mark Twain

Freight Claims Are Big Business

IN THE opinion of J. H. Andrews, general freight claim agent for The Milwaukee Road, freight claim handling has a high public relations content. He reasons that if a railroad has been unable to prevent damage to a shipment, it should do its utmost to retain the goodwill of the patron by paying his claim promptly. The Milwaukee Road's freight claim department record of paying within 30 days 85 per cent of the claims made against it is about 10 per cent better than the national average and reflects the basic principle on which the department operates.

Railroads and their patrons alike, naturally enough, dream of a utopian state in which all shipments are properly packed, perfectly shipped and arrive at destination in precisely the same condition as when loaded. They don't actually expect to achieve the impossible, but the marked reduction of loss and damage in the past few decades certainly indicates that they are working on it. Meanwhile,

freight claims continue to be a major consideration for all railroads. In dollar volume alone they are big business.

The improvement resulting from the cooperative studies conducted by railroads and shippers in the past is reflected in the national loss and damage figure. In the 1920 period following World War I this was a staggering \$325 million. By 1951 it was down to about \$99 million for all railroads in the United States. The Milwaukee Road's portion was approximately \$2,460,000.

More than 200,000 claims are handled every year in the freight claim department of The Milwaukee Road in Chicago. One of the reasons these claims are handled with the greatest possible speed is to provide the shipper with the funds he may need for replacing damaged merchandise.

The settlement of a claim takes more time than is generally understood, and quick disposal often hinges on the way it is presented. The usual procedure is as follows:

First, it should be set up on a proper form. The railroads prefer the use of the standard form for filing claims, but this is not absolutely necessary. It should be further supported with the bill of lading contract, the document which shows the type of transportation service wanted, the kind of goods and the number of pieces shipped, the name of the shipper and the consignee.

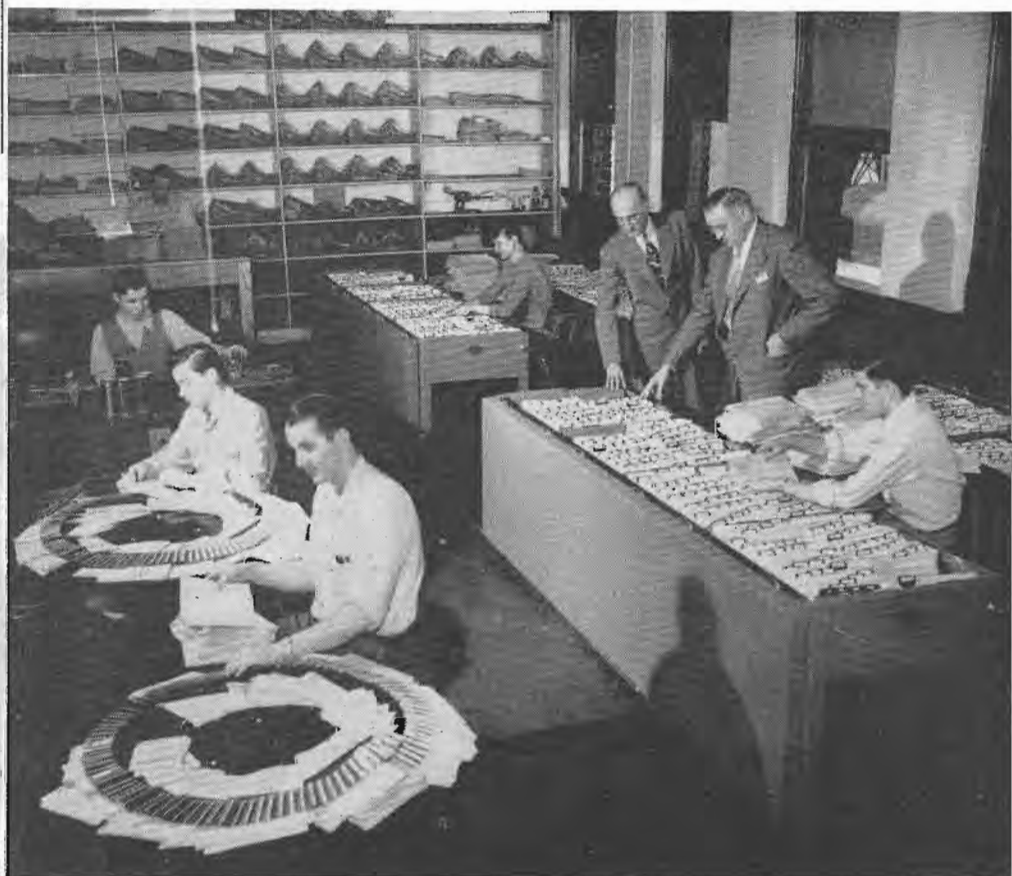
The freight bill should be attached as evidence that the freight charges have been paid and to support the charges claimed. The original invoice, or a certified copy, is also necessary to support the value of the articles named as being damaged or lost. If the carrier made an inspection of the shipment and issued a report, this document should likewise be attached.

These are the requirements of the average claim. At times the value of a claim may be arrived at by using the destination value of the goods. This type of claim should be supported with authoritative market information.

The most important document is the uniform bill of lading, since it specifies under what conditions a shipment will be handled. While it is the general impression that carriers are insurers of freight, this is not wholly true. They are insurers of freight only as specified in the bill of lading contract.

One of the items in the bill of lading which occasionally creates a misunderstanding is the provision stating that claims must be filed in writing within nine months after delivery of a shipment, or if short, within nine months after allowing a reasonable time for delivery. The carriers have no choice. Even though there is no doubt of their liability, if the claim is not filed within the specified period it is required by law that it be disallowed. The contract states further that suits must be instituted within two years and one day after the claim has been disallowed in writing.

The railroad's first move after a claim has been filed is to establish legal liability and to arrange payment. After the claim is paid they develop the record for its disposal among the carriers who participated. It should be noted in this connection that regardless of the settlement of the claim between the railroads, there is never any delay insofar



Mr. Andrews (standing, right) and William Enthop, head clerk in the record division of the freight claim department, study the working of the new Trans-Dex filing system for the speedy handling of claim files. Shown at the files are Mrs. Helen Bunton (left) and Herbert Muehl, file clerks. At the rotary files are John Hall (foreground) and Neil Cocoran, file sorters. In the background are Don Devitt, Joe Smith and Tony Folt, file sorters.

as the payment to the patron is concerned.

In 1892 freight claim agents organized an association for the purpose of expediting the investigation and payment of claims and their disposal among themselves. This group, now called the Freight Claim Division of the AAR, at present represents more than 98 per cent of the railroad mileage in the United States and Canada. The members have developed the Freight Claim Book which contains the freight claim rules, rules of order and principles, and practices for the investigation and disposition of claims.

The objectives of the division are: first, prompt and lawful settlement of freight claims with patrons; second, the prompt and equitable apportionment among carriers of the amounts paid in settlement; third, the study of causes of loss and damage in connection with freight traffic and methods for their prevention.

At times there is an honest difference of opinion between carriers on how a paid claim is to be disposed of among themselves and an interpretation of a rule. To avoid resorting to the civil courts they have set up their own arbitration committees and an appeal committee. Twenty-three freight claim men are elected annually to do this work. It is an interesting fact that of the three and a half million claims disposed of

Officers of the freight claim department: Right—J. H. Andrews, general freight claim agent (seated). Standing, left to right, W. H. Kirch, freight claim agent; J. J. Liewald, assistant freight claim agent; and A. H. Duc-ret, assistant freight claim agent. All are located in Chicago. Below—E. H. Suhrbier, western freight claim agent, whose office is in Seattle. With the exception of Mr. Liewald, all were promoted to their present positions effective Mar. 15 in connection with the assignment of additional duties.



each year, less than 300 are submitted for arbitration. This is an excellent indication of the high degree of cooperation between the rail lines.

All matters of loss and damage on The Milwaukee Road are brought to the attention of the office of W. L. Ennis,

assistant to vice president, in charge of claim prevention, refrigerator and merchandise service. The extensive educational campaign of this department to impress on employees the need for careful handling and to advise shippers what can be done to improve their loading, marking and packing, is well known on the railroad.

The Freight Claim Division of the A.A.R. has cooperated by developing experts in the fields of canned goods and ceramics, which has to do with porcelain and enamel products such as refrigerators, stoves and household appliances. Its work among shippers of these products has resulted in better prepared loads and a consequent reduction of claims.

how are we doing?

	MARCH		THREE MONTHS	
	1952	1951	1952	1951
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$21,439,796	\$22,294,478	\$64,334,744	\$61,704,238
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS)	11,171,096	11,627,645	33,454,408	32,800,986
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	(52.1)	(52.2)	(52.0)	(53.2)
PER DOLLAR RECEIVED (CENTS)	643,006	666,465	1,945,344	1,920,889
PER DOLLAR RECEIVED (CENTS)	(3.0)	(3.0)	(3.0)	(3.1)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	9,305,843	9,509,017	27,918,194	26,466,719
PER DOLLAR RECEIVED (CENTS)	(43.4)	(42.6)	(43.4)	(42.9)
NET INCOME	319,851	491,351	1,016,798	515,644
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	121,654	135,136	369,288	377,728
Decrease 1952 under 1951		13,482	8,440	



Their total of 85 years on the Milwaukee called for a handshake as they finished the last day at Minocqua. Ralph Minton is at the left, Roy at right.

Rail Career in Duplicate

FOR MANY years the Third District of the LaCrosse & River Division enjoyed having among its employes the colorful figure of Section Foreman Minton of Minocqua. The railroad up and down that scenic line echoed with his lusty voice and people enjoyed hearing of the interesting situations in which he frequently found himself.

It was generally agreed, as a matter of fact, that everything which could be said about him—his devotion to the job, his love of hunting, his fraternal affiliations, and even to a certain extent his private life—went double. The reason lay in the fact that Section Foreman Ralph G. Minton of Minocqua and Section Foreman Roy H. Minton, also of Minocqua, are identical twins.

On Apr. 1, at the age of 66, they left the service of The Milwaukee Road in lock step, having chalked up a total of 85 years of loyal, conscientious service to their railroad.

In 1909, about 23 years after their birth on a farm near Waupaca, Wis., Ralph started the Minton brothers' unusual railroad story by going to work for the Milwaukee at Merrill, Wis., as a la-

borer. Within four months he had been made section foreman, and it was less than a year later, in May, 1910, that his brother Roy decided he would like to try it too. True to the common belief regarding identical twins, their inclinations and interests paralleled each other in this respect, as in many others before and since.

Ralph moved to Minocqua in 1913 and worked out of there as extra gang foreman and section foreman until 1927, when he went to the Mitchell-Belvidere, S.D., section, with headquarters at Murdo. In 1931 he returned to Minocqua, however, and continued to work there until his retirement on Apr. 1.

Roy also was promoted to foreman early in his career—by the spring of 1911—and stayed in Minocqua until 1926 when he was made extra gang foreman. In 1930 he was advanced to the position of roadmaster at Dubuque, but during the depression years worked part of the time as extra gang general foreman at points all over the system. In 1940 he returned to Minocqua as section foreman and remained there until his retirement. Shortly before taking the

pension, he held the job of assistant section foreman under his brother Ralph rather than move out of Minocqua to claim another job as foreman.

Altogether it added up to a twin career which is probably unique in railroad history. And the parallel extends far beyond their occupation.

They are active in Masonry and are considered to be the only twin Shriners and 32nd Degree Masons in the United States. Together they prepared for and received their full degrees in the Eau Claire (Wis.) Consistory. Later, again



Ralph (left) and Roy Minton

together, they became nobles of the Tripoli Temple of the Shrine in Milwaukee.

As might be expected, the Minton brothers' brides were sisters, Ralph marrying Miss Martha Wendt, and Roy marrying Miss Olga Wendt of Merrill, Wis.

While cutting a rail bolt in 1914, before the time when goggles were in general use, Ralph suffered an injury which resulted in the loss of the sight of an eye. The brothers' safety record was a remarkable one, nevertheless, for with that single exception, neither of them, nor any member of their crews, ever suffered a reportable injury.

Now that they are retired and live across the street from each other in Minocqua, it is a simple matter for them to throw their fishing gear into the car for a trip to one of the nearby lakes, or to depart for the nearest baseball game or prize fight. Their pastimes are almost as uncannily alike as their appearance.

They share, too, the same deadly skill with a rifle. Around Minocqua they are known as champion deer hunters, a sport which they have enjoyed together for 50 years, probably to the complete confusion of their quarry.

Our Hotel on Wheels

HOUSEKEEPING on a heroic scale is run-of-the-mill business in the Road's sleeping and dining car department. In 1951, operating an average of 48 dinings cars which traveled approximately nine million miles, we served one and a half million meals. Their preparation involved the following items: 125,000 pounds of beef, 25,000 pounds of bacon, 225,000 pounds of potatoes, 1,000,000 eggs, 100,000 loaves of bread, 600,000 rolls, 16,000 gallons of ice cream (500,000 servings) and 30,000 pies (180,000 servings).

In addition to this gargantuan cooking program, the laundry, which occupies the second and third floors of the commissary building at Western Avenue, Chicago, handled eight and a half million pieces of linen, or two and a half million pounds. Included in this figure was linen incidental to handling our 52 sleeping cars and 27 parlor cars, and the linen put on Pullman cars operating out of Chicago on our line.

The sleeping and dining car department has approximately 900 employees on the payroll.

May, 1952

appointments



C. W. Capron

M. E. Stewart

Office of Assistant to President

Effective May 1, 1952:

C. W. Capron, district safety engineer with headquarters in Milwaukee, is transferred to the territory of the Milwaukee, Madison and La Crosse & River (First and Third Districts) Divisions, succeeding W. A. French who retired after many years of faithful service. Starting in 1917, Mr. Capron worked briefly in the operating department before becoming an accountant in the office of the superintendent at Portage, Wis. In 1931 he became a member of the accounting force at the Milwaukee shops and in 1940, with the consolidation of the accounting departments, transferred to Chicago. He was traveling time inspector before becoming district safety engineer in February, 1951.

M. E. Stewart is appointed district safety engineer with headquarters in Milwaukee, territory of the Milwaukee Terminal Division and Milwaukee Shops, succeeding C. W. Capron, transferred. Mr. Stewart started with the railroad in Chicago in 1932 as a fireman and was subsequently promoted to locomotive engineer. Since 1948 he has been smoke abatement inspector for the Road in the Chicago area.

Mechanical Department

Effective May 1, 1952:

F. A. Upton is appointed assistant superintendent of motive power with headquarters at Milwaukee Shops, Wis. Mr. Upton started with the Road at Perry, Ia., in 1939 as a machinist apprentice. Since April, 1951, he has been master mechanic at Western Avenue, Chicago.

R. E. Magnuson is appointed master mechanic with jurisdiction over Western Avenue in the Chicago Terminal,

succeeding F. A. Upton. Mr. Magnuson entered Milwaukee Road service in the roundhouse at Clinton, Ind., in 1932. He has been assistant master mechanic at Western Avenue since 1949.

P. J. Lucas is appointed assistant to general road foreman of engines with headquarters at Milwaukee.

The territory of F. L. King, master mechanic at Milwaukee, is extended to include the Second District of the Milwaukee Division and the First and Second Districts of the Madison Division.

W. W. Bates, as master mechanic, will have jurisdiction over the Milwaukee First and Third Districts with headquarters at Milwaukee.

H. C. Pottsmith is appointed assistant master mechanic of the La Crosse & River Division with headquarters at La Crosse, Wis.

T. J. Kubal is appointed assistant master mechanic of the Madison Division First and Second Districts with headquarters at Milwaukee.

B. J. Maguire is appointed train control inspector with headquarters at Milwaukee, succeeding G. D. Gordon, retired.

A. T. Ireland is appointed traveling engineer of the Milwaukee Terminal Division with headquarters at Milwaukee.

G. C. Groves is appointed traveling engineer on the Hastings & Dakota Division with headquarters at Aberdeen, succeeding E. L. Hubbs, transferred.

The position of traveling engineer at Sioux City, Ia., is abolished.

E. L. Hubbs is appointed traveling engineer on the Trans-Missouri Division with headquarters at Miles City, succeeding R. Aney, retired.

The territory of R. J. Dimmitt, traveling engineer, is extended to include Sioux City Terminal and that portion of the Iowa and Dakota Division Second District between Manilla and Sioux City, headquarters to remain at Mitchell, S. D.

The territory of R. R. Replogle, traveling engineer, is extended to include that portion of the Iowa & Dakota Division Second District between Sioux Falls Jct. and Sioux City, headquarters to remain at Mason City, Ia.

C. L. Shaw is appointed traveling engineer of the Idaho Division with headquarters at Spokane, succeeding E. D. Jefferson, retired.



St. Paul and Minneapolis bowlers, largest delegation at the tournament.

ST. PAUL BOWLERS Win Hiawatha Tourney



Above: Signal Maintainer E. F. Fowler, chairman of the tournament committee, was kept busy checking over details.

by **H. F. Ogden**, correspondent
La Crosse, Wis.

WHEN MEMBERS of the Milwaukee Road family get together even from distant points, it seems that they have known each other all their lives. This spirit was especially apparent at LaCrosse, Wis., the week ends of Mar. 29-30 and Apr. 5-6 when the local employe bowling-teams were hosts at the ninth annual Hiawatha bowling tournament.

Employees traveled from Milwaukee, Portage, Tomah, St. Paul, Minneapolis, Austin and Aberdeen (S. D.) to participate. The pictures accompanying this article will give an idea of the representation and the interest in the event. All one had to do was to mention the name, where you were from and the depart-

Right: J. L. Elliott secretary-treasurer of the tournament committee, keeping score for LaCrosse and Minneapolis teams. H. F. Ogden, author of this article, is seated behind him, to the left.



ment you worked in, and you were an "old buddy."

Twenty-six teams were entered in the tournament. First place in the five-man or team events was won by a St. Paul team composed of F. J. Lambert, Luke Dominick, Spud Curran, A. H. Anderson and T. Rittner. Their score was a total of 2,937 pins for prize money of \$65. In the two-man events—there were 61 doubles—E. Franco and R. Cary of Milwaukee took first prize with 1,285 pins. R. Peterson and J. Larson of Minneapolis, 1,269 pins, were second, and C. Tangen and C. Longley, Minneapolis, with a total of 1,266, were third.

Conductor C. E. Blake of Portage rolled the outstanding individual performance of the tournament. On Mar. 30, bowling in the singles, he ran up scores of 221, 203 and 218 for a scratch of 642 which, with a handicap of 63 pins, gave him a total of 705. Next high were W. E. Lunde, Austin, with a 671, and Alfred Olson of Minneapolis, 669.

Style and form were debated by the gallery. Someone suggested that a moving picture should be made so others might enjoy the roundhouse curves of R. J. Brown of Milwaukee as he negotiated to pick up a spare or capture a split. Cliff Johnson of LaCrosse, bowling in the two-man events, desperately needed a spare to get in the money, and those who saw it still say he didn't hit the pin, that the suction of the ball, rolled at the speed of a Hiawatha, toppled it over.

The majority of the men favored Milwaukee as the location for the next tournament, and the bowlers of that city have extended an invitation for 1953. The files of the 1952 tournament are being turned over to them in preparation for the next tilt.

From Aberdeen, S. D., the Olympians and the Hiawathas.



May, 1952

Animal Artist

THE ABSTRACTIONIST movement in art will never make any headway if it depends on Donald Piette, advertising department employe, Chicago. Don likes to sketch animals, and when he draws a horse, a dog or a cat, it can be recognized as such, right down to the exact breed.

Animal artists are not too common even among professionals, but Don learned the technique with no more training than the usual art courses offered in grade and high school. Animals attracted him as models, he says, because their expressions are so closely related to those in the human species. However, any resemblance between his animal portraits and fellow employes living or dead is purely coincidental, he says.

Pencil sketching is Don's favorite art medium, but a few years ago he got interested in landscapes and branched out into oil painting. Since then he's had a lot of fun with oils and has finished a number of canvases which his family considered good enough to give wall

space. Don is very handy with carpenter's tools and made his own picture frames.

It didn't occur to Don until just recently that he had sketched hundreds of dogs, both mutts and purebred, but



Horses, dogs and cats are Don Piette's best models. He made all the frames for the sketches displayed here.

hadn't a single drawing of his own dog, Snuffy. However, Snuffy is going to sit for his portrait one of these days. "He'll be a good subject", said Don. "He's a double for the Bumstead's Daisy".

Railroads Brought Real Low-Cost Transportation

MORE THAN a century ago the railroads brought America its first low-cost land transportation.

Before the advent of railroads, wagons charged about 20 cents per mile for hauling a ton of merchandise, produce or other freight, and there was often little or no profit in the hauling business at that high price.

The introduction of railway transportation had the effect of cutting the cost of land transportation to less than one-quarter what it was before. Each passing decade, with advancements in the technique of railroading and increased efficiency of railway operations, the cost of

rail transportation was reduced.

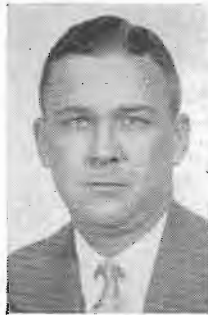
Today, despite the fact that the cost of labor, fuel, materials and equipment are higher than ever before, the railroads are providing the American people with their most efficient all-around transportation service for only slightly more than 11 1/3 cents per ton per mile on the average, or about one-fifteenth as much as the public paid before railroads were introduced.

When all costs are considered, including the cost of providing and maintaining the fixed "way" on which transportation service is performed, the railroads today, as in the past, are providing the American people with their most economical transportation service.

Elected to Traffic Group Offices



H. M. Larson



D. W. McCloskey



S. E. Pilson

H. M. LARSON, assistant general passenger agent in Minneapolis, has been elected president of the Twin Cities Skal Club. He is the second to hold the office in the Twin Cities chapter of the worldwide travel organization. Skal is officially the Association International des Skal clubs, founded in Paris in 1932.

Mr. Larson, an employee of the Road since 1914, has been assistant general passenger agent in Minneapolis since 1946. He has served as president of the passenger clubs in Detroit, St. Paul and Minneapolis and is a past president of the Minneapolis Exchange Club.

The New York City Association of Passenger and Ticket Agents recently elected D. W. McCloskey, passenger and ticket agent in New York, to the office of first vice president. The 50-year-old organization has a membership of about 500 among representatives of railroads, steamship and air lines, tourist agencies and affiliated groups. Starting in 1938, all of Mr. McCloskey's Milwaukee Road service has been in the New York office.

At the 45th annual dinner of the Pittsburgh Passenger Club, H. S. Wykoff, traveling passenger agent with headquarters in Pittsburgh, was elected to the executive committee for a two-year term. The club has approximately 185 members. Mr. Wykoff has been with the Road since 1918, starting as a ticket clerk at Janesville, Wis. He served successively at Milwaukee, Dubuque, Beloit, Chicago and Sioux City until 1924 when he was appointed traveling passenger agent at Pittsburgh.

S. E. Pilson, traveling passenger agent with headquarters in Minneapolis, has been elected vice president of the Northwest Traffic Agents Association. The organization includes all railroad personnel in the Twin Cities who deal in traffic. Mr. Pilson came to the Road in

1940, starting in the ticket stock room at Milwaukee. In 1946 he was appointed city passenger agent at Detroit, traveling passenger agent at Minneapolis in June, 1948.

Wins Railroad Club Essay Award

S. W. RIDER, JR., assistant solicitor in Minneapolis, has been named by the New York Railroad Club as one of the winners of the 1951 Roy V. Wright Memorial Essay Contest, which the club sponsors. His essay on "Essential Provisions of an Adequate National Transportation Policy," an assigned subject, was judged one of the top seven in nationwide competition. A cash award of \$100 goes with the honor.

In a 7,500-word paper, Mr. Rider analyzed the government regulation of the railroads, the present financial picture, and the status of the four major transportation systems, with an objective look at the "inherent," as contrasted with the artificial, "advantages" of each. Citing the railroads as the only mode of transportation whose advantages are not artificial in any respect, he said that its



S. W. Rider, Jr., (left) is congratulated by A. C. Erdall, solicitor.

ability to compete at all against heavily subsidized competitors while at the same time paying for its own equipment, wages, materials, right of way, and bearing its share of taxes proves its inherent superiority.

Of the suggestion that the federal government might somewhat equalize the unbalanced subsidy picture by providing the industry with facilities, he said: "The present strength of this country has been built by private enterprise . . . Certainly the solution to the problem of our national transportation policy does not lie in more government ownership, control or subsidy."

When a Feller Meets a Friend

THE INCIDENT described here happened recently at the end of No. 16's run from Milwaukee to Chicago. When the passengers detrained, Fireman Tom Wade



Thomas Wade

noticed that one of them, a young boy, showed a more than usual interest in the diesel. From the way he looked it over, it was apparent he was bursting with curiosity. Wade, who incidentally is local chairman of the B. of L.F. & E. in Mil-

waukee, decided to help him out and with the assistance of his engineer, Art Ivens, spent some time explaining the various parts and the working of the air brakes, the motor control, and so on.

The young rail fan, who identified himself as Tom Temple, Jr., of Appleton, Wis., wrote to Wade as soon as he returned home. "Your kindness in showing me your diesel engine and explaining all about it made my trip worthwhile", his letter said. "I told the boys and girls in my class all about it. Thank you and your partner for being so nice to just a small boy."

The reporter of this incident was J. E. Boeshaar, correspondent for the Milwaukee Division First District and superintendent's office, who added his own remark: "The lure of the iron horse will never die as long as there are small boys to ask questions and men like Fireman Tom Wade around to answer them."

All that the Constitution guarantees is the pursuit of happiness; you have to catch up with it yourself.

—*Miniauresque*

Men's Night at St. Maries

THE WAY to a woman's heart may not be straight through the kitchen door, but a vacation from kitchen chores is a move in the right direction.

This is inside information on Men's Night at St. Maries, Idaho. Certainly, the prestige of husbands and fathers of the local railroad family has grown since the big family party held there by the Women's Club. In connection with the club's big card party at the Masonic Hall Apr. 7, the men not only planned, cooked and served a hot meal to their better halves, but polished off the dishes, and just to show how easy it was, finished up by whirling them around the dance floor.

Due to the size of the crowd, the work was portioned out to various committees. The menu and kitchen work were delegated to Glenn Bowmer, Sam Taylor, Helmut Heuple, Jim Loftus, Bos Briscoe, Walter Babinski and Stan Bartle. The social end was the responsibility of Roundhouse Foreman N. F. Stromberg, Car Foreman F. V. Kennedy and Trainmaster L. Walleen, and Peter Mikelson and Carl Shewnack were a committee of two in charge of coffee.

There were 15 table of cards, and so

many prizes that practically everyone had something to take home. The men did such a good job of showing off their party planning skill, that the women are thinking of letting them do it again. Mrs. Stanley Bartle, chapter president, spoke for all the members when she said, "We enjoyed it so much that already we are looking forward to another party next year in connection with our membership drive."

Hew to the hot dogs and let the potato chips fall where they may.



Swing your partner, music by courtesy of (left to right) Rusty Johnson, F. Berglund, Eileen Bartle, F. Kennedy and J. Pugh.

Proving they know how to wield a can opener, Storekeeper S. G. Bartle (left) and Trainmaster L. Walleen.



retirements

The following employees' applications for retirement were recorded during March and April, 1952

MARCH

CHICAGO GENERAL OFFICES

CLARKE, JOHN R.
Trav. Accountant Chicago, Ill.
DEAL, HARRY W.
Steward Chicago, Ill.
GERBASI, ERMINIA M.
Folder Chicago, Ill.
HAYDEN, ROBERT H.
Clerk Chicago, Ill.
LINDLEY, LLOYD C.
Head Clerk Chicago, Ill.
METZ, ARTHUR R.
Chief Surgeon Chicago, Ill.
SMITH, BRISTER W.
Waiter Chicago, Ill.
TURNER, JOHN
Cook-Chef Chicago, Ill.
WARNER, ROY C.
Clerk Chicago, Ill.

CHICAGO TERMINALS

BUETTELL, PAUL E.
Asst. Supt. Fuel &
Water Service Chicago, Ill.
ERICKSEN, SR., HARRY M.
Leverman Chicago, Ill.

FANCE, BILL
Gang Leader-Car
Washers Chicago, Ill.
JENSEN, AXEL
Loco. Engineer Chicago, Ill.
SARKIS, ROBERT R.
Mach. Helper Bensenville, Ill.
TERRACINA, JAMES
Laborer Galewood, Ill.
VALIUSIZ, MICHAEL
Snow Shoveler Chicago, Ill.

COAST DIVISION

DEINES, JOHN J.
Ex. Gang Laborer Tacoma, Wash.
DOBLER, IRVEN D.
Brakeman Tacoma, Wash.
GALE, ELMO L.
Brakeman Tacoma, Wash.
HARDMAN, LORRAINE F.
Stenographer Seattle, Wash.
HOLTON, WILLIAM A.
Loco. Engineer Seattle, Wash.
LARSON, SIDNEY
Loco. Engineer Tacoma, Wash.
RATHMAN, ARNO, E.
Loco. Engineer Bellingham, Wash.

SHINN, HORACE B.
Sec. Laborer Auburn, Wash.

DUBUQUE & ILLINOIS DIVISION

BILHORN, FRED C.
Conductor Savanna, Ill.
BOWMAN, JOHN E.
Operator-Towerman Byron, Ill.
ENGMAN, VICTOR E.
Chief Carpenter Savanna, Ill.
LEBOW, JOHN W.
Conductor Ottumwa, Iowa
MILLER, G. EDWARD
Section Foreman Mt. Carroll, Ill.
WHALEN, JOHN F.
Blacksmith Marquette, Iowa
WHITE, ROY E.
Switchman Davenport, Iowa

HASTINGS & DAKOTA DIVISION

BUESHER, WILLIAM C.
Sec. Foreman Shakopee, Minn.
DELANEY, THOMAS F.
Loco. Engineer Minneapolis, Minn.
HAMMER, JOHN G.
Conductor Milbank, S. D.
LUNDBERG, OSCAR V.
Sec. Laborer Wheaton, Minn.

Notice—

Veterans of the 744th

The annual reunion of the Milwaukee Road's own 744th Railway Operating Battalion, which saw active service in Europe during World War II, will be held June 27 and 28 at the Hotel Detroit, Detroit, Mich.

For details and reservations write to Paul W. Miller, 17435 Winston Avenue, Detroit 19, Mich.

IDAHO DIVISION

BARNES, Sr. THOMAS W.
Laborer Spokane, Wash.
GLIER, MIKE J.
Ex. Gang Laborer Newport, Wash.
LOE, GEORGE S.
Sec. Laborer Plummer, Idaho
MONROE, BERTON N.
Sec. Laborer Elk River, Idaho
RONGSTAD, OWEN C.
Sec. Laborer Calder, Idaho

IOWA DIVISION

ALSIN, ALBERT M.
Sec. Laborer Granger, Iowa
DAVIS, DAVID, R.
Roundhouse Foreman Cedar Rapids, Iowa
FEILD, CHARLES W.
Operator Marion, Iowa
SAVAGE, WILLIAM H.
Crossing Flagman Cedar Rapids, Iowa
STARKE, MOSE I.
Sec. Laborer Monticello, Iowa
WHITE, ROY L.
Section Foreman Wyoming, Iowa

IOWA & DAKOTA DIVISION

EVANOFF, PETER
Coach Cleaner Mason City, Iowa
FARRIS, CHARLES L.
Loco. Engineer Mitchell, S. D.
HANSLER, EDWARD
Loco. Engineer Mitchell, S. D.
LEITNER, WALTER L.
Loco. Engineer Mason City, Iowa
MCOMISH, THOMAS J.
Conductor Mitchell, S. D.
MCQUISTON, JOHN D.
Switchman Sioux City, Iowa
REETZ, FRED G.
Loco. Engineer Marquette, Iowa
SCHOELLERMAN, HERMAN
Sec. Laborer Canton, S. D.
SIX, EDGAR S.
Conductor Yankton, S. D.
SMOCK, PAUL P.
Conductor Mitchell, S. D.
WHEELER, CLEMENT R.
Crane Oper. Mitchell, S. D.

IOWA & SOUTHERN MINNESOTA DIVISION

BAKKE, ODEE T.
Mach. Helper Madison, S. D.
EVEROTE, PETER W.
Engine Watchman Farmington, Minn.
FINNEGAN, ARCHIE W.
Sta. Agent Rose Creek, Minn.

LA CROSSE & RIVER DIVISION

BARNES, NEWMAN E.
Trucker Eau Claire, Wis.
COSGROVE, EUGENE E.
Sec. Laborer Portage, Wis.
GROTE, OSCAR
Sec. Laborer New Lisbon, Wis.
MULL, WILBUR S.
Sec. Laborer Tunnel City, Wis.
PITTS, HARVEY O.
Loco. Engineer Minneapolis, Minn.
STUETZEL, KARL F.
Brakeman St. Paul, Minn.

MADISON DIVISION

DENGEL, FRED C.
Loco. Engineer Milwaukee, Wis.
EDWARDS, WILLIAM T.
Conductor Ladd, Ill.
GAYLORD, HARRY W.
Brakeman Milwaukee, Wis.
KEPPEL, MATTHEW J.
Sec. Foreman Boscobel, Wis.
MCLEAN, JOHN
Boilermaker Beloit, Wis.
MERACLE, ARTHUR C.
Train Baggage Man Madison, Wis.

MILWAUKEE DIVISION

BUSHEY, HENRY L.
Loco. Engineer Green Bay, Wis.
EHRENHARDT, GEORGE E.
Loco. Engineer Oshkosh, Wis.
ESSMAN, LEONARD A.
B & B Carpenter Milwaukee, Wis.
FRIZZEL, GEORGE H.
Roundhouse Laborer Channing, Mich.
KENNELLY, JAMES F.
Conductor Chicago, Ill.
MELCHER, THEODORE E.
Agent Operator Knowles, Wis.
O'KAINEN, ALEXANDER
Engine Watchman Champion, Mich.
SPARKS, CURTISS E.
Trucker Channing, Mich.

MILWAUKEE TERMINALS & SHOPS

BENTON, ROBERT W.
Janitor Milwaukee, Wis.
CROWLEY, JOHN J.
Stationmaster Milwaukee, Wis.
GITZLAFF, HERMAN G.
Paint Sprayer Milwaukee, Wis.
HAGLUND, JOHN M.
Trav. Electrician Milwaukee, Wis.
HINZ, AUGUST C.
Loco. Engineer Milwaukee, Wis.
JOVOVICH, PETER M.
Laborer Milwaukee, Wis.
MORONEY, JAMES W.
Loco. Engineer Milwaukee, Wis.
NENKOFF, EVAN
Carman Milwaukee, Wis.
POTTER, HOMER S.
Special Officer Milwaukee, Wis.
SOBOCINSKI, FRANK J.
Yard Conductor Milwaukee, Wis.
STARK, WILLIAM A.
Car Foreman Milwaukee, Wis.
WALKER, JAMES D.
Asst. Cabinet Maker
Foreman Milwaukee, Wis.
WARZALA, JOHN A.
Machinist Milwaukee, Wis.

What Do You Know?

TEST YOUR KNOWLEDGE OF RAILROADS AND RAILROADING.

1. In what part of the United States is the Hoosac Tunnel—Northeast, Northwest, Southeast, or Southwest?
2. Which group comprises the largest number of railroad companies—Class I, Class II, Class III, or Switching and Terminal companies?
3. What state has no railroad commission—Rhode Island, Nevada, or Delaware?
4. Which of these famous locomotives was the first to be operated in America—Best Friend of Charleston, Tom Thumb, or Stourbridge Lion?
5. In railway language, what is an idler car—(1) a car awaiting repairs, (2) an empty car in a train which provides space for a projecting load borne by one or two other cars, or (3) an empty car awaiting load?
6. In bridge and tunnel construction, what is the standard minimum overhead clearance above top of rails—22, 26, or 30 feet?
7. What is a shoo fly track?
8. What is a journal box—a receptacle for newspapers, a housing for the axle of a railway car, or a box where railway ledgers and other corporate records are filed?
9. What is a car knocker—(1) a switch engine, (2) one who inspects cars, or (3) a car distributing device in a hump yard?
10. What is an embargo—(1) a stop order on freight shipments, (2) a tarpaulin to protect freight shipments, or (3) a court injunction prohibiting the delivery of freight to consignees?

(Answers on Page 46)

WIRTH, EDWARD M.
Steel Bridge Erector Milwaukee, Wis.
WRASSE, HENRY F.
Molder Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

CHANDLER, DON K.
Section Foreman Manhattan, Mont.
HEIM, OTTO
Loco. Fireman Three Forks, Mont.
HERRERA, JESUS L.
Sec. Laborer Great Falls, Mont.

TERRE HAUTE DIVISION

BUTTORFF, MIKE
Sec. Laborer Kurtz, Ind.

GUGLIEMETTI, PHILLIP
Laborer W. Clinton, Ind.

TRANS-MISSOURI DIVISION

COOK, HARRY W.
Loco. Engineer Miles City, Mont.
PANKO, FRED P.
Sec. Laborer McIntosh, S. D.
VILLANGER, LARS
Pipefitter Miles City, Mont.
WILSON, ALEXANDER B.
Loco. Engineer Miles City, Mont.

TWIN CITY TERMINALS

APPEL, ARTHUR J.
Sheetmetal Helper Minneapolis, Minn.
CALLAHAN, JAMES A.
Carman Helper Minneapolis, Minn.
MELBY, ARNT
Machinist Helper Minneapolis, Minn.

APRIL

CHICAGO GENERAL OFFICES

COLLINS, PRICE
Porter Chicago, Ill.
MITCHELL, ALSTER
Waiter Chicago, Ill.
SIKORA, JOSEPH A.
Crossingman Chicago, Ill.
WILLIAMS, ALEXANDER
Waiter Chicago, Ill.

CHICAGO TERMINALS

ALBERGO, NOCENZO
Sec. Laborer Chicago, Ill.
AUGUSTAN, LAURA E.
Car Cleaner Chicago, Ill.
GRIEPKE, WILLIAM H.
Yard Clerk Chicago, Ill.
LUCARZ, JOHN P.
Trucksmith Bensenville, Ill.
McMAHON, WILLIAM A.
Loco. Engineer Chicago, Ill.
NOVAK, ETHEL A.
Telephone Oper. Galewood, Ill.
TONNING, ROBERT W.
Sta. Engineer Chicago, Ill.

COAST DIVISION

ELDRED, RAY
Switchman Seattle, Wash.
MONALDI, ALFRED
Storehelper Tacoma, Wash.
PRICE, FELIX J.
Ex. Gang Laborer Tacoma, Wash.
QUIVEY, GEORGE W.
Machinist Tacoma, Wash.
SCHROEDEL, JOHN G.
Wheel Shop Foreman Tacoma, Wash.
SCHUMACHER, ERNEST A.
City Pass. Agent Tacoma, Wash.
SORAGHAN, PETER
B&B Carpenter Tacoma, Wash.
SWANSON, FRED A.
General Agent Portland, Ore.
TURNER, GEORGE P.
Car Repairer Seattle, Wash.

DUBUQUE & ILLINOIS DIVISION

ADAMS, PETER
Mach. Helper Ottumwa, Iowa
BOTTEMFIELD, WILLIAM F.
Loco. Engineer Ottumwa, Iowa
HANSEN, PETER
Spl. Officer Ottumwa, Iowa
JESS, LOUIS F.
Agent-Tel. Gordons Ferry, Iowa
KAUTMAN, JOHN F.
Switchman Marquette, Iowa
PAULEY, BESSIE A.
Agent-Tel. Mystic, Iowa
SUMMERS, IVERSON L.
Agent Cone, Iowa

How Well Do You Know Your Railroad?



THIS landmark overlooks a particularly busy scene and has been an important artery of traffic for many years. A lot of oldtimers on the Road have a sentimental feeling for it. Just recently it figured in the news. Would you remember?

For the answer turn to page 46.

WILLMERS, RAYMOND W.
Cutter Dubuque, Iowa

HASTINGS & DAKOTA DIVISION

ALSAKER, SAM
Conductor Minneapolis, Minn.
MURPHY, JAMES H.
Conductor Montevideo, Minn.
OKLAND, HANS
Crossing Flagman Montevideo, Minn.

IOWA DIVISION

BUSENBARK, MERLE J.
Switchman Cedar Rapids, Iowa
CLARK, ABNER G.
B&B Carpenter Cedar Rapids, Iowa
HELMS, JESSE C.
Laborer Perry, Iowa
KEENAN, EARL G.
Conductor Marion, Iowa
LUDWICKSON, GUST
Ex. Gang Laborer Marion, Iowa
REYNOLDS, MATTIE M.
Agent Walford, Iowa

IOWA & DAKOTA DIVISION

CHALLAS, NICK G.
Boilermaker Helper Mason City, Iowa
DREW, LESLIE L.
Loco. Engineer Sioux Falls, S. D.
ESTEE, PERRY G.
Agent Chancellor, S. D.
FINEGAN, BERNARD F.
Agent Farmersburg, Iowa
LINDQUIST, CARL W.
B&B Carpenter Mason City, Iowa
MERRIAM, BERT N.
Loco. Engineer Sanborn, Iowa

OTTEN, CLAUS
Sec. Foreman Lennox, S. D.

IOWA & SOUTHERN MINNESOTA DIVISION

HUWE, EMIL A.
Sec. Laborer Butler, S. D.

LA CROSSE & RIVER DIVISION

BIENHOFF, RAYMOND B.
Loco. Fireman Minneapolis, Minn.
DAVIS, EARL M.
Brakeman So. Minneapolis, Minn.
FREDRICK, OTTO G.
Blacksmith Tomah, Wis.
HETTMAN, OTTO E.
Frt. Handler LaCrosse, Wis.
HINES, WILLIAM
B&B Carpenter Babcock, Wis.
HURLEY, WILLIAM M.
Conductor Minneapolis, Minn.
JOHNSON, ADOLPH C.
Loco. Engineer Minneapolis, Minn.
KAMAROSKI, ANTON
Ex. Gang Laborer LaCrosse, Wis.
KERR, FRED L.
Train Baggage Man New Lisbon, Wis.
LANGE, ARNOLD E.
Sec. Laborer Sparta, Wis.
RAMSAY, ROBERT W.
Conductor Portage, Wis.
SCHACKLEY, BURTON C.
Brakeman LaCrosse, Wis.

MADISON DIVISION

GLEASON, GILBERT M.
Loco. Engineer Madison, Wis.
HILLEMAYER, A. J.
Loco. Engineer Janesville, Wis.

HOPKINS, WILLIAM C.
Red Cap & Janitor.....Madison, Wis.
O'HARA, JOHN
Boilermaker Helper.....Janesville, Wis.
WILEY, GUSS
Sta. Fireman.....Madison, Wis.
WINN, WILLIAM A.
Loco. Engineer.....Madison, Wis.
ZACCONE, SALVATORE
Laborer & Sta. Fireman....Madison, Wis.
ZICK, WILLIAM C.
B&B Carpenter.....Beloit, Wis.

MILWAUKEE DIVISION

HANSEN, MARTIN A.
B&B Foreman.....Green Bay, Wis.
LIESE, ARTHUR W.
Agent.....Appleton, Wis.
TELFORD, ARTHUR O.
Coal Shed Laborer.....Sturtevant, Wis.
THOMPSON, WILLIAM H.
Laborer.....Fond du Lac, Wis.

MILWAUKEE TERMINALS & SHOPS

COLLINS, PETER E.
Loco. Engineer.....Milwaukee, Wis.
FOSTER, THOMAS T.
Ex. Gang Laborer.....Milwaukee, Wis.
GLUTZ, JOHN J.
Boilermaker.....Milwaukee, Wis.
LEDIN, MAURITZ R.
Mach. Helper.....Milwaukee, Wis.
LEGL, FRANK J.
Cabinet Maker.....Milwaukee, Wis.
LINDSTROM, HOWARD W.
Torch Cutter.....Milwaukee, Wis.
MADSEN, PETER J.
Switchman.....Milwaukee, Wis.

MANSKE, ARNOLD W.
Boilermaker.....Milwaukee, Wis.
MARSHALL, WALTER C.
Asst. to Supt. Motive Power.....Milwaukee, Wis.
MILLER, LAWRENCE
Switchman.....Milwaukee, Wis.
MLINER, SR. LEOPOLD
Laborer.....Milwaukee, Wis.
PAVOKOVICH, JOSEPH P.
Sweeper.....Milwaukee, Wis.
POLESKI, ALBERT F.
Laborer.....Milwaukee, Wis.
REIDY, WILLIAM E.
Carman.....Milwaukee, Wis.
SOYKA, AGNES M.
Secretary to Supt.....Milwaukee, Wis.
WRIGHT, CHARLES A.
Carman Helper.....Milwaukee, Wis.
ZUNKER, CHARLES F.
Switchman.....Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

ARTHUR, WILLIAM
Switchman.....Deer Lodge, Mont.
DOUGHERTY, ANDREW J.
Yardmaster.....Harlowton, Mont.
KAFENTIS, JOHN
Sec. Laborer.....Missoula, Mont.
MORITA, T.
Oiler.....Deer Lodge, Mont.
SUGHROUE, WILLIAM J.
Loco. Engineer.....Lewistown, Mont.

TERRE HAUTE DIVISION

DITZENBERGER, OSCAR
Carman.....Terra Haute, Ind.

DUVALL, ELIAS J.
Sec. Foreman.....Danville, Ill.
JENKINS, ELMER
Brakeman.....Terra Haute, Ind.
KEELER, JAMES H.
Loco. Engineer.....Joliet, Ill.
KRIEG, OSCAR O.
Car Inspr.....West Clinton, Ind.
MIKELS, ROLLIE C.
Mach. Helper.....Bedford, Ind.
MINDEMAN, HENRY C.
Carman.....West Clinton, Ind.
VOORHEES, JAMES H.
Blacksmith Helper.....Terra Haute, Ind.
WHETSEL, JOHN H.
Laborer.....Terra Haute, Ind.

TRANS-MISSOURI DIVISION

ANEY, RALPH B.
Trav. Engineer.....Miles City, Mont.
KORPACZEWSKI, WALTER J.
Carman Helper.....Miles City, Mont.
RITTIERODT, WILLIAM
Sec. Foreman.....Roundup, Mont.

TWIN CITY TERMINALS

HANSEN, EDWARD F.
Cashier.....St. Paul, Minn.
HOLTE, THORVALD M.
Airman.....Minneapolis, Minn.
KNAPPIK, GEORGE R.
Machinist.....Minneapolis, Minn.
LAHURE, NICHOLAS
Machinist.....Minneapolis, Minn.
MYREN, LAURITZ O.
Carman.....Minneapolis, Minn.

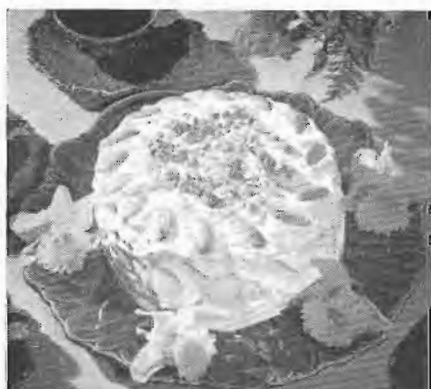
home department

Let 'Em Eat Cake

You don't need a birthday or an anniversary as an excuse to bake a cake with the "party" look. Why not treat the family occasionally, if for no other reason than that they like cake, the home-made kind? Devil's Food with nougat frosting looks extra special and tastes likewise. Here's the recipe:

Devil's Food Cake

1½ cups sifted cake flour
1¼ cups sugar
½ cup cocoa
1¼ teaspoons baking soda
1 teaspoon salt



¾ cup emulsifier-type shortening
1 cup buttermilk or thick sour milk
1 teaspoon vanilla extract
2 eggs, unbeaten

Sift flour, sugar, cocoa, baking soda and salt into small mixer bowl. Add shortening, milk and vanilla. Beat at low speed for 2 minutes, scraping sides and bottom of bowl. Add eggs and beat at low speed for 1 minute, scraping bowl. Grease bottom of two 8-inch round cake pans. Line with wax paper. Pour batter into pans and bake in oven 350° F for 30-35 minutes. Cool 5 minutes in pan, run spatula around sides of cake to loosen and invert pan on cake cooler. Leave 2-3 minutes until pan can be easily removed. Turn right side up.

Nougat Frosting

1½ cups sugar
½ cup water
2 tablespoons light corn syrup
2 tablespoons clover honey
¼ teaspoon cream of tartar
⅛ teaspoon salt
2 egg whites
½ teaspoon vanilla extract
½ cup coarsely chopped toasted almonds

Place sugar, water, corn sirup, honey, cream of tartar and salt in saucepan. Bring to a boil on high heat. Switch to low heat and

cook uncovered to 260° F, or until a small amount forms a hard ball in cold water. Beat egg whites stiff; add vanilla extract. Add sirup gradually, beating constantly until frosting forms stiff peaks. Fold in almonds. Spread between and on top and sides of cake. Decorate with whole almonds. (Recipe by G-E Consumers Institute.)

One of the best-loved cakes throughout the South, where blackberries are abundant, is a spicy old-time blackberry cake. This is the traditional recipe, slightly modified for modern cooking methods:

Old Fashioned Blackberry Cake

½ cup fortified margarine
1 cup brown sugar
3 eggs, separated
1 teaspoon soda
1 teaspoon nutmeg
½ teaspoon cloves
1 teaspoon cinnamon
2 cups sifted enriched cake flour
1 cup blackberry jam
3 tablespoons sour milk
½ cup chopped raisins, floured

Cream the margarine, add brown sugar gradually and cream until fluffy. Beat egg yolks and add to creamed mixture. Sift

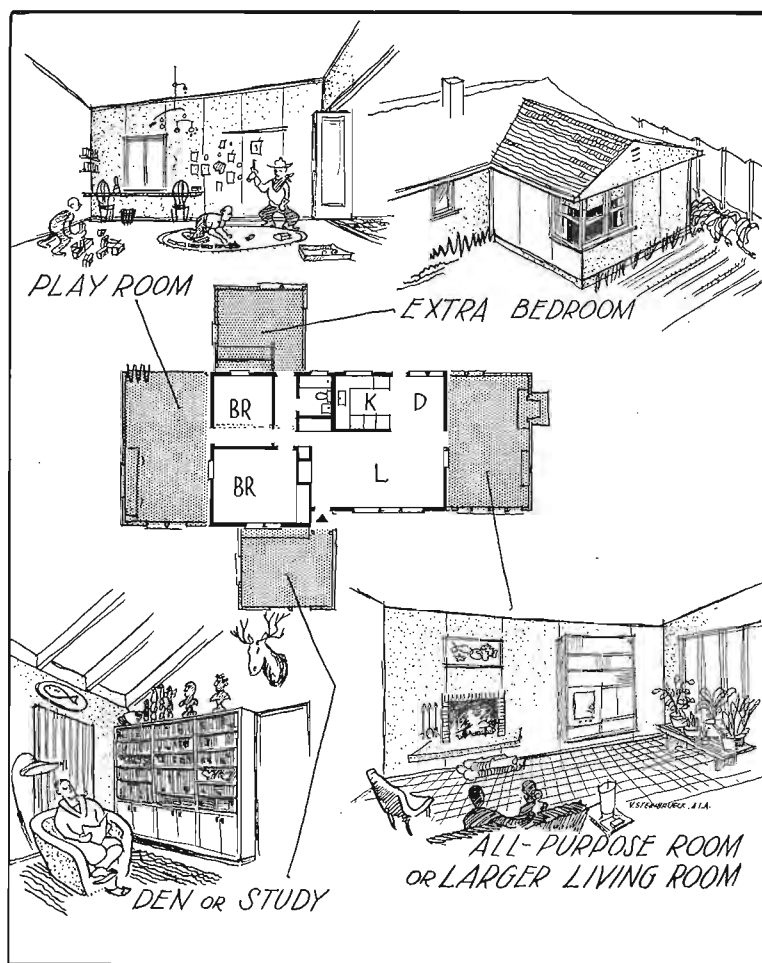
Dollars for Your Remodeling Ideas

HAS A growing family—or limited finances—cramped you into a house that is too small, inconvenient, too old? Then here's how you can turn your problem into money and get free professional advice.

West coast plywood makers are offering \$20,000 in cash in a current "Room-for-Improvement" remodeling contest. Whether you own a city or suburban home or live on a farm, your problem may be worth \$3,000. In addition you will be given free complete plans, drawn by an architect in your area, to solve your building wants, and a \$1,000 bonus if you complete the remodeling within a year.

All you have to do to qualify for one of the 46 separate prizes is describe your wants in two short statements and draw a simple floor plan of your home, indicating the changes you'd like to make. Prizes are offered for both farm and urban home owners who need to increase floor space in their homes by adding a room or a wing, and also for families who want to turn an unused attic, basement or garage into living quarters. Ten awards of \$100 each are offered for the best statements and remodeling individual rooms.

If you like the idea, you can obtain a free entry blank by writing to the Douglas Fir Plywood Association, Tacoma 2, Wash. The contest closes June 30.



An architect's suggestions for ways to remodel a standard small home. Your own simple drawing will suffice for a contest entry.



together soda, nutmeg, cloves, cinnamon and flour. Combine jam and sour milk. Add sifted dry ingredients and jam mixture alternately to the creamed mixture. Add floured raisins. Beat egg whites until stiff and fold into the batter. Divide the batter between two 8-inch cake pans. Bake in a 375° F oven for about 25 minutes.

Caramel Fluff Frosting

$\frac{3}{4}$ cup brown sugar

- $\frac{1}{4}$ cup water
- 1 teaspoon cream of tartar
- 2 egg whites
- 1 teaspoon vanilla
- 1 tablespoon very soft margarine

Combine sugar, water and cream of tartar in a 2-quart saucepan. Boil slowly, without stirring, until sirup spins a fine thread (242° F). Keep saucepan covered the first 3 minutes of cooking to prevent crystals from forming on the sides of the pan. Beat egg whites until stiff. Pour hot sirup very slowly into the stiffly beaten egg whites, beating constantly. Add vanilla. Beat until frosting holds its shape. Carefully fold in the margarine. Let stand until lukewarm. Spread between layers and on top and sides of cake. (Recipe from National Cotton Council.)

Weak people make for strong government, and strong government further weakens people. This has been the experience of nations—and it is rapidly becoming ours, as large segments of our people naively sniff at the trap.

Partners

It's an Idea!

Note to a new mother: It's time to start serving baby's meals in the dining room, and you're afraid of spills on the rug. Save yourself the task of mopping up after each meal by spreading a plastic sheet or plastic tablecloth under the high chair. It's easily wiped off.



Want a soothing ice bag for an aching head or a feverish brow? Quick to the refrigerator with a

piece of aluminum foil, wrap some ice cubes in it and pinch the edges together. Fold this improvised bag in a towel. In two minutes you will have an ice bag that cools faster than the regular kind.

about people of the railroad

Milwaukee Shops

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

A number of the men who were laid off last fall have been called back to work, and it's good to see the familiar faces in the shop again.

Miss Adaline Mendlik, clerk in the machine shop, and Miss Katherine Hurley, nurse, got so anxious waiting for spring to arrive in Milwaukee that they decided to take a vacation trip to Florida and meet it there in April. The trip consisted of a 1,500 mile circle tour of Florida.

At this writing Mrs. Erwin Ern, wife of carman in the freight shop, is visiting in Miami, Fla.

A recent visitor to the shops was Art Niemann, who had just returned from a trip down south. Art is a retired machinist.

Effective Apr. 1, August W. Buetow was promoted to assistant general foreman in the passenger shop. His former position of truck shop foreman has been filled by Edward Paccagnella.

Congratulations to Frank Busalacchi, carman in the wheel shop, and Jacob Wepfer, plater in the passenger shop, who were each presented with "gold" lifetime passes in commemoration of their 50 years of faithful service with the Road. We are proud to add their names to the list of active em-

ployes who have 50 or more years of service.

Ronald Davey, son of Alan Davey, freight shop foreman, was elected "prom king" at Wauwatosa High School.

Francis Byrne, formerly a carman in the freight shop, has transferred to the locomotive electrical department. He reports that he is very pleased with his new line of work.

Special Apprentice Jay Elander is now serving a portion of his apprenticeship in the general foreman's office.

The auto mechanics between Port Washington and Milwaukee are doing a brisk business these days, thanks to Ray Duman, clerk in the freight shop office, who is seriously thinking of selling the car and buying a horse in order to expedite his daily trips to and from the office.

Sympathy is extended to the families of the following who passed away during April: Charles Hurling, painter, who died Apr. 2; Charles Tacke, retired lead carman, died Apr. 7; John Schulz, retired carman, died Apr. 10; Paul Zidoviniantzu, carman, died Apr. 20; Felix Zelewski, blacksmith helper, died Apr. 20; and Mauritz Ledin, retired machinist, died Apr. 23.

LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

Harry Borchardt, SMP office, is happy over the arrival of his first grandchild, Tommy Kunkel. Tommy's mother, Shirley, is a former SMP office steno-clerk.

Another happy grandfather is Foundry

Machinist Bert Thelen, who also welcomed a grandson named Tommy. The baby's father is an inspector in the test department.

Oliver Weissenborn, clerk in the diesel house, and his wife spent a few vacation days recently in St. Louis.

Bill Ranthum, retired electrician, visited his buddies here recently and reported that he is now living at Crivitz, Wis.

Congratulations are doubled for Harlan Wetzel, first because of the arrival of a son, and second for his promotion to foreman at Deer Lodge.

Electrician Apprentice Jack Straub is now in the Navy.

We are sorry to report the death of Valenty Rutkowski, retired foundry cupola tender. Sympathy is extended to his family.

Foundry Mason Bob Schaaf and his wife recently welcomed a baby girl. They have named her Sally Ann.

Recent visitors at the foundry were William Porsow, retired foreman, Frank Flick, retired flask maintainer, and John Edwards, retired foundry helper. All are looking well.

Walter Marshall, who just recently retired, is casting his eyes Florida way. He was formerly assistant to the superintendent of motive power.

Seven pounds and three quarter ounces is the weight of Wayne Ward, the baby boy who recently arrived at the Gerald Ward home. Daddy is a clerk in the roundhouse. Baby Wayne also has two uncles well known in the railroad family, Joseph and John Macht.

STORE DEPARTMENT

Earl L. Solverson, Correspondent

Stockman Clarence J. Horlivy of the oil house, as a member of Pop Guenther's 40 et 8 bowling team of the Milwaukee County American Legion League, bowled in the ABC on Apr. 14. He was high man in a five-man team event, with a score of 605, and received a \$15 shirt and bottle of high-powered refreshment.

Fred Braun of the freight car store, married for six years, is the father of Suzan Therese, born Apr. 4 at Deaconess Hospital. Due to pacing the hospital corridor, he was AWOL from Milwaukee Road Post No. 18's bowling team that evening.

Gerald G. Meyer, assistant stockman of department D of the freight car store, became a 25-year veteran May 9. Peter Klianin, assistant stockman of department G, became a veteran Apr. 26.

Mrs. Mary Koller, 46, janitress, died Apr. 16; funeral services at St. Aloysius Church. She is survived by her husband, two sons, two daughters and nine grandchildren; also by four sisters and two brothers in Austria.

Paul Schmidt, chief of the invoice department, bought two reserved seats for the opening game of the Milwaukee Brewer and Minneapolis Millers and invited Art Metzen, chief timekeeper, to be his guest. When they met in front of the ball park, Art was carrying a handy-pack of four cans of Blatz



DO YOU REMEMBER? This picture was taken at St. Maries, Idaho, a day or two after the track was laid in June, 1908 at a point that is now directly between the wye switches that lead to the Elk River branch. The branch line leads off to the left near the rear of the caboose. Engine 36 was the first Milwaukee Road locomotive to enter the state, Apr. 10, 1908. The men are, from left: Brakeman Dick Staeger, Conductor Mike McCormack (deceased), Brakeman Ned Lombard (deceased), Timekeeper Brown, Engineer H. R. Calehan, in the cab (retired and living in Seattle), Lineman Fred Best (retired and living in Tacoma), Fireman Charles Hagerty (deceased), Brakeman Irving Hood, Brakeman Harry Gallagher (deceased), Conductor Nate Jones (now working out of Spokane), and Brakeman Carlson. The picture is the property of W. E. Jones, retired engineer of Puyallup, Wash.

beer, as they sell only Miller's beer in the park. Art deposited the cans under his seat and at the end of the third inning invited Paul to have a beer, but when he reached for it, the whole pack was gone. Art missed a couple of innings looking over his neighbors, and by that time Paul's tongue was hanging and so he bought two cans of Miller's High Life. It is stated that hereafter Art will carry a canteen, or strap the cans to his belt.

Three hundred members of the Past Commanders Club of the American Legion in Illinois, Indiana, etc., toured the Blatz Brewing Company in Milwaukee on Apr. 25. Two hundred traveled from Chicago on a Milwaukee Road special.

Jean Turenske of the DSK office was married Apr. 26 to Jack Myrechuck at Cyril-Methodius Church; reception at the Schaefer Post of the VFW clubhouse in the evening. Jack has just returned from his second enlistment in the Marine Corps.

Clement R. Wheeler, crane operator, is convalescing at Loomis, S.D., and would like to hear from his former co-workers. Also, the boys of the freight car store would appreciate a note now and then from the Wheelers. Pete Klisanic mails the Magazine to them every month.

Madison Division

SECOND DISTRICT

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

Dencil Moncrief, engineer at Beloit, passed away Apr. 22 from burns received in an explosion and fire in his garage while he was repairing his automobile. He was 56 and had been employed by the Road since 1916.

David Jones, 82, retired engineer of Ladd, Ill., passed away Apr. 5. He had been employed by the Road 49 years at the time of his retirement in 1941.

Chief Clerk W. P. Hyzer, Rockford, and Mrs. Hyzer are planning a vacation trip to California to visit their daughter and grandchildren.

G. J. Cholke, bill clerk at Rockford, is anxiously awaiting his early vacation to go up to northern Wisconsin on a fishing trip and try for the big ones.

FIRST DISTRICT

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

Ticket Clerk Edward J. McNulty and Mrs. McNulty, Madison, announce the arrival of a daughter, Mary Beth, on Apr. 26. The little miss is the first granddaughter of Cashier J. F. McNulty of Madison.

John Allman, retired engineer who is now making his home in Portland, Ore., called at the office recently. He was en route to his home after spending the winter at Miami, Fla.

St. Mark's Lutheran Church was the scene Mar. 29 of the marriage of Telegraph Operator George H. Knepler and Miss Mary Ann Femrite of Madison. Following a short wedding trip to Minneapolis and St. Paul, the young people are at home at 324 Center Avenue, Janesville.

Mr. and Mrs. Paul Marlett and baby daughter Kathryn Lee were recent guests at



CENTENNIAL CONCLAVE. The Northwest Shippers Advisory Board observed its 100th meeting at Minneapolis Apr. 23-24 by assembling as many as possible of the people who attended the inaugural meeting in 1923. Shown here are (from left) J. L. Brown, retired general superintendent of transportation of The Milwaukee Road who was at the first meeting; Maj. Gen. F. A. Heileman, chief of transportation, Department of the Army; L. E. Luth, general chairman of the Northwest Shippers Advisory Board (director of traffic, Gould National Batteries, Inc., St. Paul); and C. A. Nummerdor, the Road's superintendent of transportation, Lines East. The Northwest Shippers Advisory Board covers the area of Minnesota, North and South Dakota and eastern Montana and is generally recognized as the "daddy" of all shippers advisory boards, since it was the first to be organized. It meets three or four times a year, its purpose being to foster a mutual understanding of shipping methods and problems that affect both the shipping group and the railroads.

the home of Train Dispatcher Rollie Marlett of Madison. Paul was on furlough from Ft. Hood, Tex.

Dr. and Mrs. Charles R. Lohneis of Madison announce the marriage of their daughter Elaine to Vernon L. Knudtson on Apr. 19 in St. Patrick's rectory. Mrs. Lohneis is none other than Lillian Lohneis, clerk in the freight department.

Mrs. William A. Winn, wife of engineer, passed away at her home on Apr. 16 following a long illness. She was an active member of Madison Chapter of the Women's Club and the Railway Engineers Auxiliary.

Night Yardmaster John Jordan is convalescing at his home following an accident at his farm.

Switchman Peter F. Zeimet has returned from an auto trip through the southeastern States.

Train Dispatcher Bill Edwards has just acquired a new Jaguar automobile.

Albert Hessman, retired engineer, died at a nursing home on Apr. 7 following a long illness. Mr. Hessman retired Jan. 1, 1947.

Section Laborer Dan McGrath, Gratiot, succumbed to a heart attack Apr. 10.

Engineer John Curtin is confined to the Madison General Hospital at this writing.

Word has been received from R. A. Woodworth, former superintendent, that he has decided to remain on the west coast and has purchased a home in Garden Grove, Calif.

Bachelor: A guy who is footloose and fiancée free.—Louisville Courier-Journal

D & I Division

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

Grace Smith, daughter of Conductor P. L. Smith and niece of Switchtender Fred Smith, Savanna, became the bride of Edward S. Eaton of Ft. Lauderdale, Fla., Apr. 19 in a lovely ceremony in St. John's Catholic Church, Savanna. The bridegroom is in the Navy as personnel man 3/c, and the bride graduated from Iowa University College of Nursing where she has been following her profession the past few months.

New additions to the Milwaukee family: Apr. 11, a daughter in the home of Mr. and Mrs. Edward Shafer, Jr. of Elgin—new grandparents, the Edward Shafers (mechanical department), Savanna; Fireman and Mrs. Lyle Jones, a son; Conductor Joe DeFranco, a daughter Constance on Apr. 15; Brakeman James O. Kelly of Savanna, a son on Apr. 18.

Virgil Tyler, cashier at Savanna freight house, is on a leave of absence recuperating from an operation.

Keith Thayer, son of Mrs. Ruth Thayer, Savanna, died Apr. 6 as the result of injuries received in a head-on collision on that date. Surviving besides his mother are one brother, Fireman H. J. Thayer of Savanna, and two sisters. Funeral services were held in Savanna.

L. Edward Booth, Milwaukee Road veteran, passed away Apr. 20 in the city hospital at Savanna where he had been a patient for 25 days. Mr. Booth's entire railroad service was spent in the B&B department, starting in 1906 and retiring Nov. 30, 1936. He is survived by a son, a daughter, and a grandson, Brakeman K. L. Booth, Savanna.

Edward Miller, foreman of the Mt. Carroll section for many years, passed away in Hines Veterans Hospital, Chicago, Apr. 12. Surviving are his widow, two daughters and two sons.

It has come to our attention that H. H. Berg, brother of O. H. Berg, retired chief clerk of the law department in Minneapolis who now lives in Dubuque, passed away at his home in Crosby, N. D., Apr. 4. He is survived by five brothers and two sisters. Mr. Berg was one of six brothers who were all employes of the Road at one time, starting their service at Rushford, Minn. In addition to O. H. Berg who retired with nearly 60 years of service, they were: C. A. Berg, retired chief dispatcher of Madison, S. D., 50 years of service; R. H. Berg, train baggage-man and trainman, 50 years of service; P. E. Berg, division telegrapher with 50 years of service; and H. M. Berg, ticket agent and telegrapher at Albert Lea, Minn., before his death in 1913. Another brother, E. H., is with the Winona (Minn.) Woolen Mills.



FOUR SCORE ANNIVERSARY. Scene at the office party which honored George W. Thomas, night waybill clerk at Union Street station, Chicago, on his 80th birthday. The well known old timer was born on a farm near Sandwich, Ill., and tried his hand at various occupations before entering Milwaukee Road service on June 2, 1903. Since that date he has been on the job at Union Street every day without taking time off for illness or any other reason. (Picture by Florence Enzenbacher, comptometer operator.)

QUAD-CITIES AREA

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

Don Manson, relief yard clerk at Nahant, passed out the cigars to announce the arrival of Teresa Ann on Apr. 4. Paternal grandparents are the G. J. Mansons of Davenport.

We are happy to report that our Milwaukee Road bowling team finished the season in third place, with Harold Merrill placing second in the high game of the season in the league.

Katherine Prussia, clerk at East Moline, is sporting a new Studebaker.

Switchman Peter Maher is recovering nicely following surgery in Mercy Hospital, Davenport. Also, Larry Crouse, son of Switchman Spencer Crouse, is on the mend after under-

going an appendectomy.

We extend sympathy to Switchman Ralph Hughes, whose brother met death recently in an auto accident.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Arrangements are underway between the executive committee and the Chamber of Commerce of Wisconsin Dells for an outing by the Agents and Station Employees Association on June 28. Entertainment is being planned, as well as a banquet at the community house. About 200 are expected to attend. Cap Ruthe at Somers should be able to supply full details by the time this is printed.

Ovi Olson, retired brakeman of Milwaukee, passed away Apr. 2. He had been

served in connection with the meeting. Free kraut was provided by our good shipper, the Frank Pure Food Company of Franksville, Wis.

Engineer Elmer Lawrence retired Apr. 19 after 44 years of service. He had been on the Varsity for a number of years.

L. N. Oskins of Wadsworth was ill recently. Adolph Andrekus relieved him as agent.

The engine watchman at Fox Lake, Frank Behrens, passed away at work the night of Apr. 29.

SECOND DISTRICT

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

Ebbe Johnson and wife have returned from an extended stay in Florida. They report a wonderful time.

Brakeman Ronald Conery was called to military service Apr. 23.

Roger Mogan, our young dispatcher, reports June 14 as the day. He will be married to the daughter of Switchman Milton Giese, at Suamico, Wis.

We extend sympathy to Passenger Brakeman Tom Sayles, whose wife passed away Apr. 24.

Clarence Holt, former yardmaster at Green Bay, died recently. His death was quite sudden.

We are happy to see Mr. Sevedge back at his desk and looking so well after a siege in the hospital.

M. B. Herman wishes to report a wonderful vacation on the west coast, from California to Washington.

Harold Matthews and wife have returned from a vacation to Washington, D.C., and report a very interesting time.

Martin Hansen, B&B foreman, retired Mar. 27 after 41 years of service, all in the B&B department. He was under the jurisdiction of G. P. Slagle, chief carpenter at Milwaukee, but has lived in Green Bay all of his life. We wish him many years in which to enjoy his retirement.

Rocky Mountain Division

EAST END

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

Operator Frank Mathern of Harlowton will act as dispatcher at Miles City in the absence of Charles Richards who is ill at this writing.

Engineer Eggleston and wife will leave soon for an extensive trip through the southern states, including Texas where they will visit relatives and friends.

Brakeman Joe Boucher is visiting his brother in Glendive at the writing.

Engineer William Whitehead retired Apr. 14 after many years as a fireman and engineer. He has sold his home here and plans to locate in Missoula or California.

Conductor F. L. Peeters, who retired some years ago, died last month. Funeral services were held Apr. 18.

Engineer Chester Markel has returned to work after a month's vacation. He is holding a helper out of Butte.

Roadmaster Hale is busy these days around Butte where he has men laying new steel between Newcomb and Dawson. The section foreman has a crew distributing new steel between these stations.

Engineer Charles Davis who retired several years ago is doing fine these days. He is living at Deer Lodge.

Engineer William Sughroue who was working on the Butte helper when he retired is still in the hospital at Seattle at this writing.

Engineer J. A. McCollough who retired several years ago is making his home in Billings. According to Engineer Eggleston who paid him a visit recently, he is enjoying life very much.

Chicago Terminals

SLEEPING & DINING CAR DEPARTMENT

Marie Keys, Correspondent

April 29 was an eventful day for Chief Inspector Martin J. O'Keefe and his friends, all because the Chief, as he is called by his associates, became 65 on Apr. 15 and accumulated 47 years of service with the railroad. A delicious luncheon was served in his honor, the entree being the Chief's favorite, corned beef and cabbage, at the conclusion of which he was presented with a gift from his many friends. The guests included his wife, the former Margaret Sohmer, who was timekeeper in our department for many years.

Mr. O'Keefe started with the road as a helper in the roundhouse in his home city of Milwaukee and in 1907 began working on the trains as a brakeman on the old Racine and South Western Division. He was assigned as sleeping car conductor in 1912 and continued in that capacity until June, 1939, in the meantime seeing active duty with the Army during World War I. With the inauguration of the Hiawathas in 1935, he was the parlor car conductor on the first trip from Minneapolis to Chicago. He was promoted to inspector in 1939 and to chief inspector in 1945. Best wishes are extended to the



Last day on the job congratulations for Chief Inspector M. J. O'Keefe, Western Avenue, Chicago. From left: Wilfred Sommer, chief clerk; M. P. Ayars, superintendent of the sleeping and dining car department; E. J. Dummer, laundry manager; Mr. O'Keefe; George Converse; L. C. Kusch, assistant superintendent; W. R. Jones, special representative; Laurence Janes, commissary agent; A. J. Johnson, assistant to superintendent; T. W. Triggs, inspector. For details, read the sleeping and dining car department news. (Picture by K. C. Donisch, accounting department.)

Chief and his wife for many more years of happiness and contentment.

A letter was received recently from Don Arensdorf now stationed at Camp Pendleton, Oceanside, Calif., as a clerk-typist in the intelligence section at Marine headquarters. We were glad to hear that his work is interesting and that he is enjoying the week end liberties in Los Angeles. At the present, John Rider, who recently became a member of the office force, is taking care of the filing.

It is hoped that by the time this goes to press Waiters John Chism and E. V. King and Porter Robert Napier will have fully recovered from the illnesses which caused them to be hospitalized.

On Apr. 13 a son, David William, was born to Marie Z. Keys, comptometer operator now on maternity leave. In a variance of custom, Aunt Zoan Zembron treated the office force to candy and Grandmother Keys brought homemade cookies.

UNION STREET

Florence La Monica, Correspondent

Pvt. Bill Echols, now a railroad engineer with the Army Transportation Corps, was in to visit the boys in the freight house recently while on furlough.

Very glad to see Teddy Kowalcuk back to work after a very long illness.

Ed Brogan, motor operator in House 3, is in the Englewood Hospital recuperating from surgery. Pat Foley, stower in House 2, has been absent some time due to a virus infection. Glad to report that Frank Wernett's wife is recuperating at home after an operation.

Frank Frontzak, stower in House 2, and V. P. Rogers, fork lift operator in House 2, each lost a brother recently. Dick Woldt, fork lift operator in House 3, lost his father. Sympathy is extended to the families.

BENSENVILLE

Dorothy Lee Camp, Correspondent

George L. Rogers, 52, passed away in April after an auto crash. He leaves his widow Laurette and daughters Hope Peterson (former Milwaukee Road clerk), Faith Paris and Charlotte, and a grandson, Mark Paris. He is survived by two sisters, Mrs. Vera Blazer and Mrs. Florence Conley of Detroit, who attended the funeral, and a brother, William Houston of Idaho Springs, Colo. George started with the Road as a clerk at West Allis about 29 years ago. Later he was chief yard clerk, afternoons, at Bensenville and at the time of his death was yard clerk at Bensenville.

Roundhouse Foreman Fay Leek, 62, passed away in April. He is survived by his wife Jean, son Jewell of Greenville, Ind., and daughter Betty Jean Franzen of Bensenville. Fay started railroading when he was 14. He was a Milwaukee Road machinist for 40 years.

Julius Mayers, Spaulding first trick operator, passed away Apr. 12.

Illinois Division Conductor M. K. Lynn enjoyed a trip by auto to Florida in April.

Relief Yardmaster Bob Lewin, with his wife Violet and daughters Sandra, 4, and Carol, 3, left for a three-week vacation in California Apr. 30.

Our sympathy to Yardmaster Red Luebking on the death of his mother May 2.

John Wagner, house foreman at Halstead Street, formerly of Galewood, called recently to thank his Bensenville and Galewood friends for his "Get Well" cards while he was in Wesley Memorial Hospital. John is doing nicely and is able to take a short walk every day.

While enjoying a three-week vacation, Joe (hubby) and I became the owners of a pedi-

NEVERMORE!

So it should have been a wedge plow instead of a rotary. (See page 18 of The Milwaukee Road Magazine for April: "By backing the rotary five or six feet and then hitting hard, they gained from six to eighteen inches at a thrust.") Well, maybe no one read that far. The ink was hardly dry when we heard from L. F. Wilson, of the Wilson Engineering Corporation in Chicago.

"Good Lord, NO!" he wrote. He insisted that rotaries aren't made to take that kind of treatment. And he's right!

greed Boxer puppy, Duchess Jo-Dee.

Joan Sullivan, car record clerk, stopped in at Bensenville recently to meet the folks out here. "It's nice to know who you are talking to over the phone," she said.

Ray Lee, car tracer for the Allis Chalmers Co. at West Allis, was a recent caller at Bensenville. Ray has been very cooperative and is well liked here.

A stop at the home of Switchman John Phillips found him enjoying the afternoon sunshine (as the doctor ordered). He has been ill for several months but is able to be up now and enjoys seeing his friends.

Engineer Henry Taubman and Train Director Joe Camp were on the ABC league championship team at the Schiller Park alleys. All members of the team were presented with badges.

Jay Line Conductor Charlie Knight has returned from a Florida vacation.

Lorayne Schockmel, steno to the assistant superintendent, and son John spent Easter in Colorado Springs with Lorayne's father. Highlights of the trip were staying at the swank Broadmoor hotel and attending Easter services in the Garden of the Gods.

Clarence Kunberger, chief clerk to the assistant superintendent, is sporting a new "Chevie."

Helen and Jim W. Ray presented Ernie Ray, Illinois Division conductor, with a new grandson Apr. 10. Baby Jimmy has a little sister, Nancy, age 3.

GALEWOOD

Norma Gunderson, Correspondent

Marjorie Klein returned to work Apr. 1 after a 90-day leave of absence.

Bill Clerk Jerry Nevison and wife announce the arrival of Thomas James on Apr. 2.

Glad to report that Tom Dyba, route clerk, is back on the job after a siege of pneumonia.



IN THE SPRING. Miss Emily Zelina, secretary to F. J. Newell, assistant public relations officer, Chicago, pictured at her marriage to Donald James Lee of Chicago on Apr. 5. The ceremony at the Warren Park Presbyterian Church was followed by a reception for 300. The Lees spent their honeymoon at the Broadmoor in Colorado Springs.

John Wagner, former platform foreman now at Jefferson Street station, phoned Apr. 7 to thank his friends at Galewood for the cards and visits while he was in the hospital. John was released from the hospital Apr. 4, but will be home for several months before returning to work.

Minerva Sullivan of the car record department reports having a grand time on her recent vacation at Decatur, Ill.

Harry Geeve, retired chief yard clerk, visited the office Apr. 15, looking fit as a fiddle. Art (Pop) Carr, retired yard clerk, was in to visit Apr. 25. Retirement surely agrees with him.

Mary Heslick, telephone operator, recently returned from a month's vacation in Tucson, Ariz.

Sympathy is extended to Cecilia Enders whose husband passed away at Hines Hospital Apr. 28.

Cashier A. E. Strohmeier and wife visited Arizona and California on their vacation. While in Corona, Calif., they called on Carl Stark, retired car distributor, who formerly worked at Galewood.

New faces at Galewood are V. L. Comstock, R. J. Covelli, H. Morwitz, Georgine Anczer, and Dolores Schultz, comptometer operator, who worked at Galewood several years ago.

Eleanor Mollnhauer is now assistant revisor in Agent A. E. Ward's office.

Pauline Seniwi is the new expense bill clerk in Assistant Agent Barney Pobloske's office.

Sympathy is extended to the family of George Frenk, caller, who passed away Apr. 24.

As president of Fullerton Avenue Chapter of the Women's Club, I wish to take this means of thanking everyone for their cooperation in helping us reach an over-the-top membership of 1,103 at the close of April.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Jim Merchut, Correspondent

Arnold Franz, the former Deerfield farmer now retired from the "stats" bureau, visited the office recently. Now a farmer of Orlando, Fla., Arnold reports he has set in a fine crop of tomatoes.

Gretchen Yoder, B&V clerk, proved again that woman's ingenuity will triumph over mere man's strength. Gretchen, on her way to work recently, rescued a dog caught midway between the pickets of a fence. While strong men were trying to push the pup through the bars, Gretchen calmly walked to the other side and backed the dog out. Gretchen's logic was simple. She figured if the dog had gotten his body that far in, it should be simple to slide him out the same way.

Harry Brandl, sorter for the AFE, returned from his honeymoon in Miami Beach, Fla., with a tan that is a tan.

Ruth Fetsch, clerk, won first prize at the costume ball held aboard the Empress of Scotland cruise liner during her recent trip to Venezuela, Panama, and Cuba. Her costume as Miss Liberty was made up of bed sheets and odds and ends scrambled together at the last minute.

B&V Clerk George Eales's son Ronald graduates from Niles Township High School

next month. Ronald is registered for the University of Denver.

Secretary Grace Minor's son was married Apr. 26 to Rose Mary Gomez.

Freshly poodle-cutted Helen Webb and her son Phillip took a spring vacation in Florida. Also vacationing in Florida was Joyce Jacobson, keypunch operator.

Visiting the office this past month were Jerry Pearson, former sorter, with her daughters, Nancy and Linda. Angela Skowron, keypunch section, and her baby daughter Laurie were another mother-daughter combination visiting the office.

Speaking of mother-daughter combinations, did you know we have a mother-daughter combination working here in our office? Viola Schmidt and her daughter Jewel. Viola is in the B&V bureau and Jewel is Mr. Padgett's office girl.

East to Washington for the Cherry Blossom Festival and also to attend the Railway Business Women's convention were Mary McCormick, Grace Grall, Sophie Kustron, and Theresa Jones.

Pat Watts, "comp" operator, was married May 10 to John Maday. The ceremony took place in Cloverdale, Ill.

Off on a book buying spree of a vacation is bibliophile Fred Eichen of the general bureau.

George Finney, office boy for Mr. Johnson, plays in a cool combo these Saturday nights.

More Florida vacationists in April were Isabel De Grazio of the AFE and Irene Moskovitz of Track Timekeeping.

Newcomers to the Road are Harold Joseph Wray and Jack Frederick Sechrest, employed in the T&E and miscellaneous time-keeping.

Mary Harrison, our ever smilin' typist, was presented with a silver loving cup in appreciation for her helpfulness by the girls of the typing bureau on the occasion of her promotion to voucher clerk.

Mrs. Felix Raue, wife of the bureau head, is mending in the hospital at Highwood, Ill., at this writing.

Leona Dietrich, of the chief disbursement accountant's office, had the star role in "Nine Girls," a two-act mystery presented by the drama class of the Railway Business Woman's Association of Chicago at Kimball Hall Apr. 25. Iona De Camp (president of the Chicago RBWA) and Theresa Jones, of the chief disbursement accountant's force, were also in the cast, which included Alice Fredo and Ann Homuth, both of the Santa Fe; Ethel Meyer, North Western employee; Stephanie Slowik, Railway Express; Marie Miller, the Rock Island; and Marie Dahms, Pennsylvania. The production was directed by Gilbert Ferguson, well known dramatic coach.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Sympathy was extended to Elsa Augustin in the loss of her brother in Denver on Apr. 5. A contribution from our office was forwarded to the Shriner's Hospital for Crippled Children as a memorial in his name.

Helen Thompson, who had been on leave of absence since Feb. 18 on account of her mother's illness, has since resigned. Sympathy was extended on the death of her mother on Apr. 7.

Jean and Deno Fenili announce the ar-

arrival of Bonita Jean Apr. 12. Sally Gansho announced the arrival of her baby on Mar. 15.

Evelyn Johnstone, who sustained injuries in an auto accident on Apr. 12 and was hospitalized, is convalescing at home at this writing.

Recent office visitors included Mr. and Mrs. Major Hill and young son on Apr. 25 and Corrine Johnson and her seven-week-old baby from Omaha on Apr. 28.

Diana Hettinger was complimented with a baby shower on Apr. 18.

Alfred Vetter is now serving his training period with the Naval Reserve.

A bridal shower honoring Ann Deske was given on Apr. 25. She was married to Robert Jeske on Apr. 26, followed by honeymoon to the Great Smoky Mountains.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

It was highly gratifying to see so large an audience at Mayfair Methodist Church when the Choral Club presented a concert on the evening of Apr. 23 under the sponsorship of the Senior Choir. Highlights of the program were the solos rendered by Evelyn Stoll and Jean Jorian respectively, in "Let Us Break Bread Together" by Wayne Howorth and Fred Waring's arrangement of "Set Down Servant."

Our bass section has been fortified by the return of Robert Weber.

A business meeting was held after the rehearsal on Apr. 28, at which Phil MacDonald was elected vice president for the remainder of the term to fill the vacancy created by the departure of Bruce Mitchell who was appointed assistant engineer way and structures of the Chicago, South Shore and South Bend Railway in Michigan City, Ind.

The following engagements have been accepted: May 28 at 8:00 P.M., Ravenswood Congregational Church, 2042 W. Pensacola; June 11 at 8:00 P.M., St. Stephens Evangelical Lutheran Church, 4352 W. Parker.

FREIGHT AUDITOR'S OFFICE

Edith Marquiss, Correspondent

Vacation season is here again and one of the first to enjoy it is Lucille Carson, at this writing in Florida with her newspaperman husband who was awarded the trip with all expenses paid for being the top salesman in his company.

Mary Nechi is back to work again after six weeks of illness. Bertha Olmstead has also returned, having recovered from an operation.

Doris Weiss has left the company to take up the duties of housewife on a full time basis.

Joe Erskine has also left us, temporarily we hope, in response to a call from the armed forces.

Well, our bowling team didn't let us down, and for the second consecutive year won first place in the American Railway Bowling Association tournament. This is really quite an honor for The Milwaukee Road as well as this office, for we proudly claim two of the members of the team, Al Gerke and Charlie Becker. Al and Charlie both won in the singles and doubles competition, and we are looking forward to seeing

the trophy which the team will receive along with cash awards.

Congratulations to Doris Seburg Budzynski, formerly of the local and interline balance bureau, who recently became the mother of Elizabeth Anne.

Blanche Debs is on furlough, visiting a brother in California.

Word has been received from Bob Schultz who has been in Korea for over a year, that he has been in the hospital. A bunker caved in, killing two of his buddies, but fortunately Bob escaped with only a back injury. We

row, bureau head of the revising bureau, on the death of his father-in-law on Apr. 4.

We were sorry to learn of the death on Mar. 10 of James J. Rezab, retired traveling claim adjuster, who was living in Minneapolis. Before his retirement Mr. Rezab was with our company 51 years.

Congratulations to Mr. and Mrs. A. J. Cawley on the birth of a baby girl, Deborah Mary, Mar. 31.

We were happy to see Murray C. Whyte, retired traveling claim adjuster, who paid us a visit recently.



START OF A RETIREMENT CAREER. Mrs. Emma DeLong of the central typing force in the Chicago Union Station (seated, center) is feted with a retirement party May 2. The widow of Frank Mann DeLong, an Iowa Division trainman, "Emmie" started to work for the Road at Marion, Ia., in 1920 and was subsequently employed in the office of the superintendent of transportation until 1933 when the central typing bureau was organized. Anticipating her retirement, she has made plans to move to Harrison, Ark., the hub of the Ozark country, where her daughter and son-in-law raise white-faced Herefords on an 80-acre stock ranch, and with her daughter's help operate the local credit bureau. Ample time will be allowed, of course, for getting better acquainted with her small grandson.

hope it won't be too long before he is back on the job again with The Milwaukee Road.

The waybill filing bureau is becoming quite cosmopolitan. Among the newcomers are Emmy Schmalz from Zurich, Switzerland, and Augusta Rouette from Frankfort, Germany.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

After 32 years of faithful service with the Road, Alvin L. Hills, claim investigator, retired May 1. A dinner was given in his honor by his co-workers at the John Wiegelt Restaurant, and he was presented with a cash gift and complete fishing equipment. He will make his home in San Antonio, Tex.

Ella Lauer of the station accounting division spent her recent vacation visiting friends in California.

Reports from the boys serving Uncle Sam are that Glen Skehan, stationed at Kessler, Miss., is learning to be a radio operator and Guy Bowman, stationed in Germany, is now a corporal.

Sympathy is extended to Miss Eleanor Harrer of the station accounting division on the death of her brother George at Mason City, Ia., on Mar. 29, and to Albert Wack-

A leave of absence has been granted to William W. Hook, claim investigator of the suspense bureau, to enable him to regain his health.

Wedding bells rang for Robert Wagner of the suspense bureau and Dorothy Thomas on Apr. 19 at Holy Trinity Church. At this writing they are honeymooning in Biloxi, Miss.

Mrs. Mary Jane Fox and Mrs. Margaret Ostien, formerly employed in the central station accounting division, paid us a visit recently. Mary Jane introduced us to her infant son Tommy and Margaret to her baby daughter Karen.

Gene Krupka recently went to Long Lake to notify the fish that he will be back with his new fishing equipment throughout the summer.

We welcomed Richard A. Staib as a new member of the record room force.

PURCHASING DEPARTMENT

Dorothy Erlenborn, Correspondent

Mr. and Mrs. V. E. McCoy recently returned from Tuscon, Ariz., where they enjoyed a real western vacation.

Ida Tucker, secretary to V. E. McCoy, returned the latter part of April from a trip to New York City and Bermuda.

May is the month for brides in the pur-

chasing department: Wedding bells rang May 10 for Eleanore Preston, dictaphone operator, at St. Bride's Church where she was married to Richard Auberg of Lombard. They are enjoying a honeymoon in Colorado at present. On the same day, as you will note from the change in your correspondent's name, Yours Truly also walked down the aisle to become the bride of John Erlenborn of Elmhurst at St. Petronille's Church, Glen Ellyn. Florida is the spot where the Erlenborns spent their honeymoon. May 31 is the day on which orange blossoms will shower on Annette DeFranco, stenographer, who will exchange vows with Raymond Keegan of the engineering department at St. Rita's Church. They are planning a Florida honeymoon.

We are all glad to hear that Evangeline Galbreath is home from the hospital after her recent operation and that she is coming along well.

A bit of Army life was experienced by Dick Fisher, clerk, who took part in maneuvers of the 228th Infantry, 33rd Division Illinois National Guard at Palos Hills Forest Preserve last month.

Uncle Sam's call was answered by Dick Hink who enlisted in the Air Corps in April. He is now stationed in San Antonio, Tex.

A new air conditioning system has been installed in Room 713, which will make working conditions much more pleasant during the summer months.

We are happy to welcome Timothy Donohue into our little family. Western Electric's loss was our gain.

We all hope for the speedy recovery of Mrs. Elmer Eldridge, wife of our freight clerk, who at this writing is quite ill.

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FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Ed Jensen is the very proud owner of a new Dodge.

Sympathy is extended to Dorothy Zaddack on the loss of her brother in an automobile accident; also to Reinhart Kopplin and family on the death of Mrs. Kopplin's mother.

Jerry Mann dropped in recently for a brief visit. The Army seems to agree with him.

Bud Bloethner has been bedridden for quite some time. We hope to see him back by the time this is published.

Received a letter from Sgt. Bob Schlueter. He seems to have become well acquainted with good all-American mud. Things are going well with him.

Michael Geiger is the boasting uncle of a fine new nephew, Daniel V. Crawford.

Mary Heiberger brought her little son in to see the girls recently.

Promotions included Lynne Damico to Sales Bureau; Louis Pappas and John Hall, adjusters, grain department; Anthony Folk, OS&D clerk; Eddie Knap and Howard Balow, senior adjusters; Jim Dietz revisor; and Isabel Bell, senior dictaphone operator.

Charles Meadow has resigned to take a new position.

Betty Post came back to help out in the typing department for a few weeks.

Forrest B. McClintock, D.F.C.A., Milwaukee, spent an enjoyable vacation in Florida and vicinity.

Frank Kass is grand-daddy for the second time; a bouncing grandson.

Lawrence Larson is sporting a 1950 Dodge.

Rudy Levey recently moved into a new home on the Northwest side and is busy landscaping.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Dorothy Thomas and Robert Wagner were married Apr. 19 at Holy Trinity Church, followed by a honeymoon in New Orleans.

Marie Scurto and Naldo Rostan were married Apr. 26 at St. Pascal's Church. The newlyweds spent their honeymoon in the Smokies.

Lorena Severs and LeRoy Wegener were married May 3 at St. Bedes Church, Fox Lake, Ill., and honeymooned in Wisconsin.

Mary O'Malley was maid of honor at the Thomas-Wagner wedding and a guest at the Scurto-Rostan wedding and managed to

catch the bridal bouquet at both weddings. So look out, fellows!

Kay Gillespie vacationed in Arizona, Belle Kessler and her husband went to the Ozarks, and Marion Reiter dazzled Marinette, Wis., with her canary yellow Easter ensemble.

Gert Walsh, Tony Naatz, Rita Getty, Dolores Specht and Ellen O'Hara are back after extended illnesses.

Harry Krumrei bowled his 31st consecutive year in the ABC in Milwaukee this year.

Warren Jacobsen left for service this month. I am sure the girls are going to miss him around here.

TAX DEPARTMENT

Mrs. C. L. Culver, wife of the retired special tax agent, passed away in Waukesha Memorial Hospital, Waukesha, Wis., on Apr. 18, having been in ill health several months. Funeral services were held at Pewaukee, where the Culvers made their home. In addition to her husband, she is survived by a daughter, Mrs. Loraine Redfield, a son, William, and five grandchildren. Mr. Culver retired in August, 1950, after 50 years of railroad service.

LAW DEPARTMENT

The long-cherished plan of Miss Gertrude Schoyer, retired chief clerk, to live in California has become a reality. With their household goods already on the way, Miss Schoyer, her sister Frances and brother Waldo left Chicago Apr. 29, giving their temporary address as Balboa Island, Calif. They intend to buy a home in suburban Los Angeles to be near other members of their family. Miss Schoyer retired Jan. 1 after 42 years of service in the law department.

Mrs. Beatrice Morrison, veteran law department secretary who retired in January, 1951, sailed Apr. 23 on the Queen Elizabeth for a five-month sojourn in Europe. Her itinerary includes England, France, Italy and Switzerland, with a two-month stay in Paris.

ENGINEERING DEPARTMENT

H. E. Datisman, Correspondent

In a recent phone conversation with Jim Jamieson, retired clerk, I learned that he is quite well and is getting outside frequently for short excursions around home. He recently had a bad fall and suffered cuts and bruises on his head, but has fully recovered from the accident. He asked that I pass along his greetings to all his old friends. Should any of you wish to write to him, his

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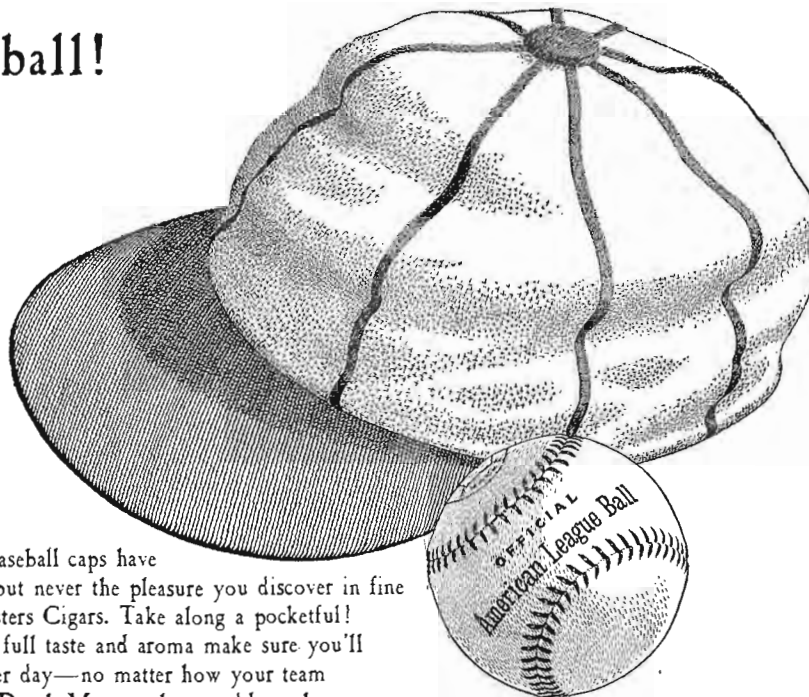
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address is 5604 South Troy Street, Chicago 29.

R. D. Claborn, assistant engineer in Mr. Powrie's office, has announced a new "star boarder" at his house. Debra Ann was born Mar. 6.

F. L. Clark, chief clerk to Mr. Powrie, received a wonderful letter from T. H. Strate, retired division engineer. He tells a colorful story of his trip to the Hawaiian Islands, the trip on what he terms the "deadhead special" to Los Angeles including the smoking room caucus on how the railroads should be run, the gala crowd at the pier to see the ship sail (there were 2,500 people to see 700 leave), and the storm tossed trip to the Islands.

While in Los Angeles he visited with W. H. Penfield, retired chief engineer, and "Red" Cooper, former chief clerk to chief engineer. There he and "Red" saw the Rose Parade and attended the Rose Bowl game.

He sailed to the islands on the Lurline, a first class luxury liner. On the island of Oahu, where Honolulu is located, he visited the sugar cane fields and a few days were spent flying from island to island visiting some of the more interesting points. One of special interest was the Kilauea volcano, which erupted in 1950 and covered a large area with lava flow. The highway was covered in one location to a depth of 150 feet. They found the lava still too hot to be removed, so hot, in fact, that holes for blasting could not be drilled because the heat takes the temper out of the drills.

Mr. Penfield is now on his way home to Mt. Carroll, Ill. After spending the winter

at Lindsay, Calif., he is driving back via Texas and Mississippi, planning on a short stay at Gulfport.

We have three new faces in the department this month. David J. LaGue, des-detailer for E. E. Burch, bridge engineer, came to us Apr. 1 from the American Bridge Company at Gary, Ind., where he had been employed since getting his B.S.C.E. at Purdue. Previously he served two years in the Army, one year in Germany. John S. Jordan started Apr. 1 as instrumentman for H. B. Christianson, assistant chief engineer. Previously he was in the office of the chief engineer of the CGW and with the C&O in Detroit. Ray H. Keegan, steno-clerk in H. B. Christianson's office, replaced W. H. Spinks who is now secretary to Mr. Ornburn. Ray had been with the store department at Western Avenue. This is a good time to mention that he and Miss Annette De Franco, steno in the purchasing department, are planning to wed on May 31.

B. J. Ornburn, assistant chief engineer—structures, and Mrs. Ornburn made a quick trip to Virginia in April and visited with their son, Lt. B. J. Ornburn, Jr. Lieutenant Ornburn is stationed at Ft. Belvoir where he graduated Apr. 26 from the Associate Engineer Company officer's course. He has since been selected to take a seven week study in heavy equipment maintenance.

While there, the Ornburns also attended the cherry blossom festival and inspected the new face lifting job on the White House.

Speaking of "a small world," Lt. J. G. Kirchen, draftsman on military leave, was

released Apr. 30 from the Army at Ft. Belvoir where he had been an instructor in one of Lieutenant Ornburn's classes. He is returning to work for E. E. Burch, bridge engineer, this month.

I & D Division

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

Lt. (jg) William W. Bowers, USN, son of Agent P. G. Bowers, Clear Lake, Ia., has returned from the Korean zone where he was flying jet fighter planes, having completed over 70 missions. His wife and two children reside in Coronado, Calif.

If and when Harry Walter, Jr. gets home from Chamberlain, he will have the pleasure of making the acquaintance of a new son. Bing Crosby has nothing on Harry now, as this raises the total to four boys in the Walter family.

A Chamberlain flood casualty—Percy Geelhart, assistant division engineer, recovering in the Chamberlain hospital from an emergency appendectomy.

SECOND DISTRICT

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

A baby girl was born to Conductor and Mrs. R. A. Nichols Apr. 29.

Funeral services for Mrs. James W. Hubbs, wife of passenger engineer and mother of Traveling Engineer Everett L. and Conductor Arden P., were held at Sioux City Apr. 19.

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Mrs. Hubbs had been in poor health for some time.

Pfc. Paul Brogan, son of Engineer Lloyd Brogan, was home on furlough after attending radar, guided missile and aircraft artillery school in Texas. He leaves May 12 for an assignment in Europe.

Sympathy is extended to M. V. Medin, retired conductor, on the death of his wife. Mrs. Medin was seriously ill in Arizona where they went after his retirement last fall and it was necessary to bring her back to Sioux City where she passed away Apr. 25.

The flood of the Big Sioux and Missouri Rivers in this territory caused a tremendous amount of damage. It was the worst in 70 years in this territory and a great many employees of the Road were forced to evacuate their homes in North and South Sioux City as well as Riverside. At times like this it is wonderful to see how everyone works together to help those who lose their homes and belongings. Everything was done to save as much as possible and the clean-up job is still going on. We hope we never have another flood such as this.

We extend sympathy to Agent F. R. Bilars, Stickney, whose wife passed away Apr. 4.

SANBORN-RAPID CITY

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

Section Laborer Lyle J. Thietje and wife of Kimball spent their vacation visiting in Spokane and Ephrata, Wash.

B. J. Kirby, warehouse foreman at Rapid City, spent some time visiting his old friends at Mitchell while on vacation, on account of our railroad bridge being washed out at Chamberlain.

George H. Soper, conductor at Mitchell, who has been ill for some time, has returned to work. Ben LeClair, section foreman at Plankinton, is ill at this writing.

Charles H. Wantoch, section foreman at Kimball, has taken a job as extra gang foreman in Milwaukee for the summer. L. J. Thietje is acting foreman in his place.

Vern L. Waldron, boilermaker's helper at Mitchell, has retired.

The bride with social aspirations informed the young newspaper reporter loftily:

"You may say that when we return from our honeymoon we will reside at the old manse."

*The story, as it appeared later, read:
"After their honeymoon the young couple will dwell at the home of the bride's father."*

Iowa Division EAST END

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

W. E. Achey, retired mechanic, died at the age of 81 at his home in Marion on Mar. 22. He had been a mechanic for our railroad for 35 years at the time of his retirement. He is survived by his wife, two daughters, Mrs. Mabel Harlan and Mrs. Zeta Stevenson, both of Marion, and three sons, Clive, Verle and William D. Auchey, also of Marion.

Robert Boettcher, an art student at Texas Christian University and son of Assistant Engineer L. R. Boettcher, has been elected to membership in Alpha Chi, national honor society. Bob completed his freshman year in February and was the only student in his class at the university to receive an A in art.

Mrs. Merwen Taylor was recently elected president of the Musical Literary Club in Marion.

A daughter was born Apr. 7 to Mr. and Mrs. Phillip Smithmeyer of Franklin Park, Ill. The father was at one time employed in the engineering department in Marion and is now with the real estate department in Chicago.

Mr. and Mrs. Hugh Jones have a new grandson, Victor Allan Postel, born Apr. 6 to Mr. and Mrs. Robert Postel at Mercy hospital, Cedar Rapids.

Section Foreman H. R. Kammerman journeyed to Jacksonville, Fla., in March to see his new grandson, William Charles J. King, born Mar. 17. The mother is Foreman Kammerman's daughter.

Cigars and candy were distributed among the employees in the Marion office building by Ticket Clerk Dean Woodford to celebrate the arrival of a second son, James, on Apr. 2.

Conductor Carl F. Wightman and wife spent the winter in Texas and Mexico. At present they are making their home with the family of Mrs. Wightman's brother, Harley F. Breed, in Marion.

A dinner party was given Apr. 16 at the Embassy Club in Cedar Rapids to honor D. R. Davis, who retired as roundhouse foreman on Feb. 1. Master Mechanic W. W. Henderson served as toastmaster. Mr. Davis' brothers Norbert and James of Ottumwa were guests. Others present from out of town were A. J. Kressin and Archie Brown, roundhouse foremen from Perry; Albert Leahy, roundhouse foreman, Savanna; Harry Stitley, retired chief caller, Savanna; Roundhouse Foreman "Buddy" Cain of Beloit, a brother of Mrs. Davis; Retired Master Mechanic W. N.

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Foster, Marion; and Retired Roundhouse Foreman George Hennessey, Cedar Rapids. A cash gift was presented to Mr. Davis to apply on the purchase of a wrist watch.

Members of the Glen Martin family entertained at a dinner on Apr. 9 at the Old Colony Inn, Amana, Ia., in celebration of the 35th wedding anniversary of their parents. Mr. Martin is the Milwaukee agent at North English.

Alice McGuire vacationed in April with friends in New Orleans, Mobile, Dallas and Chicago.

Lev Mathewson, retired lineman, and wife, spent the winter in Bedford, Ind. They are visiting now in Marion, due to the serious illness of a nephew, Arthur LaFrantz, a surgical patient in a Cedar Rapids hospital. Their permanent home is in West Amana.

George R. Barnoske, chief clerk to the superintendent at Marion, returned to his home Mar. 29 from Cedar Rapids Hospital, where he was a patient for five weeks.

The position of statistician and time revisor at Marion has been temporarily assigned to C. E. Curtwright, former yard clerk in Cedar Rapids. Virgil B. Dvorak is temporarily working the position of time revisor, due to W. E. Failor filling the position of chief clerk to the superintendent.

The Cedar Valley African Violet Club held its first annual show on Apr. 3 in the YMCA at Cedar Rapids. The exhibition was open to growers of African violets from all communities in the Cedar River area. Mrs. Stanley Thomas of Marion was chairman of the show and exhibited 24 of the newest varieties of her large collection. She is second vice president and program chairman of the club.

Mrs. John Cone of Marion will go to Toronto, Canada, May 3, to attend the Supreme Shrine Session of the Order of the White Shrine of Jerusalem. On Apr. 12 she was installed as the Worthy High Priestess of White Shrine in Marion. Others who will attend the session in Toronto are Mrs. John C. Smith, wife of retired locomotive engineer, and Mrs. Ralph C. Seager, wife of trainman.

Permanent appointments to the position of section foreman made during March are Elmer Rosenbeck, Weston, William Peters, Lost Nation, and M. M. Campbell, Wyoming.

Kenneth I. John has been assigned as local shed foreman at Oxford Junction. The

vacancy was due to the death of Foreman B. F. First.

Don Doumas, assistant agent at Cedar Rapids, was married Mar. 22 to Miss Kathleen Moore of Marion. The ceremony was in the Kenwood Methodist Church.

Changes at the Cedar Rapids freight house and yard office: Alan Novotny returning to Tama as clerk; William Chadima takes over the rate clerk position; Dean Woodford, formerly ticket clerk at Marion, takes over the OS&D clerk position; John Fier-eisen Jr. took over the switching clerk job and Kenny Freeman went to the yard; Carl Eby took over the general clerk position at freight house.

The picture showing N. J. Gorman, first trick dispatcher at Marion, operating the centralized traffic control board which illustrated the article, "Safety and the Dispatcher" in the February Magazine, brought him a letter from Frank V. Winsor, retired locomotive engineer of Sequim, Wash. Mr. Winsor, now past the four score mark, was a clerk in the superintendent's office in Marion in the '80s. The picture, he said, stirred reminiscences of those early years: "I doubt if anyone even visualized such a thing as centralized control signals back in those days," he wrote. His letter has been passing among old timers at Marion. His address is Box 186, Sequim.

Twin City Terminals MINNEAPOLIS PASSENGER STATION

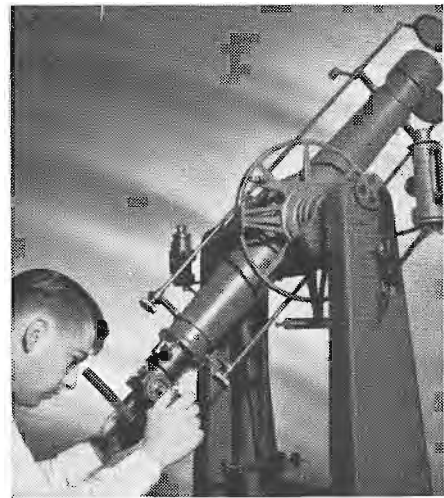
J. J. Taylor, Division Editor
General Superintendent's Office

Telegrapher Gayle Keeley, in "C" telegraph office, will step up to the altar June 14 to say "I do."

Walter Crest recently left the assistant general passenger agent's office to fill in the vacancy which occurred in the reservation bureau when Ray Fitzgerald moved to the city ticket office. Russell Martinson is the new stenographer in Mr. Larson's office.

Captain of Police E. F. Conway spent two weeks in Chicago recently attending the American Railroad Association police school.

Smoke Abatement Engineer W. H. O'Neil returned recently from a vacation trip to California, and reported he had a hard time getting away from the movie studios there, all of which wanted to sign him up to play opposite Jane Russell.



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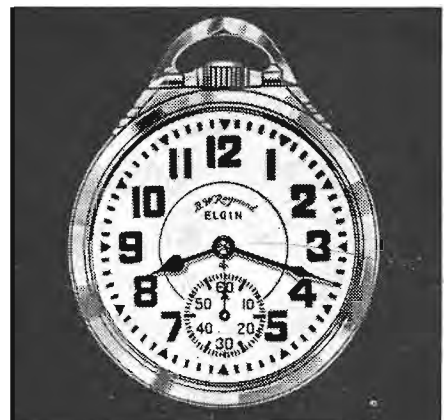
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**SOUTH MINNEAPOLIS CAR DEPT.
AND COACH YARD**

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

Richard Garvey, a former employe now gunner's mate second class stationed at Boston, Mass., visited his parents, the Philip A. Garveys (assistant foreman at the shops) in April before leaving for overseas duty.

Mrs. Julie Kassin, stenographer, has been employed temporarily due to the illness of Einar Hauger, clerk in the car department office who has been recuperating at Veterans Hospital in Minneapolis the past month.

Sympathy is extended to the family of Mrs. Teddy Gustafson, wife of car inspector in the train yard, who passed away suddenly.

Sympathy is also extended to Arnold Boe and Mrs. Irene Hecht, brother and sister of Richard Boe, carman at the coach yard, who was fatally injured Apr. 7.

Best wishes to Tom Holte, carman at the shops for 35 years, who retired Apr. 1. He has been ill since last September.

**MINNEAPOLIS LOCAL FREIGHT AND
TRAFFIC DEPARTMENT**

G. V. Stevens, Correspondent
Agent's Office

Wedding bells will ring June 14 for Vivian Bodine, steno-clerk in the local freight. Her fiancé, who was stationed in Japan for the past year and a half, has been discharged from the service.

Cpl. Joe Spain was a visitor in the office recently, but not an unexpected one as several of us had seen his name in the newspapers lists of Servicemen returning to the States after duty overseas. He was to report to Camp McCoy May 14 for reassignment.

An unexpected visitor, though, was Frank Foster, former cashier, who retired about 1940 and who will be 80 his next birthday. According to reports, he has certainly learned to live the proverbial Life of Riley.

We are happy to report that our former chief clerk, A. W. Wareham, has returned to Minneapolis in his former position after an absence of 18 months during which he was supervisory agent at Crane, Ind.

We are happy to report that both Carl Matzoll and George Baker are on the mended list again.

George Neu is taking his vacation. It seems that DFA's don't get quite enough traveling. We believe this is the case, as he is in Tacoma at this writing.

To get off by oneself and brood is worth something, but not the price of a trip to Europe.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

'Ol' Man River played havoc with us. We were surrounded with water like any island. The Mississippi was at its highest at St. Paul since 1881. Our freight house was completely shut off from traffic for a week.

The traveling auditors completed a check at this station the middle of April. Len Lutgen was in charge.

Switchman McKeever and wife took a 4,800 mile trip in February, visiting in Louisiana, Mississippi and Florida.

Bill Milligan and wife visited the McKeever's in February. Both worked for the Milwaukee at Miles City 30 years ago.

L. F. Graham, switchman St. Paul, and his wife vacationed at Vancouver, B. C.

Adolph Scheller, mail piler at St. Paul, passed away the latter part of March.

George O'Rourke, switchman at St. Paul, died of a heart attack Mar. 23.

Joe Johansen, expense clerk, has transferred from this office to the St. Paul yard office.

No news from the roundhouse. Due to the flood, it is closed at this writing.

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

St. Paul's big news for this month—and probably for the year—is our flood, subject covered elsewhere in the Magazine. We thought we got our feet wet last April, but this year's flood broke all records.

We're trying to outdo ourselves in spring weather, too. The temperature of over 90 on Apr. 28 and 29 compares with a total of only four readings over 90 during the entire summer of 1951. We're planting gardens, watering lawns, sun-bathing and crossing our fingers. This could be our summer season, if we can be guided by the experience of the last few years.

Two fleas fell in love and on a lovely June day got married.

Young, industrious, ambitious, the fleas worked hard and saved five dollars.

"If we can save five, we can save 10," they agreed. So they continued their thrift. They worked and they slaved, economized and planned, meanwhile spurning the frivolous pleasures indulged in by their fellow fleas. Finally came the day when their savings totaled 10 dollars.

And on that day they went out and bought their own dog.

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Terre Haute Division

WEST CLINTON AREA

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

Store Helper Nye Parker and son Jack drove to New Mexico Apr. 5 to visit Mrs. Parker, who is there for her health. (Virginia is a caller at the roundhouse.)

Mrs. B. A. Bush, wife of conductor, is in an Indianapolis hospital at this writing. (Esther is a telephone operator at St. Bernice.)

George Lentz and wife visited their daughter and family in El Paso, Tex., in April.

Charles T. Rollings, 60, retired conductor, died Mar. 31 in Chicago. Burial was at West Terre Haute. He was a brother-in-law of Engineer George Hadley.

Mrs. Isabell Geé, mother-in-law of T. H. Hehman, retired engineer, and grandmother of Dispatcher Don Hehman, died at St. Bernice Apr. 4. She was 82 years old.

Sympathy is extended to Mrs. Betty Hartsook, roundhouse caller, in the death of her father Apr. 12, at Dana, Ind.

Lawrence Burdsall, bridge carpenter, was injured in a fall Apr. 8. He is in the hospital at this writing.

A. R. Eggleston, foreman on a concrete pipe crew, is now on this division, coming from Rock Valley, Ia. Crane Operator George Miller, of Perry, Ia., is also doing work on the division.

Bob Kerfoot, ditcher operator from Ottumwa, Ia., is a newcomer to this division. He will be around for several weeks.

Brakeman Louis Hedges had a very unusual automobile accident Mar. 30, when he ran over a policeman! He says he will never do that again.

Section Foreman Sylvan A. King, Grover, is making a name for himself playing the drums at the "Star Light Inn". He plays every Friday and Saturday night.

Irwin Good, retired carman, is ill at this writing.

Carmen H. C. Mindeman and Oscar Krieg retired during April. We hope they will have many years of happy leisure ahead of them.

William Cartright, section employe, returned Apr. 14 from a visit in South Dakota.

Mrs. H. H. Ferguson, wife of retired conductor, who had the misfortune to be injured in a fall in April, is improving at this writing.

John Hafley, car laborer, has been very ill for some time.

Assistant Car Foreman James Wilbur, who says he is somewhat of a weather forecaster, predicted it would rain for seven Sundays after Easter. The boys will check and see if he is as good as Mr. Purcell, weatherman at Rushville, Ind.

Conductor and Mrs. Frank Ernhart celebrated their 45th wedding anniversary Apr. 18 at the home of their son Kenneth in Clinton.

A 13-car bridge crew outfit arrived here Apr. 20. It is in charge of Foreman Andrew Schanke of Minneapolis. William Triethler of Austin, Minn., is the assistant foreman. Their first assignment is around Grover, about 30 miles south of West Clinton. They will probably be on the division until October.

Bennie Conner, H. C. Mindeman and Emil Bauer have joined the Retired Railroad Men's Association at Terre Haute.

Engineer John Jones and wife celebrated their 35th wedding anniversary Apr. 17 at their home in Terre Haute.

Bernard Dennison, south end conductor, was in West Clinton on work train service in April. This is his first work here in several years.

Store Helper Wilbur "Pike" McBride was injured while working Apr. 22. He went to the hospital for treatment.

This reporter attended the 50th wedding anniversary of his brother, L. L. Lehman, and wife at Terre Haute Apr. 20. He is sales representative for the Maumee Collieries Company, one of the largest shippers on The Milwaukee Road.

No wonder Engineer William Scott still wears that big smile—he is now "grandpa" Scott. A baby girl, Beverly Jean, was recently born to his daughter, Beverly Eaton.

Mrs. Preston Dorfmeier, wife of car inspector, was in the hospital during April.

TERRE HAUTE DISTRICT

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

Our congratulations to Truman Sims, agent at Elnora, Ind., and Mrs. Sims. They have a new prospective operator. His name is Stephen and he was born Apr. 9.

Mr. and Mrs. Charles Lamb held open house at their home in Terre Haute on Apr. 27 in celebration of their 50th wedding anniversary. Charlie is a retired locomotive department air brake man.

E. L. "Doc" Kenney, retired conductor, and Mrs. Kenney returned in April from a six-week auto tour through Florida and the eastern States. They visited quite a few Terre Haute people on the trip.

V. E. Engman, retired chief carpenter, and Mrs. Engman were visitors in Terre Haute during April. "Vic" says he thinks he will establish his retirement headquarters in Minneapolis.

C. C. "Doc" Craig, retired conductor, returned to Terre Haute Apr. 14 from his

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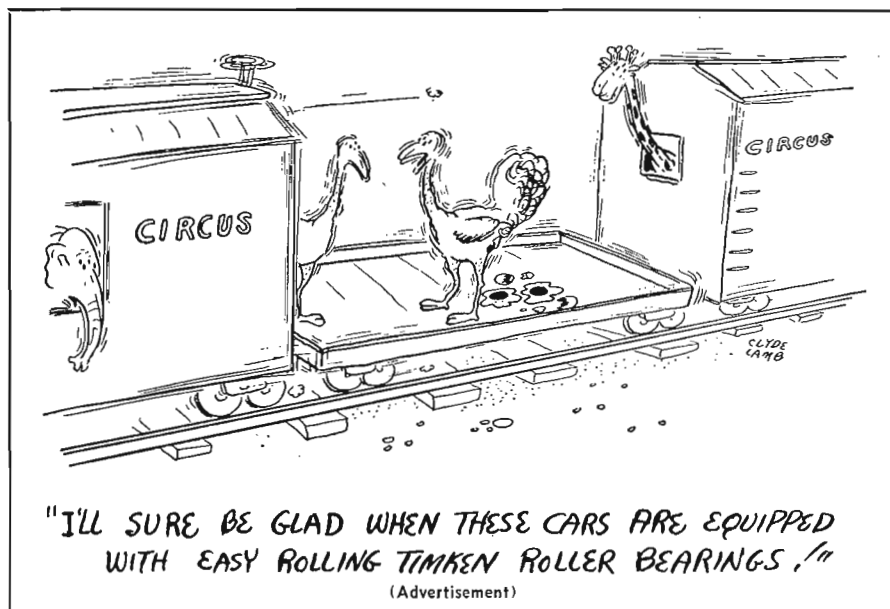


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"JUNIOR" IT IS. Francis Joseph Schradeya, Jr. is the big name of the little fellow at the far right. Dad is a store department employe at Savanna. His side-kick is young Stanley Bartle, the newcomer in the home of Storekeeper Stanley G. Bartle, St. Maries.



hibernation in Oxahaca, Mexico. "Doc" has spent all of his winters since his retirement in Mexico, but he says he thinks he will try Cuba next winter.

Charles L. Van Winkle, retired locomotive engineer, who spent the winter in California with relatives, is planning on spending the summer in Terre Haute.

Henry C. Spaulding, retired conductor, wife and daughter Madge, who are making their permanent home in Baytown, Tex., will be in Terre Haute in May for a few weeks' visit.

Mrs. W. W. Griffith, widow of passenger conductor, who has been spending the winter with her son Miles in Racine, Wis., will go to Big Springs, Tex., in May to visit her daughter Mary.

Roadmaster Charles E. Fox, wife and daughter Mildred recently spent a short vacation in Houston, Tex., where they visited a daughter and son-in-law; also their son Charles Jr., who had just returned from Korea.

Miss Mary Fox, another daughter of our roadmaster, is to be married in June to Joe Emerson. Both young people are seniors at Purdue University.

Mr. and Mrs. A. L. Burt (retired office engineer) returned to their home in Terre Haute Apr. 26 after a winter in Florida.

Locomotive Engineer Clyde G. Hiddle, who was recently injured in an automobile accident, has returned to work.

Harry Don King, agent at Bedford, and Mrs. King recently spent a short vacation in Florida.

Bob Keenan, who was recently transferred from Minneapolis to our traffic department, has moved his family to Terre Haute. He was able to obtain the house from which "Marty" Garelick moved when he was transferred to Bensenville.

Courage is bearing one's own personal tragedies without dramatizing them to others.

Idaho Division

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

W. T. O'Reilly, retired chief clerk, passed away at his home Apr. 5, following an illness that had kept him in and out of the hospital for some time. He had been home a month following an accident at home in which he broke his hip. Funeral services were conducted at St. Anthony's Church, of which he was a member. Mr. O'Reilly's railroad service started in Minneapolis some 40 years ago, and he also worked at Deer Lodge and Butte. He came to Spokane in 1942, having worked in Spokane between 1922 and 1932, also. In June, 1947, Mr. O'Reilly became ill and retired in October of that year. He was always doing something to keep busy, and his assistance in keeping the Service Club active will long be remembered. He is survived by his wife, six daughters, four sons and 22 grandchildren. One son, W. T., Jr., is in the Navy.

Mr. and Mrs. Kyle Payne of St. Maries are the parents of a new baby. Mrs. Payne was Marjorie McClung, operator, and Mr. Payne is a clerk.

Mrs. George Hill has returned from an extended trip which took her through California, Texas (where she visited her brother, Joseph Sanders), New Orleans and Florida. At St. Petersburg she saw the start of the annual yacht race, and she reached Havana, Cuba, in time to see the end of a part of the race. On her return trip, she came through Atlanta, Ga., Nashville, Tenn., and Chicago.

Mrs. J. A. Stephenson, wife of retired agent, is in a Spokane hospital for treatment at this writing.

Brakeman F. J. Russett is getting around on crutches at this writing.

Mike Reynolds, retired conductor of the old Kansas City Division, dropped me a letter inquiring about former railroaders. He now

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Pat Crowe, retired engineer, has been released from the V. A. hospital following an illness.

Brakeman Gobel of Spokane is moving his family to Malden.

Mrs. Charles Mahoney has sold her Malden home to Conductor Jack Ferrell and plans to make her home at Grants Pass, Ore., where her two children reside.

When F. B. Beal, retired, returns home the first part of June, he will have covered quite a lot of territory. He plans to visit relatives near Norfolk, Va., take some side trips to Washington, D.C., and New York, go to Jacksonville, Fla., Lake Charles, La., New Orleans and Kansas City, with a trip to Little Rock, Ark., and back to his home town of Chillicothe, Mo., returning home via Denver and Salt Lake.

A hot dish lunch was enjoyed by 40 members of Spokane Chapter of the Women's Club Apr. 8. Mrs. J. O'Dore, wife of superintendent at Lewistown, was the guest of honor. Mrs. Nathan Jones entertained with piano selections. Hostesses were Mrs. Leo Deezyger, Miss Mildred McAuley and Mrs. Kenneth Graham.

La Crosse & River Division

THIRD DISTRICT

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

After a very enjoyable winter in California, Fred L. Kerr, who entered service in 1908 as train baggageman, has decided to retire. He has purchased a home at 1227 W. 45th Street, Los Angeles, and he and Mrs. Kerr will be glad to hear from their friends at that address.

Fireman Ed Hintze and Mrs. Hintze are enjoying an automobile trip through the eastern States at this writing.

Norbert Brost, furloughed operator, who is now in the Army at Fort Riley, Kan., was home on leave for several days.

Agent W. W. Kopp and Mrs. Kopp will spend their vacation traveling through the western States by auto.

Frank P. Dodd, veteran conductor, died of a heart attack in Chicago on Apr. 7. He and Mrs. Dodd were returning from a trip to Alabama and California, where they had spent the winter. Funeral services were held in St. James Catholic Church and interment in Pine Grove cemetery. Immediate survivors are his widow and two daughters.

Funeral services were held at Mosinee on Apr. 26 for W. F. VanGilder. Mr. VanGilder, agent at Mosinee for several years, retired last December due to ill health.

Engineer Schultz, while receiving treatment at Wesley Memorial Hospital in Chicago, was visited by his son, Sgt. James Schultz, who recently returned from three years' service in Germany. James will report to Tinker Air Base in Oklahoma after a 30-day furlough spent at the Schultz home in Wausau.

If there is one thing more than any other that characterizes the average American, it is his eagerness to learn almost anything at almost any age.—H. V. Kalterborn

May, 1952

SECOND DISTRICT

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

Donald Woodruff, just back from a stretch with the Navy, is the new clerk in the assistant superintendent's office at La Crosse.

Congratulations to Agent and Mrs. L. M. Petrie of Winona, who were presented with a new baby daughter Mar. 7.

Gilbert Wolf, formerly car foreman at Wabasha, has purchased a home in Winona where he is now stationed.

Relief Ticket Clerk R. T. Nixon, Winona, is the proud father of a son, Gregory, born Mar. 21.

March 21 was also a happy day for Mr. and Mrs. Fred Fibeger at La Crosse. It's a boy. Fred is a switchman at La Crosse.

Thomas Xavier is the new member of James F. Hough's family at La Crosse; born Apr. 5. Jim is member of the police department.

Agent C. W. Moore is back again from the service of Uncle Sam, resuming his post at Hastings.

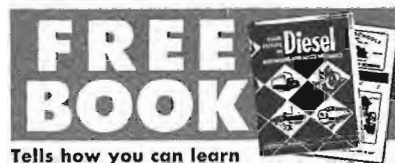
Congratulations are certainly in order for the track department employees of the Second District on the battle they waged against the Mississippi flood, which in April reached the highest stage that most living people can remember. They worked day and night, raising tracks, diking and sandbagging in order to maintain main line service. The Chippewa Valley branch, however, was washed out from Trevino north for a short distance, and could not be repaired until the water receded.

Coast Division

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

Engineer Fred G. Doten passed away suddenly Apr. 14. He had been in service on the railroad since 1909 and retired since Jan. 5 of this year. Our sympathies are extended to those left to mourn his loss.

Mrs. Len Taylor, president of the Milwaukee Road Women's Club at Tacoma, is attending the system biennial meeting in



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RETIRED PERSONALITIES. A group of our retired people well known on the Coast Division who were recent luncheon guests of Tacoma Chapter of the Women's Club. Seated, from left: Riley W. Beals, former dispatcher, Frank Bell, retired general clerk, Seattle, and J. S. Eccles, retired chief clerk, Tacoma. Standing: Arthur DeGarmo, former perishable freight inspector, Seattle (left), and Fred Rasmussen, retired chief clerk, Seattle.



Chicago on May 23 and 24. Mr. Taylor will go along, and they expect to take in a few of the big league ball games.

Leo Jensen, of the engineering office, and Mrs. Jensen spent their vacation visiting in Chicago and at LaCrosse, Wis.

W. H. Finn, local chairman for the firemen, has been ill for over 30 days at this writing.

Engineer Aaron Kopel has been ill now for a couple of months. Mrs. Kopel passed away a few months ago.

Machinist James Glen, brother of Master Mechanic Barry Glen, passed away suddenly. We wish to express our sympathy to the family.

George Quivey, machinist at Tacoma shops, retired Apr. 1 after 34 years of service with the Milwaukee.

The big relay and ballast job on the joint line between Tacoma and Seattle was completed Apr. 25, and we now have a swell railroad between these two points, it having been relayed with 132-pound rail.

Jack Beavers, file clerk, celebrated his 23rd birthday recently and a beautiful Devils Food cake, decorated with candles, was baked by PBX Operator Bernice Clark for the occasion, so I heard.

A winner of the parochial high school Coast Division championship in the tournament of orators from Tacoma was John B. Crawford, senior at Bellarmine High School, who placed second. He is the son of Mrs. Elizabeth Crawford, stenographer to the agent at Tacoma freight office.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

No other event wins as much favorable national recognition for Tacoma and this area as does the Daffodil Festival each year. Tacoma again celebrated Apr. 5 with floral-decked floats, bands, drill teams and marching units. The next day several sailing boat enthusiasts from the freight office participated in the Tacoma Yacht Club's regional Daffodil Festival marine parade and sail boat race on Commencement Bay.

Ticket Clerk C. W. Ziemer and wife have returned from vacationing at Long Beach, Calif., with his brother, with stopovers at



COAST VETERAN RETIRES. Head table scene at the banquet honoring John G. Schroedel, machine shop foreman at Tacoma who retired Mar. 31. From left: District Safety Engineer H. J. McMahon, Mr. Schroedel, Superintendent J. T. Hansen and General Car Foreman P. D. Salzer. Some 50 company officials and employees were present. Mr. Schroedel who entered service as a machinist Nov. 22, 1911, had been foreman since 1912. He plans to spend the greater part of his time in the future on a small acreage he owns and working on his two model railroads.

Salt Lake City, Las Vegas, Hoover Dam, Palm Springs and San Francisco.

Kenneth Anderson, son of Assistant Time Revisor Harry W. Anderson, who has been attending Columbia University for the past four years and who is just completing the work for his Ph.D., left New York recently for Paris, France. He expects to tour the continent for the next few months, spending considerable time in Italy and Turkey.

Cashier Ivar Berven had the pleasure of having for his guest a friend of long standing, Edward B. Quigley of Portland, who is acknowledged as one of the best painters of horses in the West. No painter has given so much attention to one class of horses—those of the circus. Mr. Quigley's exhibit of horse paintings and sculptures was held in the Washington State Historical Society of Tacoma, and several of the paintings were sold.

Thirty seven years of married happiness

was celebrated in the home of Inspector W. M. Eshelman and wife on Apr. 15. The evening was spent in greeting friends.

We are sorry to report that Car Distributor Ralph Moyles has been confined to the hospital. However, we are happy to report he is getting along nicely at this writing.

Yard Clerk Donald C. Mooney was inducted into the Army Apr. 7.

Newcomer Richard M. Christin, yard clerk, recently enlisted in the Navy.

Assistant Chief Yard Clerk Raymond Haskins and wife are vacationing in Wisconsin and Kansas City at this writing. Mr. Haskins has also taken a 30-day leave of absence.

A new deductible has been added to Trainman John Errigo's family—Veronica Lee, born Mar. 31, thus bringing the roster of little ladies in their house to three.

The Tacoma Women's Club was pleasantly surprised at its Mar. 31 luncheon to have several retired employes as guests: Fred Rasmussen, former chief clerk, Seattle; Art DeGarmo, freight service inspector, Seattle; J. C. Eccles, superintendent's chief clerk, Tacoma; Frank Bell, conductor, and R. W. Beal, dispatcher.

Port of Tacoma's expansion is now under way. Dredges are biting out a new waterway to add 100 acres of tidewater plant sites. Here one of the nation's best deepwater harbors is expected to play an increasingly important part in Puget Sound in attracting new industries to the tideflats belt, which is studded with lumber and woodworking plants, chemical works, boat yards, in addition to one of the largest aluminum plants in the West.

The academy award goes to Balance Sheet Clerk Joe Johnson who, spent a beautiful sunny Saturday morning weeding and cleaning the flower beds at the freight office.

SEATTLE YARD

F. J. Kratschmer, Correspondent

Dorothy Kellar, clerk in the car department, left quietly on Friday, Mar. 28, and when she returned to work on the 31st her name had been changed to Mrs. W. J. (Bill) Smith. The wedding was a private one and a surprise to her friends. Mr. Smith is employed by the Henry Disston & Sons Co. They are residing on Beacon Hill.

George Turner, carman at the repair tracks, retired Mar. 31. George has been railroad-ing for the past 39 years, the last nine in the Seattle car department.

T. E. McFadden, retired chief carpenter,

paid us a visit on Apr. 4. He is now living on Capitol Hill in Seattle.

Another old timer, Harry Stewart, retired roundhouse foreman, paid us a visit on Apr. 24, and we enjoyed talking over old times. Harry started to work on the west end right after construction, entering Tacoma shops in 1911. About 1918 he went to Lines East, and up to the time of his retirement had served as roundhouse foreman and in other capacities at various points on the system. His son Larry is now electrician at Seattle roundhouse.

Switchman Claude E. Baer returned to work Apr. 1 after being ill for about two months.

Congratulations to Karl (Bus) Wohler and wife on the arrival Feb. 13 of Karla Marie, their first child.

Claude Parker, airman on repair tracks, took a week off in April and drove his family to Ellensburg and eastern Washington, for a visit with relatives.

Congratulations to Grandpa A. W. Herwin, our assistant superintendent, who's son A. W. Herwin, Jr., was blessed with a baby boy Mar. 22. Mr. Herwin, Jr., after considerable overseas duty, is now employed as project engineer for the General Electric Company at Richland, Wash.

SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

Vera Tuson, who has been ill since December, returned to her position in the cashier's office Apr. 16.

A recent visitor to the freight office was James Meredith, former messenger, who is now with the Air Corps at Phoenix, Ariz. He was home on furlough to see his folks.

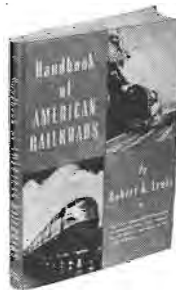
Switch Clerk Russell Herth and wife enjoyed an April vacation trip to Chicago and Detroit. They drove home a new car for a friend, returning by way of Denver and Salt Lake City.

Warehouse Checker A. F. Edwards and wife spent an April vacation in Deer Lodge and Miles City, Mont. Mr. Edwards reported plenty of wild game and plenty of snow along the way.

Jewell Campbell of the OS&D section was quite elated when the basketball team of his Alma Mater, the University of Kansas, played here, and incidentally walked off with the honors. Jewell attended the dinner given for the visitors and enjoyed renewing old friendships and meeting the members of the team.

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Margaret Hickey, Correspondent
General Manager's Office

The Service Club held its monthly luncheon meeting Apr. 17 at the Y.W.C.A. with B. E. Lutterman presiding. Members of the Milwaukee Hospital Board who were convening in Seattle at the time also attended the luncheon, together with many of our retired officers and co-workers, total attendance being 99. The guests were entertained with a color and sound moving picture "Seattle, U.S.A.," shown through the courtesy of the Standard Oil Company.

JoAnn Ray, messenger in the relay office, received injuries to her head and face when she was struck by an automobile after alighting from a bus Apr. 9. She spent a week in Providence Hospital and is at this writing recuperating at home. Myrtle Riechert is filling in during JoAnn's absence.

John Guinotte, retired assistant engineer, who suffered a cerebral hemorrhage Feb. 17, is still in Providence Hospital at this writing.

Bill Rutherford, payroll clerk in the traffic department, has resigned to take a position with the St. Regis Paper Company at Tacoma. His position is being filled by Guy Montgomery, formerly a rate clerk.

Roy Jackson, assistant chief clerk in the general agent's office, has been in Providence Hospital since the early part of April. His position is being handled by Ivan Evans.

Gladys Kelly, stenographer in the engineering department, left recently for New York, from where she will start her European trip via Pan American. Her first stop will be Paris where she intends to spend about two weeks. She will also spend some time in

Italy and take a trip up the Rhine, then on to Spain and Portugal. She will visit the Fatima Shrine, returning to the States the latter part of June.

Dwight Hutchinson, steno-mail clerk in general passenger agent's office, transferred to the Spokane city ticket office as clerk-steno.

Mrs. Charlotte James is relieving on a stenographic position in the engineering department.

The Women's Club was host at a dinner Apr. 28, at the club rooms in the Union Station. The dinner was put on by the Northwest Sampling Service and consisted of products that were manufactured and grown in the Northwest. More than 100 attended.

George Frazier is one of our new engineer draftsmen in the electrification department.

C. D. MacLennon, chief clerk in freight claim department, underwent an operation in Providence Hospital Apr. 20.

Doris Suhrbier, daughter of Western Freight Claim Agent E. H. Suhrbier, was married Apr. 19 at the University Lutheran Church to Charles Bicknell. The young couple are making their home at Lake Sammamish.

H & D Division

EAST END

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



J. G. Hammer

The picture of the handsome conductor is J. G. "Jake" Hammer who retired recently after serving the Milwaukee well for 50 years. He's been conductor on the Milbank-Sisseton branch line since 1938, and he's mighty proud of his lifetime pass, too, by the way. He and Mrs. Hammer recently moved into a new home they just completed at Milbank.

Switchman Red Roder recently helped his parents celebrate their golden wedding at Milbank. "Grandpa" Roder's bad cold kept him from staying for the entire celebration but Mrs. Roder enjoyed the entire day.

Clarence Spaulding advises that he has returned to Minnesota after spending the winter in St. Petersburg, Fla. During the flood Conductor Howard Sheimo and his wife took care of the little niece and nephew, ages six years and six months. Howie says it took a little breaking in to get used to getting up any hour of the night, mixing formulas, etc. but all in all, it was fun.

Conductor Sam Alsaker has retired and will live at Madelia, Minn. Engineer Barney Donovan has returned from a southern trip during the cold months. He enjoyed visits with Otto Heckert in Phoenix and Cad and Bill Schmitz at Pasadena.

Brakeman Orville Oswood is back from Korea. It was mighty nice to see him. An automobile accident put Agent W. D. Smith in the hospital for a few days, but he's back at work again and walking with

a very slight limp.

After a long illness, Engineer John Kane died on Apr. 9. He was buried at Lakeville.

Earl Rummell, of the URT, reports that he is now a grandfather. The name of the little miss is Deborah, and she belongs to Earl's daughter.

Operator Tom Fasching was married at Holy Trinity Catholic Church, Winsted, Minn., on Apr. 26. The name of the new Mrs. Fasching was Marietta Fiecke.

It was very nice to see Fireman Jerry Ross during his leave from Fort Eustis, Va. Jerry is with a railway operating battalion.

MIDDLE & WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Dispatcher L. E. Larson has resumed work after a month's illness. He was relieved by W. L. Mayer.

Agent W. E. Markuson, Monango, is on vacation at this writing, being relieved by "Deadhead" Hansen.

Operator L. F. Mack is taking a week's vacation, visiting at Ashton.

F. T. Buechler, retired superintendent of the Superior Division, and Mrs. Buechler are now living in Aberdeen. Upon his last visit to the depot Mr. Buechler remarked that the carpenters and painters were keeping him busy.

Mrs. Robert Barthle, daughter of Ticket Agent J. S. Nilan, with her children is on her way to join her husband, Lieutenant Colonel Barthle, who is stationed in Iran.

Agent G. W. Beck and wife, Tulare, are on vacation at this writing, visiting around St. Louis Park and Olivia. M. H. Holle is relieving.

Sympathy is extended to Mrs. Cornell and family in the recent death of Dan, agent at Bath for many years.

C. B. Birkholz has been assigned as permanent agent at Peever.

A. M. Brooks has been assigned to the agency at Bath.

N. B. Geving has returned to railroad life after a turn in the Navy. He is now working second trick at Aberdeen.

Trans-Missouri Division

EAST END

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

Your east end correspondent is home again after a three-month vacation. I left Mobridge Jan. 14 accompanied by Mrs. Clyde Caldwell, wife of retired engineer, as far as Shreveport, La., where we spent a week with the family of Emil B. Johnson, retired conductor formerly of Mobridge. I went on alone from there, stopping at San Antonio and Los Angeles, then on to my family at Oakland, Richmond and San Francisco, coming home via Portland and Seattle.

The first thing I noticed after stepping off the train was the neat appearance of our depot which had been treated to a coat of white paint with black trim.

George Smith has given up his dispatcher's rights and bid in the agency at Marmarth.

Conductor Verne Cotton and wife spent the winter in California with their son Carle-

ton and family. While there they purchased a home at Whittier, Calif., where they will make their home when Conductor Cotton retires this fall.

Agent F. C. Williams and wife spent their recent vacation in New York City with their daughter, Mrs. James R. Anderson, and fam-

ily. Don Fowler, son of signal maintainer at Lemmon, was discharged from the Army after serving three years in Japan and is working again with the signal crew on the west end.

Dispatcher Lynden H. Bailly, who is building his own home on First Avenue West, is

Here's Why the Nation's Freight Rides on SOLID JOURNAL BEARINGS



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... in Performance
and in Cost



With on-line rolling stock, freight or passenger cars, 5 to 10 million trouble-free car miles with solid-type bearings is an often accomplished fact. And what about interchange? As standards of maintenance and inspection are improved, "on line" performance will be approached with interchange equipment. Just as important, the low-cost solid bearing makes possible the very lowest per diem interchange rates for car rental. That's vital to railroads because from 50% to 80% of the cars you operate are foreign, and necessary

standby time keeps them idle 21 hours a day.

Dollar for dollar, you just can't beat solid-type bearings for railroad rolling stock. You can take the biggest loads and make the fastest schedules. You save up to 1500 pounds per car . . . and get the smoothest ride on any standard truck. Be sure to get your free copy of "The Facts About AAR Solid Journal Bearings". Just write a post card or letter to Magnus Metal Corporation, 111 Broadway, New York 6; or 80 E. Jackson Blvd., Chicago 4.

(Advertisement)

ily. Mrs. Williams remained for a longer visit.

Mrs. Elsie May, clerk in the roadmaster's office, is ill at this writing. Her position is being filled by Alice Caldwell.

Ivan N. Kern, retired division lineman, and wife of Seattle stopped here en route home from an auto trip through California and Texas.

now far enough along to move into the basement.

Wire Chief C. K. Todd took two weeks' vacation to put in a crop on his farm. Pete Collins filled in during his absence.

Mrs. Robert Wolfram, wife of switchman, has been ill for some time and at this writing is a patient at the Mobridge hospital.

IT WAS A BRIGHT EARLY DECEMBER DAY and Lieutenant Hudner was flying a Korean combat mission alongside another plane piloted by Ensign Jesse Brown. A burst of flak



caught the ensign's plane and he went spinning down, aflame. Lieutenant Hudner then deliberately crash landed near his flame-trapped shipmate. He radioed for help, after

which he fought to keep the fire away from the fatally injured ensign until a rescue helicopter arrived. Today Lieutenant Hudner says:

"Maybe if America had been strong enough to discourage aggression two years ago, my friend, Jesse Brown, might be alive right now. So might thousands more of our Korea dead.

"For it's only too sadly true—today, in our world, weakness invites attack. And *peace is only for the strong*.

"Our present armed forces *are* strong—and growing stronger. But

don't turn back the clock! Do your part toward *keeping* America's guard up by buying more . . . and more . . . and more United States Defense Bonds *now*! Back us up. And *together* we'll build the strong peace that all Americans desire!"

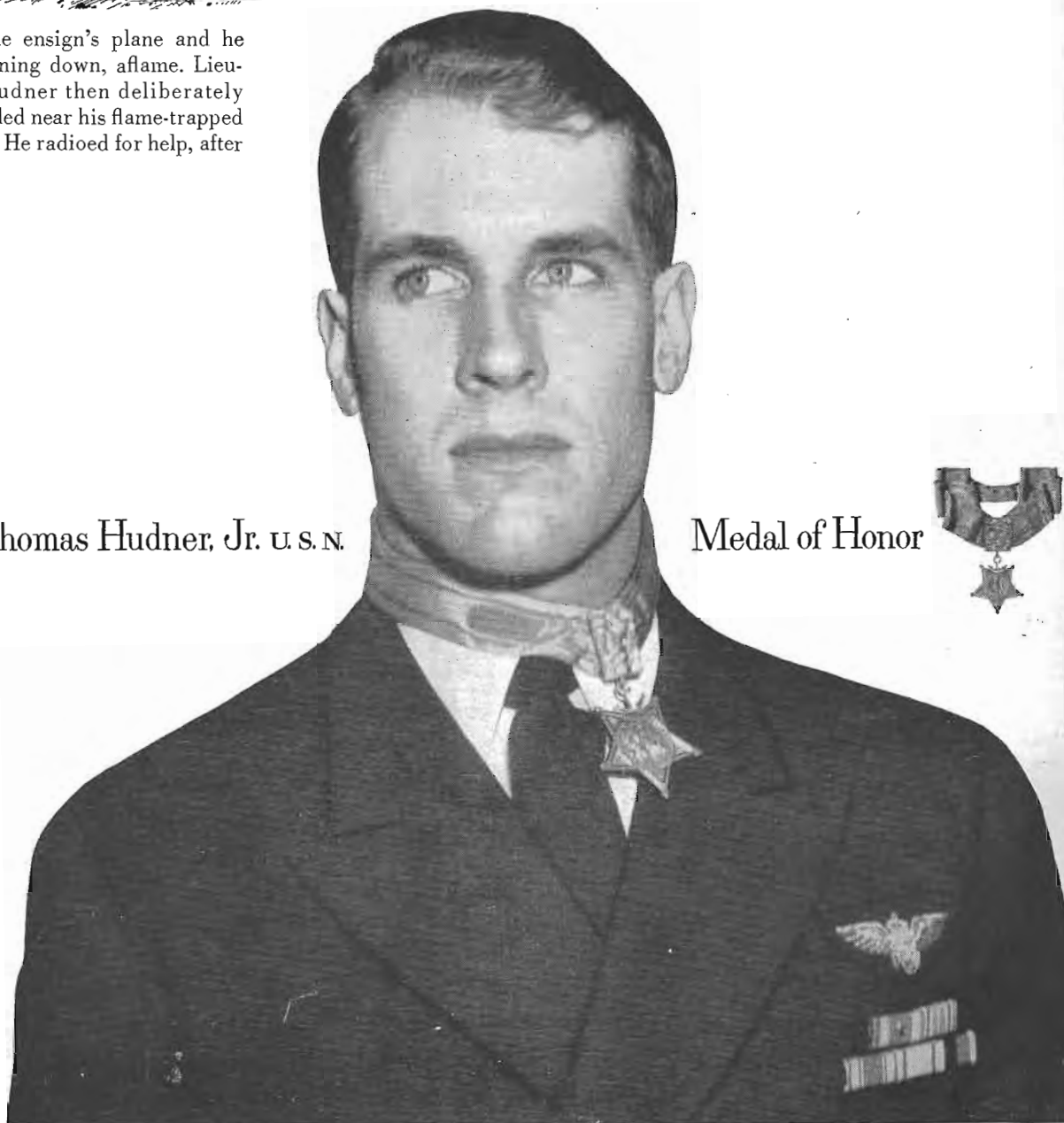
★ ★ ★

Remember that when you're buying bonds for defense, you're also building a personal reserve of 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 or the Bond-A-Month Plan. Buy United States Defense Bonds now!

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

Lt.(jg) Thomas Hudner, Jr. U.S.N.

Medal of Honor



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Congratulations to Conductor Robert Radtke and wife on the arrival of a daughter, Susan Rae, on Mar. 27.

Engineer Gus Deutscher and wife have returned from a three-week trip to California and Oregon.

Mrs. Ralph Fraher, wife of conductor, attended the play "Harvey" at the University of Montana, her daughter Patsy having one of the leading roles.

Harry Dame, retired carman, and family who live near the Missouri River were entirely surrounded by water during the recent flood, having six feet of water in their home. All of their household goods were damaged and four of their buildings were washed down the river, with no trace of them so far. They are now trying to make their home livable again.

We extend sympathy to Mrs. Henry L. Benz on the recent death of her husband from a heart condition. Engineer Benz retired three years ago, due to poor health.

Miss Bonnie Jo Schueler, daughter of Machinist Ervin Schueler, was married Apr. 21 to Sgt. Marvin E. Squires of Manchester, Wis. She is a graduate of Moberg High School and attended NSTC at Aberdeen. The bridegroom recently returned from 18 months of service in Korea and is now stationed at Camp Irvin, Calif., where they will make their home.

WEST

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

Superintendent J. T. Hayes was recently elected president of the Miles City Rotary Club. He will take office July 1 when the term of C. S. Winship, DF&PA, ends.

Funeral services were conducted in Miles City Apr. 2 for William J. Esslinger, retired engineer, who died Mar. 29 in Seattle. Mr. Esslinger was born Jan. 8, 1886 at Perry, Ia. He started work for the railroad at Omaha and came to Miles City in 1908. He is survived by his widow; two sons, Paul who lives in Kentucky, and Allen of Las Vegas, Nev.; a daughter, Mrs. Wanda Gordy of Deer Lodge, Mont.; and five grandchildren. Mr. Esslinger was a member of the First Baptist Church of Miles City, Yellowstone Lodge 26, of the Masonic Order, and the Brotherhood of Locomotive Engineers.

Asa Frease, 77, retired conductor, passed away Apr. 8 at Stevensville, Mont. Funeral services were held at Miles City Apr. 12 with the Masonic lodge in charge, with burial in the Custer County cemetery. There were no survivors.

Word has been received of the death of Mrs. Edward Murray, widow of the former division engineer of the Trans-Missouri Division, who was transferred to Lines East in 1927. She passed away Apr. 8 at her home in Chicago.

Mrs. Thomas J. Hanrahan, widow of conductor, passed away Apr. 11 at a Miles City hospital. Burial was in the Calvary cemetery. Survivors include three children, Agnes, James C. and Thomas J., all of Miles City, and four grandchildren.

Earl Winther, car department clerk at Miles City, was recently inducted into the Army. His place has been taken by Lucile Stephens.

Airman 2/c Myron L. Richards, 22, son of Chief Dispatcher C. H. Richards, was

killed when his motorcycle left the highway near Luke Air Base, Ariz. Funeral services were held in Miles City Apr. 18 with burial in the family plot in Custer County cemetery.

The Miles City Milwaukee Service club held its spring business and social meeting in the clubrooms at the passenger depot Apr. 15. After the business session Chairman J. D. Wagner presented a gift to Lars Villanger, retired pipefitter, on behalf of his fellow employees. An interesting movie was shown through the courtesy of the Miles City Mercantile Company.

Chief Dispatcher C. H. Richards has been hospitalized following a heart attack. Reports are that his condition has improved. Darrell Goodspeed has been acting as chief dispatcher.

Vince O'Connor, 69, retired boiler repair foreman, died Apr. 21 of a heart attack at the home of a daughter in Shula Vista, Calif. Mr. O'Connor was born in Belle Plain, Minn., in 1883. After some years in the employ of the Northern Pacific he came to Miles City and was employed there until 1944 when he was transferred to Harlowton. He retired in 1949. Surviving are his widow, three sons, Charles of Livingston, Mont., Thomas of Billings, Mont., and Dennis of Bozeman, Mont.; three daughters, Mrs. Audrew Running of Tacoma, Mrs. Ruth Underwood of Duluth and Mrs. Ray Rundle of Shula Vista; and nine grandchildren.

Milwaukee Terminal

CHESTNUT ST., NORTH MILWAUKEE
NORTH AVENUE

Dick Steuer, Correspondent
Chestnut Street Station

A note from North Milwaukee informed us that Lois Habersat and Mr. J. Scott became Mr. and Mrs. the past month. The ceremony took place at the Baptist Church in New Lisbon on Apr. 19. The Scotts will make their home in Milwaukee.

A Pabst Brewing Company employee has

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WOMAN LAKE Home, all modern, year around, on highway 84. 2½ acres near Longville. Best hunting and fishing area. Priced to sell.

Write: W. J. Scott, 11301 Ridgemount Ave. W., Minneapolis 16, Minn. After May 30 address is Longville.





THE OLD GUARD. Charles F. Zunker, retired North Milwaukee switchman, is presented with his gold pass in recognition of 50 years of service by General Superintendent J. H. Stewart, Milwaukee. Looking on are veteran employees who worked with Mr. Zunker. From left: Peter Madsen, O. C. Finley, Howard Chevieler, H. C. Wood, F. C. Mohutt, P. T. Phillips, Fred Williams and William Betcher. The occasion was a retirement party for Mr. Zunker at Calvary Presbyterian Church, Apr. 24.

Car Clerk Dick Baxter to thank for the recovery of some very important property. The employee had removed his wedding ring while unloading a car of empty bottles, and had forgotten all about it until he reached home. A hurried telephone call to his supervisor, and a relay through Yard Clerk Hugo Zarling, Car Clerk Frank Vail, Clerk Lloyd Christianson, and hero Baxter located the car at Burnham bridge. Mr. Baxter boarded the car and found the ring just where it had been left.

Positions assigned to bulletined train clerk jobs included E. (Tommy) Lundstrom, Sylvester Krolkowski, Ray (Duke) De Campa, Jr., and Richard J. Miller. All of these positions were abolished later, however, and another train clerk position has been up on the board. It has not been assigned at this writing. Bette Whitford was the successful bidder on the open steno-clerk position. Eddy Kurtz was assigned to the billing position. Two positions have been assigned at North Milwaukee; W. B. McIntosh as demurrage clerk, A. O. Smith yard, and Thomas

W. Landelt as train clerk. Glendale yard.

The bowling socials the past season have been very successful for the Railway Business Women's Association. Secretary Ollie Yerman reports the averages are not for general publication, but three that we have heard about run like this: Miss Yerman, 123, Lois (Habersat) Scott, 107, and Phyllis Kowalski, 105.

Yard Clerk Frank Lahm is recovering after surgery performed Apr. 21 at Misericordia Hospital. We hope to see him back on the job in six to eight weeks.

COACH YARD

Richard Flechsig, Jr.

Sympathy is extended to Arthur Nestler whose wife passed away recently.

Estella Muroch who fractured her arm will be off for quite a while. We all wish her a speedy recovery.

Joe Guckick has gone to the hospital for an operation and will be off for a few weeks.

Steve Prodanovic passed away recently after a long illness.

Congratulations to Mr. and Mrs. Foley on the birth of a son. This is their second child.

George Buchholz is very busy lately. Fishing season is open and he has to polish up his glass bottom boat.

MUSKEGO YARD

Grace M. Johnson, Correspondent
Office of General Superintendent

Any sentiment connected with the old red frame building known as the Muskego yard office was dealt a blow when the move was made to the new office building, and in a day or two we saw the little old frame building go "pouf" and disappear before our very eyes. Many a railroad dollar changed hands through the activities in that old building, building dollars for our company and company-paid dollars to employees. For its size,

one could say it more than paid its way as it has always been one of the greatest centers of activity in Milwaukee terminals.

Dick Caswell, retired switchman, who lives in California now, was in Milwaukee for a few weeks during which he underwent minor surgery. He would like to express through this column his appreciation for all the nice cards, letters, and calls he received while he was ill.

Bernice V. Graef has been welcomed into the ranks as stenographer at Muskego yard office, replacing Mrs. Dorothy Hauboldt.

Mrs. Hattie Mickelson enjoyed a trip to Minneapolis recently. One reason she could get away so easily was due to the fact that we have a new four-way coffee vending machine at Muskego, which gives Hattie a little leisure time away from her coffee making. The fellows still stick by the "Mickelson" brand, rather than the Maxwell House dispensing.

UNION STATION

Time Revisor S. J. Madashaw has been off on account of illness for the past month.

Al Stollenwerk from Fowler Street has been appointed time revisor replacing Mr. Madashaw.

FOWLER STREET STATION

Pearl Freund, Correspondent

Rate Clerk Frank Schlosser and his wife recently returned from a two-month vacation in Mexico. They were not too fond of Mexican cooking, but enjoyed the sights well enough to warrant a return trip.

Gene Summerfield, who has returned to work after his accident, has been training as a yard clerk. Not for long, however, as he leaves for the Navy May 15.

Clem Vail is at Misericordia Hospital with pneumonia at this writing.

Check Clerk Elmer Soule and Mrs. Soule celebrated their 50th wedding anniversary Mar. 26.

Delivery Clerk Alex Hoerl recently visited his friends at Houses 7 and 11. He was injured last August when struck by an automobile while crossing the street near his home.

Messenger Ray McGrath and his wife celebrated their 38th wedding anniversary Apr. 16.

Mr. and Mrs. Harold Hegge recently attended the 50th wedding anniversary celebration of Mr. Hegge's parents.

Answers to "What Do You Know?"

1. Northeast.
2. Switching and Terminal companies.
3. Delaware.
4. Stourbridge Lion.
5. An empty car in a train which provides space for a projecting load borne by one or two other cars.
6. Twenty-two feet.
7. A temporary track built around an obstruction or wreck.
8. A housing for the axle of a railway car.
9. One who inspects cars.
10. A stop order on freight shipments.

How Well Do You Know Your Railroad?

The picture on page 23 shows the former Milwaukee Road bridge at Kansas City being converted to a highway span. It shows in the lower right section the crew building the north approach. Workers were relaying steel stringers on top of the floor beams to hold a grating which was to be filled with concrete. The grating was already halfway across the first span. The approach on the near end has been completed since the picture was taken. (Kansas City Star photo.)

Chicago, Milwaukee, St. Paul and Pacific Railroad Company

announces the 1952

J. T. GILICK SCHOLARSHIP **for sons of Milwaukee Road employes**

entitling the qualified and selected candidate to an amount of
\$600 ANNUALLY

toward tuition and incidental academic expenses for
four years of undergraduate study at a university or college
chosen by the successful candidate for the scholarship.

CLOSING DATE: JUNE 30

Applicants for the J. T. Gillick Scholarship award who plan to enter college for the fall 1952 term must have their completed applications filed by not later than June 30, 1952.

Sons of Milwaukee Road employes and sons of deceased or retired Milwaukee Road employes are eligible to apply for the J. T. Gillick Scholarship, provided the parent did not receive in excess of \$6000 as compensation from the railroad company in the 12 months last past and has worked for the railroad for two (2) years.

The members of the J. T. Gillick Scholarship Committee which will judge the applications and qualifications of candidates for the award are:

CHAIRMAN: Carl Kuehnert, Secretary, University Scholarship Committee, Northwestern University

MEMBERS: Charles C. Caveny, Dean, Chicago Undergraduate Division, University of Illinois
Wm. K. Selden, Director of Admissions, Northwestern University
Robert Strozier, Dean of Students, University of Chicago

The sons of Milwaukee Road families who have been graduated from high school and plan to enter a university or college in the fall of 1952 should communicate immediately with the J. T. Gillick Scholarship Committee and ask for an application form upon which to apply for the scholarship. Full details about eligibility requirements and the general conditions under which the scholarship award will be granted will accompany the application form when it is sent to prospective applicants.

Address all communications and requests for
information about the J. T. Gillick Scholarship to:

CARL KUEHNERT, Chairman • J. T. GILICK SCHOLARSHIP COMMITTEE
356 Union Station Building • 516 West Jackson Boulevard • Chicago 6, Illinois



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