

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



The Pacific Northwest
and ALASKA ... Page 4

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IN THIS ISSUE

	Page
A Luxury We Can't Afford By President J. P. Kiley.....	2
What Can I Do?.....	3
The Pacific Northwest and Alaska	4
Waukesha Hails Railroad's Hundred Years in City.....	8
H. L. McLaughlin Retires.....	9
"Remember the Milwaukee".....	10
What Do You Know?.....	10
It's Baby Chick Time Again....	11
Reopen U.S.O.-T.A.S. Lounge in Chicago Union Station.....	12
Maryland Road Test Shows Damage Caused by Overloaded Trucks.....	13
Miles City Service Club Aids Polio Drive.....	14
How Are We Doing?.....	15
Morell Sharp Addresses Raymond, Wash., Kiwanis	15
Railroad Retirement News.....	16
Appointments	17
W. G. McIntyre, A Friend in Need	17
Home Department.....	18
A Lesson in Socialism.....	20
You're the Customer.....	20
Retirements	21
How to Make Money for Your Club	22
About People of the Railroad...	23

A Luxury We Can't Afford

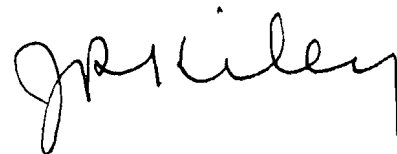
COMPARED with other large industries, railroads operate on a narrow margin of profit. It is a simple matter of arithmetic that waste of any kind is a "luxury" we can't afford.

And yet, The Milwaukee Road spent \$2,223,000 on just one type of such unwanted luxury in 1950. These wasted dollars represented payments for freight damaged while in our care. Not only did this waste reduce our income and hamper our efficiency, but it endangered our greatest asset—the good will of our customers.

Some employees, naturally, are in a better position than others to help their railroad in this respect, but every one of us who honestly wants to help can find a way to do it. The article on the facing page, entitled "What Can I Do?" offers several practical pointers aimed toward the goal of perfect shipping called for in the designation of April as "Perfect Shipping Month".

Dr. M. E. Burk, assistant to general manager of the Atlantic Coast Line, said recently that "To know what to do is wisdom. To know how to do it is skill. To do it as it should be done is service."

Let's give some thought to it. I am sure it will do us and our railroad a lot of good.

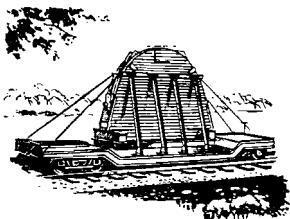


WHAT CAN I DO?



Some suggestions for reducing our loss and damage bill which amounted to \$2,223,000 in 1950.

Carmen:



Thoroughly inspect all equipment before classifying it for loading. Satisfy yourself that it is in such condition as to eliminate the chance of damage from weather or from cinders entering the car in transit. Make sure the car is free of nails, anchor plates, strapping and similar hazards, and that there is nothing in the car to contaminate shipments of edible commodities such as flour and sugar.

In the case of open top equipment, make sure that the decking is such that screws, nails and other fastenings will remain secure and that the car will serve the purpose for which it is intended; in other words, that the floors are not spongy and full of holes.

Inspect the running gear of all equipment. Inspect all open top loads, paying particular attention to clearance requirements.

Trainmen and Switchmen:



Give signals in a clear, definite manner so that everyone involved, including the engineman, will know immediately what he is to do. This will reduce the likelihood of excessive impacts which cause so much damage to both the cars and their contents.

In pushing long strings of cars, make sure there is no chance of cornering other cars and damaging them and their contents. In switching industry team tracks, be sure that any cars in the process of loading or unloading are properly protected before cars are moved.

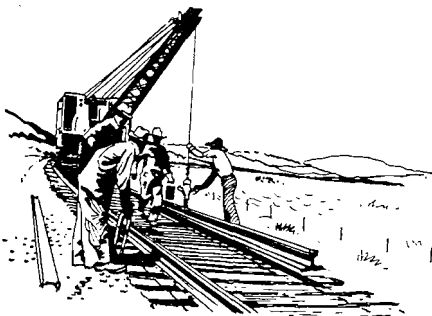
Train Dispatchers:



You are in a position to pep up everyone on the loss prevention team, since you are in constant touch with the situation on the division at all times. No one can be more helpful in calling the attention of agents to weather conditions; the importance of obtaining the assistance of car inspectors and freight service in-

spectors when loading open top loads or other unusual shipments; keeping in touch with the maintenance of way department on slow orders; reporting to the claim prevention department any cars of perishables or livestock set out between terminals.

Maintenance of Way Employees:



Carry on a positive inspection of all passing trains and notify crews immediately in the event you detect anything dragging or otherwise out of order, such as hot boxes. Endeavor to correct conditions responsible for slow orders as quickly as possible, as all such conditions delay important time freights.

Observe conditions at stockyards, making certain that water troughs are

kept properly cleaned, and that the loading chutes, including the cleats, are in good condition so that animals can get secure footing. Also report to the agent any instances of shippers mistreating animals.

Assist the local agent in loading and unloading unusually large and awkward shipments of l.c.l. freight.

(Continued on page 16)



A view of the Inside Passage, Alaska.

the pacific northwest and

ALASKA

by R. V. GERTZ

The following article had its origin as a letter which "Rudy" Gertz, Chicago city ticket agent, wrote to a friend who had inquired about a vacation trip to Seattle "and maybe beyond." At the suggestion of the Magazine, Mr. Gertz amplified the letter into the present article which may provide some answers to travel questions being asked of other Milwaukee Road people.

YOUR letter and the many other inquiries coming to me recently forecast a heavy travel season to the Pacific Northwest and Alaska. Travel preferences seem to go in cycles, and it appears that this year the Eskimos are going to have company. The itineraries we are

making for people bring back pleasant memories of my vacation trip via Seattle to Alaska last summer.

Traveling on a pass, Mrs. Gertz and I used the *Columbian* but, of course, you will be making your trip on our streamlined *Olympian Hiawatha*. This train

has modern bedrooms and bedroom suites as well as roomettes in Pullman standard cars, and one of our unique Skytop Lounge cars is a part of this train all the way from Chicago to Seattle for the use of the Pullman passengers. The *Olympian Hiawatha* also has an attrac-

tive new diner and a combination tap and grill car.

Your round-trip first-class ticket between Chicago and Seattle will be \$114.25, but I would like to point out that on this train we also cater to travelers seeking even more economical transportation. The intermediate class fare in our new Touralux cars is \$93.70, and a reserved seat in coaches costs only \$81.25. All of these rates, of course, are subject to the 15 per cent U.S. tax.

I have traveled my railroad a great deal but have never tired of the scenery on this trans-continental route. The area between Chicago and LaCrosse, which you will see, is part of the richest farm land in America. Both trains permit a view of the Badlands of the Dakotas and the wheat fields of Montana; and at Harlowton, Mont., where both trains are coupled to electric locomotives, the route begins to gain altitude through the colorful granite formations of Montana Canyon. There's a sight for you! Beyond the spectacular Continental Divide and in the very heart of the Rocky Mountains our trains reach Butte, Mont., known as the "richest hill in the world" because of its famous copper mines.

I can say without prejudice that I believe the next mountain range, the Bitter Roots, will alone be worth the trip. Being an engineer, you will be interested in the switchbacks through which the train winds before entering the Inland Empire City of Spokane, Wash., and the elevated structure which supports our rails over the Spokane River through the city. The last mountain barrier is the Cascade Range.

There are many points of interest in and near Seattle and, if time permits, you should make a point of crossing Puget Sound either on one of the ferry boats or by taking one of the land and water all-expense tours which are widely acclaimed.

Excuse me for digressing, as I started to write you about Alaska, but as usual I let my enthusiasm for the scenery on our continental route carry me away.

You may want to take one of the Alaskan steamers from Vancouver, B.C., but Mrs. Gertz and I boarded our boat at the dock in Seattle. We had medium priced accommodations, which included an upper and lower berth, private toilet and shower bath and there was plenty of room during the day in the cabin, as the baggage is stowed under the berths and we had a settee and a chair for daytime use.

These boats are popular and, as most of the passengers were out on deck when we left, it seemed like a carnival. Everyone was in a holiday mood.

As the ship slipped along the water front, we were at the rail to see the other piers and many large ships from all over the world in their berths and we didn't go back to our cabin until the skyline faded.

Chimes always announced meal time, and the genial second steward never failed to greet us upon entering the dining salon. The ship's orchestra played in the social hall two decks above and the music, brought to us by amplifier, made our meals very enjoyable. The menu offered a wide selection of dishes of excellent quality, comparable to that of our best hotels, and we concluded at once that the meals were going to be a delight.

The deck steward officially welcomed everyone and for the benefit of the first-timers explained the meaning of a few nautical terms such as "port", "starboard", "weather and lea", "aft", etc.

He told us about the ship and how to find our way around to the club room, social hall, bar, purser's office, stewardess and barber shop, and invited everyone to attend the social and dance that night.

The scenic attractions differed widely. The shore rose abruptly out of most of this inland sea and the heavy growths of timber came down to the very water's edge. We did a great deal of strolling around the promenade and spent a lot of time on "A" deck, which was unsheltered. The entire stern was open and there was nothing to obstruct the view.

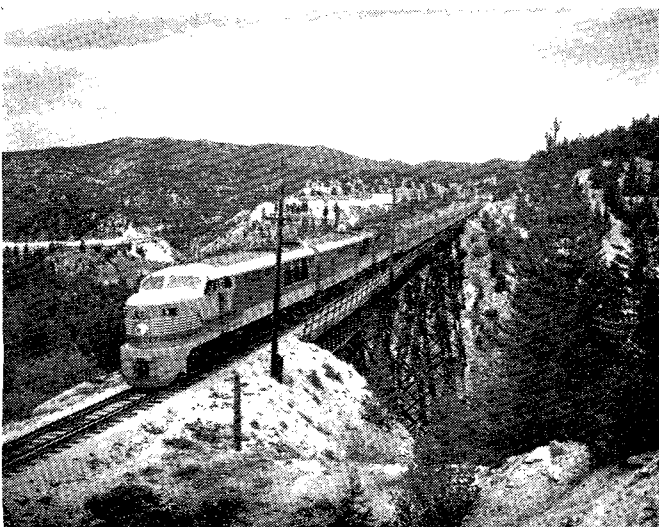
Soon we found our way to the social hall which, during the day, is used as an observation room, with comfortable chairs, divans and tables for card games, and were soon familiar with all the features provided for entertainment. "C" deck was pretty well taken up by the large dining salon and a large social square at the stern end.

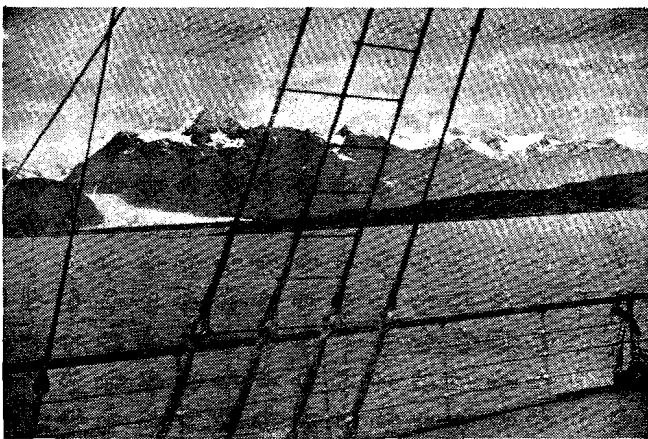
Time passed quickly and our appetites were whetted by the salt air and from roving about. Our seats in the dining room were assigned for the en-

"Being an engineer, you will be interested in the switchbacks through which the train winds before entering the Inland Empire City of Spokane . . .

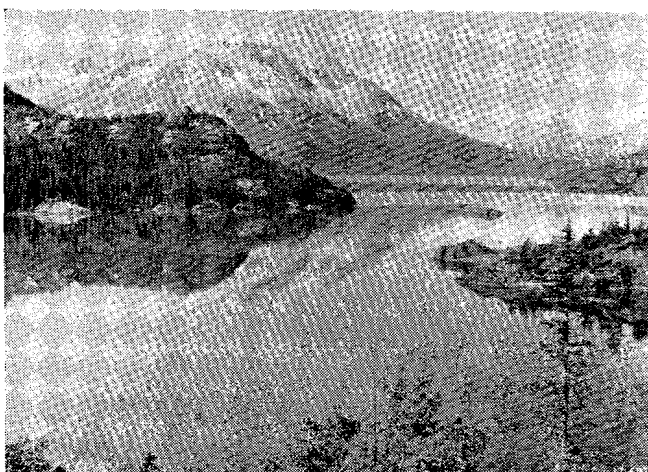


. . . and the elevated structure which supports our rails over the Spokane River through the city. The last mountain barrier is the Cascade Range."

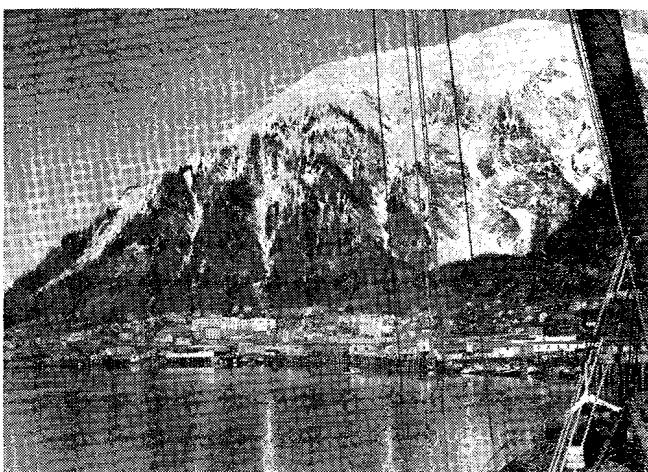




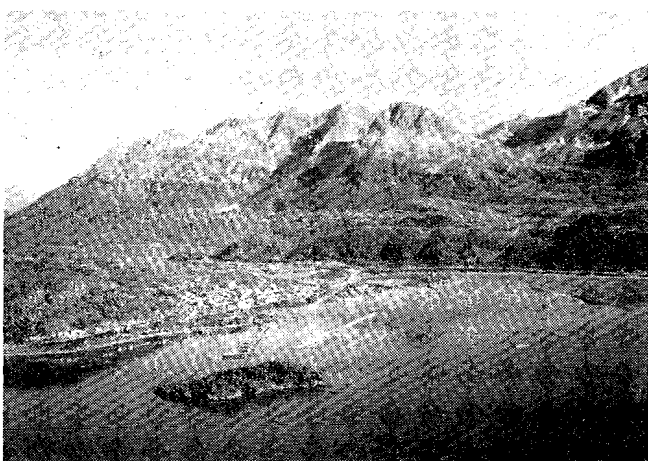
"On our southbound voyage we had an opportunity to view the Lynn Canal by daylight . . . We saw many things southbound which we missed on the going trip."



Lake Atlin, one of the most beautiful sights on an Alaskan tour. While the steamer is in port at Skagway, passengers may visit the lake, following the gold seekers' trail of '98.



Like other little towns, Juneau, capital of Alaska, stretches along the water front, resting on pilings. Part of the town clings to the base of Mt. Juneau, which rises above it.



Cordova, like so many Alaskan cities, is in a beautiful setting. It lies in a mountain pass on the moraine of an ancient glacier.

tire northbound trip and we soon became acquainted with fellow travelers who shared our table. They were all very delightful people. Some of them were from the deluxe rooms which boasted private shower and tub baths and were beautifully decorated and furnished. Some, like ourselves, were round-trip passengers but some had business along the route and debarked at various ports of call.

We had a cabin boy who was very attentive. He brought us fresh fruit and seemed forever to be replenishing the pitcher with ice water. We had a bell to ring for him but he never seemed to need it.

The evening social the first night was well attended and the deck steward did a fine job of "ice breaking" for those who were inclined to be reserved. Everyone seemed to be dancing and having a fine time and some of the passengers knew a few folk dances which were a riot of fun to watch. About midnight we went below to the dining room for cold cuts of meat and fish with coffee. Everything tasted fine and Mrs. Gertz frequently remarked that she was surprised at the amount of food the other ladies were assimilating. I didn't say a thing.

Even though we kept late hours, the sea air seemed to refresh everyone in the morning.

When you go, you will find Queen Charlotte Sound is where you first experience the rolling motion of the ship. However, the crossing only takes about two hours and then you will be cruising along steep shores through narrow but calm channels, passing small islands with their lighthouses and beacons.

Don't fail to try shuffle board. It's really a lot of fun and a fine exercise and be sure to attend the races in the afternoon and the social and dances in the evening.

After leaving British Columbia waters, everyone was excited as the steamer neared Ketchikan, Alaska, the first port of call. The band played lustily as we entered the harbor and our big ship was gently laid along the dock. Every time we docked we were at a vantage point to watch the eager faces of the townspeople searching for friends, and there was a hum of activity as the cargo was swung out of the hold.

Like all visitors at Ketchikan, we walked up to the "Creek" to see the salmon climbing the fish-ladders, and stopped on the way to examine the totem poles standing along the streets.

We even had time to completely explore this strange little town after I got Mrs. Gertz out of the shops.

The wooden streets here rest on pilings along the waterfront where the industries seem to be 90 per cent cold storage plants and canneries for handling salmon and halibut.

Continuing north, we reached Wrangell late that night and went ashore to see the totem poles for which the city is famous. There are many fine specimens standing along its main street. As you may know, Wrangell is the shrimp fishing center of the West Coast.

Leaving Wrangell, we cruised through the Narrows with everyone anxious for nightfall in order to see the aurora borealis, facetiously called the "Lights of Broadway" by many on board. We remained on deck a long time to see all of this fascinating sight. In the dead of night our ship found its way through a winding passage by only this glow from hundreds of tiny colored lights. Naturally, we were reluctant to retire while this brilliant show was going on, but finally drowsiness sent us to our cabins.

By morning the scene had changed. We were steaming up the middle of a wide passage with rugged mountain walls spotted with green-blue ice. Glaciers could be seen reaching down their slopes.

In the afternoon we called at Juneau, the capital of Alaska. Once ashore, it's a short walk to the capitol building, a modern stone structure which also houses a very interesting museum. Like the other little towns, it stretches along the water front, resting on pilings with part of it clinging to the base of Mt. Juneau, which rises above the town, forming a beautiful background. It is an interesting place with modern shops and many places of amusement.

One of our never-to-be-forgotten experiences, after leaving Juneau, was the overnight voyage up the Lynn Canal through a fog. Navigation under these conditions is done by the echo of the ship's signal whistle. If the echo comes back from both shores at the same instant, the pilot knows he is in the middle of the channel. The captain told us that nowhere else in the world, except in the fjords of Norway, is this system possible, as it requires sheer mountain walls on either shore.

Skagway, nestled at the foot of a mountain pass, was born during the Alaska gold rush. This now commercial city once held hordes of gold seekers who made their way through the famous



White Pass into the interior of British Columbia. Interesting stories recall the gold rush days and there always seems to be someone in the group with a new and more fantastic tale. Skagway is a beautiful spot, with the towering snow-capped mountains rising above it, but it is now a ghost of its former self, being not much more than a stopover for passengers destined for Whitehorse and Dawson.

The Japanese current sweeps through the waters we entered about this time, and it was quite warm—so warm that almost the entire party went on deck to view the majestic mountains along the south coast. At this point we could begin to appreciate their size, as it was still several miles to Cordova.

Here the docks are about a mile from town. The town lies in the mountain pass and rests on the moraine of an ancient glacier. We found an obliging friend who drove us over many miles of its hard-surfaced roads and we readily believed him when he told us that the railroad trip from there to Chitina is unequalled anywhere for rugged beauty.

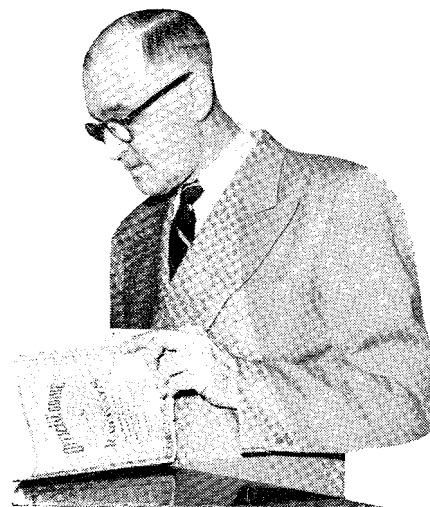
The next morning we stopped at Valdez, another place of beauty on the Richardson Highway leading to Fairbanks. This is almost the port of return on one of these Alaskan cruises and, weather permitting, the captain usually tries to approach the Columbia Glacier for the thrill it provides all passengers. It is a colossal mass of ice and, with a blast of our ship's horn, it answered with a reverberating roar as one of its mighty crags broke due to the vibrations set up by the horn.

That night we reached Seward, the end of our northbound voyage and the terminus of the Alaska Railroad. A short walk brought us to the main part of this modern town, a very business-like place with many shops and good hotels, 1,379 nautical miles from Seattle. The 1950 population was 2,063.

On our southbound voyage we had an opportunity to view the Lynn Canal by daylight and at Haines we saw the Chilkoot Barracks, our most northern army post. What surprised us was the lack of a feeling of repetition, for we saw many things southbound which we missed on the going trip and experienced a new thrill each time we made a port call.

Should this trip, known as the Golden Belt Tour, cost more than you care to spend, I sincerely believe that even a short trip to Alaska would prove well worth the time and expense.

If you buy a round trip ticket using The Milwaukee Road from Chicago to Seattle, you are permitted to return through the Canadian Rockies or via California if you have the time, and, of course, stopovers are permitted on any route so that you can extend your vacation if that suits your program better.



R. V. "Rudy" Gertz, city ticket agent in Chicago and author of "The Pacific Northwest and Alaska."



Waukesha Hails Railroad's Hundred Years in City

Mrs. Harvey Krebs, secretary of the Waukesha County Historical Society, unveils the centennial plaque on the Milwaukee Road freight house, which was the first railroad station in the state. (Waukesha Daily Freeman staff photo.)

THE city of Waukesha, Wis., relived one of its most notable events on Sunday and Monday, Feb. 25 and 26, when it marked the 100th anniversary of the coming of its first railroad, the Milwaukee & Mississippi. A large number of officers of The Milwaukee Road, successor to that pioneer line, joined civic and business leaders of Waukesha in a celebration which surpassed even the show of enthusiasm with which the struggling young railroad was first welcomed into the city a century ago.

Early day newspaper accounts record that 250 made that historic first trip of 20 miles on Feb. 25, 1851, whereby the railroad fulfilled the obligation fixed by the legislature to "locate and construct a single or double-track railroad between Milwaukee and Waukesha to transport, take and carry property and persons upon the same, by the power and force of steam, of animals, or of any mechanical and other power, or any combination of them."

Among the forms of "other power" not mentioned in the legislature's speci-

fications was Diesel power such as that which stood at the head of the Hiawatha train on exhibition in the city during the day Sunday. The train, consisting of a late model baggage car, deluxe day coach, newest type dining car, Pullman car and an observation lounge parlor car, was inspected by 4,370 men, women and children, the largest group ever to inspect a Milwaukee Road train.

President J. P. Kiley, commenting later on the contrast between railroading now and 100 years ago, remarked that modern day railroad executives have

problems as critical as some of those faced by the railroad pioneers a century ago. He stated that one railroad car, selling at \$200,000, is within a few thousand dollars of the total cost of the Milwaukee & Mississippi line from Milwaukee to Waukesha, which was built for \$250,000.

The Waukesha County Historical Society highlighted the celebration on Sunday by affixing a plaque to the railroad's freight house—the first railroad station in the state of Wisconsin.

Descendants of the families who were



A part of the crowd of more than 4,000 people who inspected the Hiawatha equipment on display in Waukesha for the centennial observance. (Waukesha Daily Freeman staff photo.)

members of the "Greeting Committee" which met the first train added color to the plaque dedication by attending in costumes of a century ago. The Carroll College and Waukesha High School bands added a nostalgic touch of the long, long ago as they played numbers similar to those on the welcome program 100 years before.

Members of the local civic clubs and a number of Milwaukee Road officers attended a centennial luncheon meeting on Monday, Feb. 26, at which Leo T. Crowley, chairman of the board of The Milwaukee Road, was the principal speaker.

"The pioneers who settled this community," Mr. Crowley said, "were individualists and they worked hard because our society permitted them to enjoy the rewards of their efforts."

Commenting on the often-repeated statement that our economy is mature and that the thing to do now is to spread the benefits, he continued:

"I favor spreading the benefits but do not agree that we have reached the end of our growth. There is always room for expansion. The change-over to Diesel power, proceeding at a rapid rate on the railroads, is one kind of expansion which has created new jobs. And experiments are under way to use jet propulsion in railroad locomotion. Television offers proof that our economy is far from static. And who can predict the possibilities for peaceful development of atomic power?"

"In order to take fullest advantage of all new things and spread the benefits among the largest number, men must be left free to adventure. When government

H. L. McLaughlin Retires

H. L. McLaughlin, general northwestern freight agent, Minneapolis, retired on Feb. 28, terminating 45 years of service which were a great asset to the railroad. A large circle of associates wished him well in his retirement.

Mr. McLaughlin started his Milwaukee Road service in 1900, learning station routine at Platte, S. D. As a qualified telegrapher he was sent to Parkston, S. D., and later to Mitchell. Progressively he was cashier at Winona, chief clerk to DF&PA at La Crosse and rate clerk in Minneapolis.

After serving as traffic manager for the Continental Express Company at Miles City for a period of time, he returned to the railroad as chief clerk to DF&PA at Miles City and later was made chief clerk to general live stock agent. Following a transfer to Seattle as chief clerk to traffic manager, he was appointed successively commercial agent at Everett, assistant general agent, freight department, Seattle, commercial agent at Minneapolis and general agent at Pittsburgh. He has been general northwestern freight agent in Minneapolis since 1939.

Mr. McLaughlin's future plans center on his home in Minneapolis. "I am going to anchor here," he said; "play



H. L. McLaughlin

a little golf and get some fishing, hunting and real pleasure out of our place on Big Sandy Lake, near McGregor." The family which will share those plans consists of Mrs. McLaughlin, their daughter, Mrs. E. C. Hanks of Pittsburgh, and their son Byron, a Minneapolis physician and surgeon.

— A CLEAN HOUSE IN '51 —

lays too heavy a hand on men's initiative the result is a loss to the whole people."

The celebration in Waukesha was a gratifying demonstration of a friendship that has endured for a century.



Scene at the centennial luncheon. At the speaker's table, left to right: Vincent Batha, president of the Kiwanis Club; Ralph Hastreiter, president of the Rotary Club; Harvey Zillmer, president of the chamber of commerce; Leo T. Crowley, chairman of the board; John P. Kiley, president; Frank Zeidler, mayor of Milwaukee; and Bruce Beaty, mayor of Waukesha. (Waukesha Daily Freeman staff photo.)

It Floats Through the Air

The smooth riding quality of our Hiawatha equipment is continually creating comment among travelers. This recent letter comparing it to flying carpet comfort came from Samuel S. Crandell, Lombard, Ill.:

"I had occasion to travel from Chicago to Madison," wrote Mr. Crandell. "Although the second part of the trip—from Milwaukee to Madison—was pleasant enough, the trip on the Hiawatha from Chicago to Milwaukee impressed me to the extent of telling you about it. The coaches were attractive, and with the reclining seats, very comfortable. Most impressive, I thought, was the riding quality of the cars, which can only be described as 'floating'.

"I have occasion now to make the trip two or three times a year. Because of your marvelous service, you can be sure that I will go on The Milwaukee Road whenever possible."

"Remember the Milwaukee"

by NANCY FORD

The following article concerning L. K. Wilmot, Milwaukee Road dining car steward and winner of the February employe service award of the Federation for Railway Progress, is reprinted through the courtesy of Railway Progress, in whose February issue it appears. The author, Nancy Ford, is railroad editor of the Chicago Journal of Commerce and a frequent contributor to Railway Progress.



L. K. Wilmot

"I DON'T think it hurts any crew member to let passengers know that his railroad serves some of the most scenic country in America. If that makes friends for his railroad, so much the better."

That's the attitude of L. K. Wilmot, a dining car steward on the Milwaukee Road's Chicago-Tacoma run, who won the Federation's Employe Service Award for February. The award consists of a \$25 U. S. Savings Bond and a lapel emblem.

Wilmot admits that he likes both railroading and people. He is an old hand at catering, having spent nine years with the Marquis restaurant chain before going into business for himself in 1945. He had to sell that enterprise, however, because his wife was ill and he turned to railroading.

"That was like going back home," he says. "I started to work at fifteen in a railroad restaurant in Centralia, Ill., and have been around railroads all my life."

His first job on the Milwaukee was as a sleeping car conductor, but later he transferred to the dining car department. He thinks that being manager of a "rolling restaurant" has it all over a stationary dining room.

Wilmot himself never tires of the splendid scenery through which the Milwaukee passes in the Northwest—the headwaters of the Missouri River, the rugged Bitterroot Mountains, lofty Mt. Rainier. He likes to tell diners about them and point out places of interest as the train roars by.

He tries to infect his crew with the same enthusiasm.

Apparently it was this spirit that Mr. William McCole observed in a Milwau-

kee Road dining car for here is what he wrote to the Federation:

"Steward Wilmot is certainly a credit to the dining car department of the Milwaukee. He was extremely courteous and did everything possible to make the trip enjoyable. While in the dining car or in the adjoining lounge he would point out things of interest along the very scenic route. Those under him seemed to like working with him."

Wilmot thinks that a transcontinental trip affords an excellent opportunity for public relations. His own run is on the "Columbian", which often picks up passengers grounded by the airlines. This is Wilmot's cue to point out that the railroad usually gets you there, and to "remember the Milwaukee next time you travel".

Being courteous to your employer's clients is just plain horse sense to this dining car steward. "We need jobs, and customers make jobs", he observes.

"The competition is tough, particularly when we railroad men have to pay taxes to help maintain airports, but at least we ought to do what we can to get and keep passengers on the railroads."

Wilmot's chief hobby, outside of railroading—at least until winter settled over the Middle West—was landscaping the grounds around his new home in Northbrook, Ill.

— A CLEAN HOUSE IN '51 —

WHAT DO YOU KNOW?

Test your knowledge of railroads and railroading. The answers will be found on page 42. If you answer 5 of the following questions correctly, you

are good; if you answer 6 or 7, you are very good; if you answer 8 or 9, you are way above average; if you answer all 10, you are a whiz.

1. How much baggage will the railroads check and carry in the baggage car free of charge for each passenger?

100, 150, or 200 pounds?

2. What do the letters IH painted on a boxcar mean?

(a) indirect heating, (b) insulated housing, or (c) inside height.

3. What is operating ratio?

(a) the percentage which operating expenses bear to operating revenues, (b) the percentage which net income bears to operating revenues, or (c) the percentage which operating expenses bear to the railroad's total income from all sources.

4. What is meant by gross ton-mile?

(a) the movement of a ton of equipment one mile, (b) the movement of a ton of equipment and contents one mile, or (c) the movement of a ton of freight one mile.

5. What is a coupon ticket?

(a) a ticket good for a trip over more than one railroad, (b) a ticket good for several trips between specified stations, or (c) a round-trip ticket which provides for sleeping car accommodations, meals and other traveling expenses en route.

6. In railway terms, what is a cat-walk?

(a) the aisle in a passenger coach, (b) a narrow footway along the tops of boxcars, or (c) the passageway leading past a dining car kitchen.

7. In railway slang, what is a dinky?

(a) a caboose, (b) a railroad eating house, or (c) a small steam switch engine.

8. Who was the first President of the United States to ride on a steam railroad?

(a) James Monroe, (b) Andrew Jackson, or (c) Martin Van Buren.

9. What is a rail anchor?

(a) a device used to prevent rails from creeping, (b) a spike used to fasten rail to ties, or (c) a device used to fasten rail ends together.

10. In railroad terms, what is a foreign car?

(a) a car of unusual design, (b) a car on a railroad to which it does not belong by ownership or lease, or (c) a car belonging to a railroad or private car company located in a foreign country.



Barbara Box of Oconomowoc surrounded by chicks of many varieties. The black ones are Barred Rocks, the white chicks are Leghorns and White Rocks. There are also New Hampshire Reds, Austra-Whites and Buff Rocks.

It's Baby Chick Time Again

While the robin is generally acclaimed as the first herald of spring, in small towns along the railroad a more dependable sign is the appearance of boxes of baby chicks on depot platforms. The scene is common all over the Middle West at this time of year, as the poultry industry prepares for the egg production of next winter.

A good example of "assembly line" production can be seen at Kramer's Wisconsin State Hatchery in Waukesha, Wis., which has an annual capacity of some 750,000 baby chicks. A large part of this output is shipped by Railway Express, as are hundreds of dozens of hatching eggs which require fast delivery and careful handling.

Baby chicks are shipped with great speed, being delivered to their final destination before they are 48 hours old. Up to that time they do not need to be fed or watered, as they are able

to exist on the absorption from egg yolk.

All chicks are sorted by breed, as farmers are particular in their requirements. Most of them are also sorted by sex—generally speaking, any given number of eggs will hatch male and female chicks at approximately a 50-50 ratio. Some poultry dealers will take "mine run" chicks, using the cockerels for fryers or roasters. Many operators will take all cockerels and raise them for the spring chicken market, while others will caponize them and thus produce a delicacy for the dinner table.

Farmers who want a laying flock will specify pullets in their order. It may seem a little early to mention it, but in six to nine months (depending on breed) the fluffy, bright-eyed chicks delivered to them now will be laying large brown or white shelled eggs for the breakfast table.

Pay North Dakota Mileage Tax

The Milwaukee Road paid in February \$216,414.59 to the state of North Dakota for 1950 mileage taxes. The bill represented the assessment on the Road's approximate 365 miles of operation in the state.

The largest single payment was made to Adams County, which received \$66,009.84. Other substantial beneficiaries were Bowman County with \$50,548.28, and Richland County, \$23,918.33. These tax payments are helpful in maintaining schools, bridges, highways and local government in the counties through which the railroad operates.

Rising taxation is one indication of the mounting expenses to which the railroads have been subject. The North Dakota tax bill for 1950 was higher by \$110,000 than the taxes for 1944.

— A CLEAN HOUSE IN '51 —

Reduce Fares for Student Groups

Student groups making educational trips on The Milwaukee Road will benefit from a new reduction in passenger fares. The reduction is intended to stimulate travel to centers where museums, art institutes, educational institutions, and state and federal buildings are located, and to historic and scenic places along the railroad.

As few as 15 students may qualify to receive the reduction, which varies according to the size of the group. Working with school authorities and parent-teacher associations, Milwaukee Road passenger and ticket agents will make complete arrangements for lodging and meals where necessary, and charter local sightseeing buses.

— A CLEAN HOUSE IN '51 —

Close Kansas City Ticket Office; New Address

Harry Sengstacken, passenger traffic manager, recently announced that effective Mar. 1 the city ticket office in Kansas City will be closed. M. A. Oberg, general agent, passenger department, in Kansas City and C. J. Peck, Jr., newly appointed city passenger agent, will have headquarters in the freight office, with address of 646 Board of Trade Building, Kansas City 6, Mo.; telephone Victor 6390.

No ticket stock will be carried in the joint freight and passenger office, but tickets and reservations can be secured at the Union Station in Kansas City, located at 24th and Main Streets; telephone Harrison 6000.



The opening of the new United Service Organization—Travelers Aid Society lounge became official when Mrs. George Hamlin Shaw cut one of the two fancy cakes for Sgt. 1/c Wilbur Jordt. Left to right, behind the counter: P. E. Feucht, vice president, Pennsylvania R.R.; Col. T. F. Joyce of the information section headquarters, Fifth Army; Maj. Gen. A. C. Smith, deputy commanding general, Fifth Army; Mrs. Shaw; and J. P. Kiley, president of The Milwaukee Road.

Reopen U.S.O.-T.A.S. Lounge in Chicago Union Station

THE U.S.O. lounge in the Chicago Union Station, which had been closed since 1947, was reopened on Mar. 1 with ceremony. High-ranking Army, Navy, Marine and Air Force officers, together with railroad and city officials and representatives of the United Service Organization and Travelers Aid Society were present.

The lounge, overlooking the concourse, is one of the finest U.S.O. recreational facilities in the United States. During World War II it served one-third of all members of the nation's armed forces who visited Chicago's six U.S.O. rail lounges.

The Travelers Aid Society has charge of the Union Station lounge, as it had

during World War II. Here service men and women may rest between trains, use the letter-writing and game facilities, borrow books from the lounge library and enjoy refreshments

The formal opening started with a half-hour concert by the U. S. Fifth Army Headquarters Band, followed by short talks by Mayor Martin H. Kennelly of Chicago; Mrs. George Hamlin Shaw of New York City, president of the National Travelers Aid Association and vice president of the National U.S.O.; and Maj. Gen. Albert Smith, deputy commanding general of the Fifth Army.

President J. P. Kiley, a member of the board of the Union Station Company,

represented The Milwaukee Road on the program. Other railroad officials taking part were G. M. Campbell, vice president of the B&O and president of the Chicago Travelers Aid Society; H. C. Murphy and J. C. James, president and vice president, respectively, of the Burlington; P. E. Feucht, vice president of the Pennsylvania; and S. A. Dobbs, vice president of the GM&O.

Also on the program were H. J. Nutting of Marshall Field & Co., president of the Chicago U.S.O.; C. P. Fisher, general manager of the Chicago Union Station Company; Byron Harvey, Jr., national vice president of the Travelers Aid Society; Capt. Ranson Fullinwider, district intelligence officer of the Ninth Naval District; Capt. R. M. Oliver, commanding officer of the Glenview Naval Air Station; Col. V. H. Straum of the Army Air Corps, commander officer of O'Hare Field; and Col. W. K. Lanman, chief of staff of the Marine Corps, stationed at Glenview.

Martin H. Kennelly, mayor of Chicago, addresses the throng gathered in the station for the opening of the lounge. Picture taken from the lounge quarters at the east end of the concourse.



Maryland Road Test Shows Damage Caused by Overloaded Trucks

MANY a serious idea is expressed in jest. The funny cartoon in the next column emphasizes what recent scientific tests have now proved beyond any doubt—that the overloading of intercity trucks is a principal cause of the breakdown of our public highways.

Conducted by the Highway Research Board on behalf of the highway departments of 11 states, the District of Columbia and the U. S. Bureau of Public Roads, the tests have shown that there is a definite relationship between highway damage and the weight of the load. The heavier the load, the greater the destruction to the road surface.

The tests are being conducted on a 1.1 mile section of modern concrete highway near La Plata, Md. They have been going on since last summer. Trucks loaded with concrete blocks to four different weights are driven back and forth over four separate lanes, while engineers check the effect on the highway.

The loads being used are 44,800 pounds on a tandem axle, 32,000 pounds on a tandem axle, 22,400 pounds on a single axle and 18,000 pounds on a single axle. Here are the findings so far:

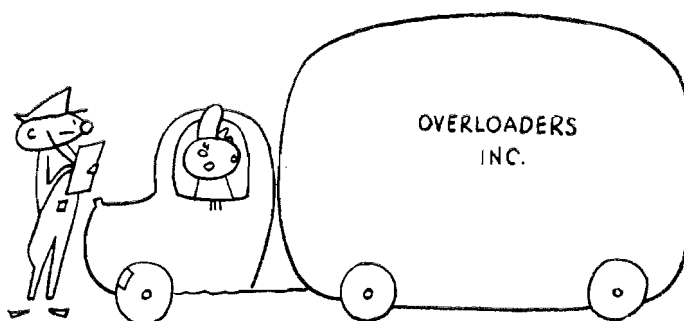
The 44,800-pound tandem axle load caused approximately 11 times as much cracking as the 32,000-pound tandem axle load.

The 22,400-pound axle load caused approximately six times as much cracking as the 18,000-pound single axle load.

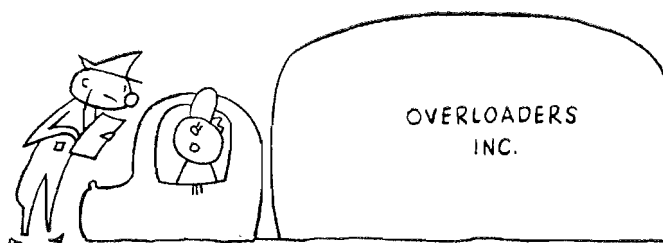
After four months the 44,800-pound load broke 96 per cent of the slabs and caused 3,303 feet of cracks, damaging the lane so badly that traffic on it had to be stopped. Within the same period, the 32,000-pound tandem axle load damaged 27 per cent of the slabs and caused 307 feet of cracks.

In six months, the 22,400-pound single axle load damaged 64 per cent of the slabs and caused 1,210 feet of cracks. During the same period, the 18,000 single axle load broke 28 per cent of the slabs and produced 241 feet of cracks.

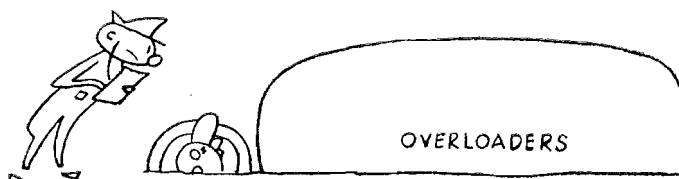
This is pretty conclusive evidence of what happens when the big intercity trucks are driven over our public highways.



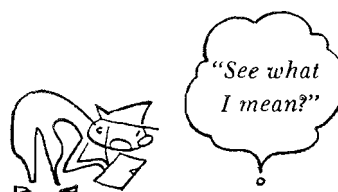
"Weigh this truck? Why, it's as light as ———"



"—— a feather. This load I'm carryin' ——"



"—— couldn't do any damage to a good highway ..."



The results of the Maryland road test are being watched with great interest by highway engineers and all government agencies responsible for maintaining the public highways. It is planned to continue the tests until complete answers are obtained as to the effect of heavy truck traffic on different types of roads.

What the tests have demonstrated so far has given impetus to the demand in a number of states for stricter supervision of truck loads. It is not a question of taking truck traffic off the highway, but of establishing proper load limits and protecting the taxpayers by seeing to it that overloaders are made to feel the full weight of the law.

The American Automobile Associa-

tion estimates that billions of dollars of damage is being done to the highways by flagrant overloading. Every day, all over the United States, truckers are being brought into court charged with overloads often running into many tons, but large numbers of them get away with it. A spotter system that violators sometimes use to evade arrest by avoiding checking stations was decried in a recent article in the Saturday Evening Post.

While this whole problem is of serious concern to everybody, it affects railroad employes much more vitally than the average citizen, because the security of railroad jobs is directly involved.

The way to end this practice is through an aroused public opinion. The

Maryland road tests have supplied proof that overloads break down the highways. Milwaukee Road employees can help in their communities and states by talking to others about the findings of the Maryland road test, and by supporting all efforts of the authorities to bring about stricter enforcement of the laws.

The principal reason intercity trucks are able to charge lower rates and take business away from the railroads is that their rights of way—the public highways—are provided for them by the taxpayers. That includes railroads and railroad employees. Along with the railroads, the individual taxpayer also must dig down to help pay for the damage done the highways by overloaded trucks. The railroads, on the contrary, build and maintain their own rights of way. In the case of The Milwaukee Road, this cost amounts to about 22 per cent of our operating revenue. Having no such expense to meet, it is little wonder the trucks can offer lower rates!

Bad as this situation is, it is made still worse by the practice of overloading. The railroads do not overload their roadbeds. It wouldn't be safe or good business to do so. Many truckers don't mind damaging the highways because they don't own them and don't have to pay for repairs. So they overload, cut their costs still further, offer still lower rates, take more business from the railroads and let the taxpayers pay for rebuilding the highways.

— A CLEAN HOUSE IN '51 —

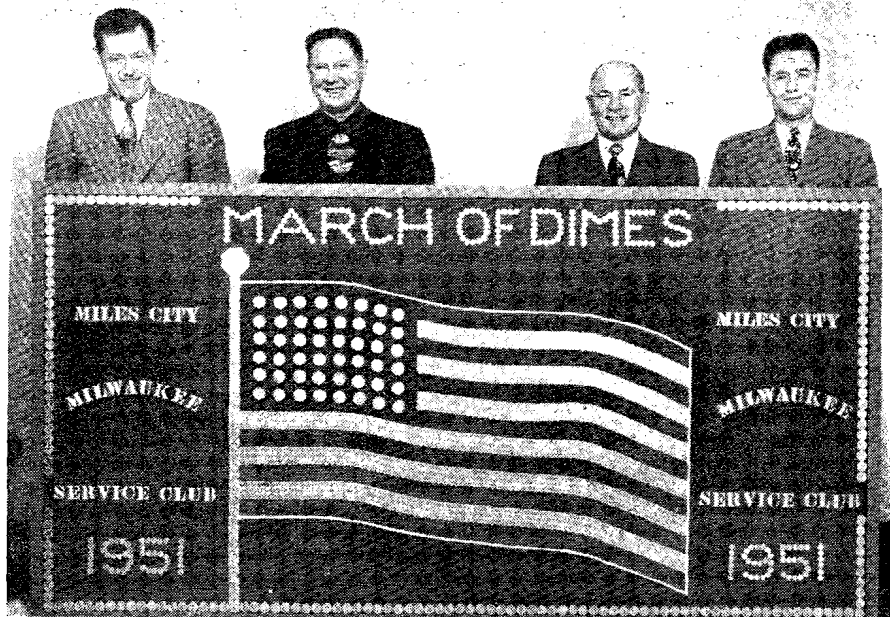
Thanks to Mr. Parker

A little act of courtesy cast on the waters returned recently in the form of a letter of commendation for C. P. Parker, Seattle, Wash. The letter, addressed to Agent H. F. Bitz of Evanston, Ill., was written by Radford Kuykendall, a fellow Evanstonian who was a passenger on the Olympian Hiawatha during the past holiday season.

"I left the west-bound Olympian at Spokane", wrote Mr. Kuykendall, "and took a bus for Lewiston, Idaho. After boarding the bus I discovered that I had left my reading glasses on the train. When I arrived at Lewiston I sent a wire to the conductor of the train at Renton, Wash., informing him of my loss and giving him my car and seat number.

"Several days later I received an express package containing my glasses, with the return address given as C. P. Parker, Seattle, Wash. (the conductor, I presume). I greatly appreciated this service and I would like to have you convey my thanks to Mr. Parker."

Miles City Service Club Aids Polio Drive



A close-up of the Service Club flag and prominent backers of the community drive. From left: Jack Teats and Sam Clark, co-chairmen of the Miles City campaign, and Claude O'Brien (perishable freight inspector) and J. D. Wagner (chief clerk to division storekeeper), co-chairmen of the Service Club drive.

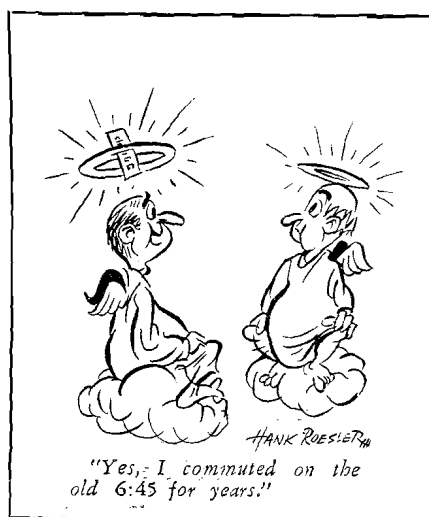
The Service Club at Miles City, Mont., closed its 1951 fund raising campaign for the March of Dimes with a stag party in the depot club rooms on Feb. 3. The affair was one of several held that night by various clubs and organizations in a concentrated effort to spur on the community drive.

Every year, as the Service Club campaign gets under way, a large-size plywood poster is placed on display in the Trans-Missouri Division office building. As donations are received they are changed into silver coins which are glued to the poster in a design. This

year's design was a replica of the American flag. The stars were represented by silver dollars while the stripes and lettering were made up of dimes. Half dollars were glued to the flag staff and border. The finished poster represented donations of \$293.30. Additional contributions brought the total to \$421.

After the flag was completed it was displayed in several Miles City stores where it served to advertise the Service Club's participation in the drive. The Miles City area contributed more than \$5,000 to the national fund.

— A CLEAN HOUSE IN '51 —



Nothing but the Untruth

The Burlington Liars' Club relieved the nation's tedium by selecting this story as a champion whopper of 1950; author, Joseph Flynn of Cleveland:

"One night when I was firing on the railroad, we got orders to go into a sidetrack to let a passenger train pass. We had 65 carloads of canaries and couldn't get rolling—too much weight!

"I guess we would have been there yet if I hadn't hung a lighted lantern in every one of those canary cages. The birds, thinking it was morning, flew off their perches. With the birds in the air, we had enough weight off the wheels so that we could get going."

how are we doing?

JANUARY

1951

1950

RECEIVED FROM CUSTOMERS

for hauling freight, passengers, mail, etc.....

\$21,822,794

\$16,832,716

PAID OUT IN WAGES

10,886,199

9,781,699

PER DOLLAR RECEIVED (CENTS).....

(49.9)

(58.1)

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

634,361

587,385

PER DOLLAR RECEIVED (CENTS).....

(2.9)

(3.5)

ALL OTHER PAYMENTS

for operating expenses, taxes, rents and interest

9,383,767

8,091,017

PER DOLLAR RECEIVED (CENTS).....

(43.0)

(48.1)

NET INCOME

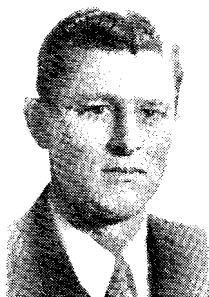
918,467

NET LOSS

1,627,385

Morell Sharp Addresses Raymond, Wash., Kiwanis

Morell Sharp, attorney in the Seattle law department, was the principal speaker at a meeting of the Raymond, Wash., Kiwanis Club on Feb. 7. The group of 65 members and guests included Agent D. V. Finley of Raymond and H. D. Collingwood, DF&PA at Aberdeen, Wash. Mr. Sharp's talk, "Opening Our Second Century," sketched briefly the Road's early history but outlined in greater detail its operations in the Pacific Northwest during the past 44 years.



Morell Sharp

"We feel that our future is closely tied in with the future of this beautiful, progressive state," he said, "and in the years to come you may rest assured that the Milwaukee will continue to cooper-

ate and assist in the industrial development of the Pacific Northwest.

"Perhaps the railroad's major problem in the years to come is that of maintaining sufficient financial stability to pay for necessary equipment and plant improvements. Does the public realize the tremendous efforts that the railroads have made in the past five years . . . to ready themselves for the crucial years ahead? The railroad's principal consideration since 1945 has been for the shippers and for the public. In spite of the advantages given to our competitors by means of taxpayers' subsidies, and in spite of increasing labor and material costs, the railroads have made such . . . improvements in their plants and equipment that once again we may rest assured that the country can depend on the railroads to 'pull us through' the present crisis."

— A CLEAN HOUSE IN '51 —

All problems become smaller if you don't dodge them, but confront them. Touch a thistle timidly, and it pricks you; grasp it boldly, and its spines crumble.

—William S. Halsey

Fireman Taken for a Ride— On a Turntable

When the South Beloit, Wis., fire department responded to an alarm from The Milwaukee Road roundhouse recently it did not expect to be "taken for a ride". But then it's seldom that fire fighters have to steer their truck into a roundhouse.

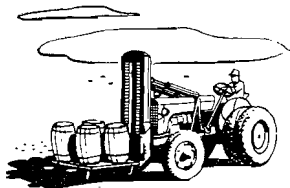
The fire was in a shed adjoining the roundhouse and the problem was to get the truck close to it. Fire Chief Fay Hanson took a look around and gave the orders. The truck was driven onto the electrically powered turntable, roundhouse men swung it around, and Hanson drove off facing the scene of the fire. When the blaze was put out, the truck was backed onto the table and the process was reversed.

The fire was confined to the center room of the shed and damage was slight. In delivering his report, Fire Chief Hanson remarked that he believed it was the first time a fire truck had ridden a locomotive turntable. "It'll probably be the last time, too," he said.

What Can I Do?

(Continued from page 3)

Freight House Employees:

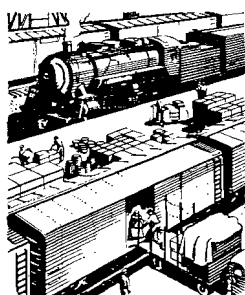


Sign for nothing you are not sure of having received, and be sure that containers comply with classification requirements. Load freight in the right cars and in such a way as to minimize the chance of damage. In making delivery of freight, obtain a receipt at the actual time of delivery, and make a positive record in the event of any loss or damage, outlining in detail exactly what happened and the cause.

Back Shop Forces:

Locomotive and car failures have been the cause of many excessive claim payments. The work done in back shops on the construction and maintenance of rolling stock goes a long way toward controlling loss and damage.

Local Station Agents:



Carry on a positive inspection program on both in and outbound commodities, particularly where we know we are having "repeater damage". No one is in a better position than you are to give definite advice as to the causes of damage. Make sure that cars set out for grain and flour loading are in proper condition and that the elevator does a good job of cooping. Carry on a positive inspection of livestock, making sure that cars are properly cleaned and sanded before loading, especially for shipments of hogs. Inspect floors of all livestock cars to avoid the danger of animals breaking through.

Office Forces:

Make sure that all records are complete and definite so that if claims arise they will properly protect the company's interests. This is especially important in the case of billing, diversions, reassignments, perishable and other important records.

Enginemen:



Enginemen can do a great deal to reduce loss and damage by responding to signals from trainmen promptly and correctly, and by careful handling of air on trains in order to eliminate hard stops and excessive slack action.

Perishable Freight Inspectors:

Service all perishable freight in accordance with billing instructions and give particular attention to cars of perishables which have been delayed for any reason. Also make positive records after the work is performed so that the information will be available when needed.

Yardmasters:



In switching, confine the number of cars in a cut so as to eliminate undue slack action. Talk with your men regularly about their importance in the loss prevention program, emphasizing the need for careful switching so as to minimize excessive impacts. Make sure that cars are kept moving.

Traffic Department Representatives:

Notify W. L. Ennis, assistant to vice president in charge of claim prevention, immediately when you learn of new concerns in war production or old concerns converting to such production, so that freight service inspectors will have an opportunity of working with the shipper before his loading actually commences.

— A CLEAN HOUSE IN '51 —

The Long Arm of Friendship

Among the letters which come to the Magazine, many read like family mail. We are thinking particularly about a recent letter from Harry R. Abrahart, retired superintendent of the Milwaukee shops, who thanked us for reuniting him with an old Milwaukee Road friend.

"In the October issue of the Magazine", he wrote, "I noted under the Iowa Division news that H. Wuerth had purchased a home in Miami, Fla. I wrote to Otto Beerman, superintendent at Marion, for Mr. Wuerth's address, and to my surprise it was only two blocks from my own retirement home. As Mr. Wuerth was division engineer in the Chicago Terminals for many years while I was roundhouse foreman and assistant master mechanic there, we had a good deal in common . . . Needless to say, both Hub and myself are very happy to again be together after a lapse of 17 years, thanks to your fine magazine.

"I want to take this opportunity to also say that in reading the Magazine I cannot help but note the cooperation expressed by both management and employees. The articles by the president and the happenings on the railroad that are reported each month go a long way toward impressing every employe and supervisor with the importance of sharing their problems in a cooperative spirit. Thanks again, and best wishes for success."

— A CLEAN HOUSE IN '51 —

Those who expect to reap the blessings of freedom must, like men, undergo the fatigues of supporting it.

—Thomas Paine.

The will of the people is the only legitimate foundation of any government, and to protect its free expression should be our first object.

—Thomas Jefferson

appointments

THE following appointments became effective Mar. 1, 1951:

George E. Benz, general agent in Minneapolis since 1945, is appointed general northwestern freight agent, succeeding H. L. McLaughlin who retired Feb. 28. Mr. Benz started with the Road at Winona, Minn., in 1916. From 1943 to 1945 he was division freight and passenger agent at Aberdeen, S. D.



G. E. Benz



H. E. Erickson

Harry E. Erickson, general agent in Cincinnati since April, 1950, is appointed general agent in Minneapolis. Mr. Erickson started with the Road in Minneapolis. From 1942 to 1950 he was traveling freight and passenger agent with headquarters in Cleveland.

Raymond T. Dempsey, traveling freight agent with headquarters in St. Louis since 1945, is appointed general agent with headquarters in Cincinnati. Mr. Dempsey started with the Road in Chicago. From 1932 to 1945 he was city freight agent in Omaha.



R. T. Dempsey



G. Neu

J. T. Conlin, city freight agent in Detroit since 1949, is appointed traveling freight agent with headquarters in St. Louis. Mr. Conlin entered Milwaukee Road service at Madison, Wis., in 1941. Subsequently he was in the traffic office in Pittsburgh.

George Neu, division freight and passenger agent in Aberdeen, S. D., since 1948, is appointed division freight agent with headquarters in Minneapolis. Mr. Neu started his Milwaukee Road service in Chicago in 1927 and subsequently represented the traffic department in Tacoma, Portland and Spokane.

H. K. Williams, traveling freight and passenger agent with headquarters in Mason City since 1945, is appointed division freight and passenger agent with headquarters in Aberdeen, S. D. Mr. Williams started with the Road in Kansas City where he has been live stock agent and city freight agent.

R. B. Birchard, chief clerk in the freight traffic department in Milwaukee since 1948, is appointed traveling freight and passenger agent with headquarters in Mason City. Mr. Birchard started with the Road in Milwaukee in 1922, subsequently becoming city freight agent there.

Lauren E. Lewis, chief clerk in the general agent's office in Detroit since July, 1950, is appointed city freight agent in Detroit. Mr. Lewis started with the Road in Minneapolis in 1946.

C. J. Peck, Jr., is appointed city passenger agent at Kansas City, Mo.

Effective Feb. 16, 1951, Arthur T. Ireland is appointed traveling engineer of the Madison Division with headquarters at Milwaukee, vice Paul Lucas, promoted.



L. E. Lewis



W. G. McIntyre

W. G. McIntyre, A Friend in Need

There is one traveler who is not likely to forget Conductor W. G. McIntyre of Beloit, Wis., according to a letter received recently by President J. P. Kiley. The writer identified himself as George L. Kane, Rockford, Ill., who rode with Conductor McIntyre on No. 25 from Milwaukee to Beloit Jan. 5.

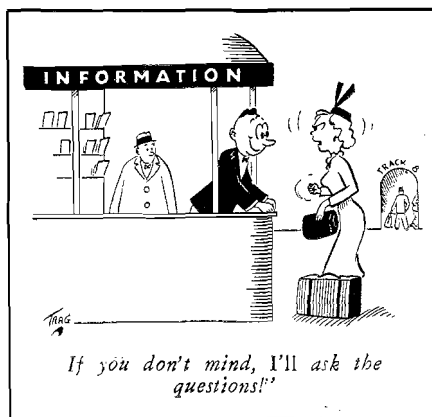
"As I boarded the train", wrote Mr. Kane, "snow was laying a treacherous blanket over the ice on streets and highways. Since Mrs. Kane planned to drive from Rockford to pick me up at Beloit, I started to worry about her safety. As it happened, I met a fellow Rockfordite who informed me that his automobile was waiting in Beloit and if Mrs. Kane could be contacted, the dangerous trip could be avoided.

"The problem was put up to your Mr. McIntyre. Without going into the details, he made the connection with my home, informed Mrs. Kane that her trip would not be necessary, then reported back to me that the matter had been handled.

"Three things impressed me about this act. It was service beyond the regular line of Mr. McIntyre's duty. Secondly, he not only sent my message but obtained a reply, making it unnecessary for me to make a verifying call. Thirdly, he refused any gratuity. Please accept this 'thank you' from the Kanes."

— A CLEAN HOUSE IN '51 —

It is an excellent rule to be observed in all discussions that men should give soft words and hard arguments; that they should not so much strive to silence or vex, as to convince their opponents.



Milwaukee road needlewomen

THAT dear little woman who couldn't darn a sock or sew on a button if she tried is about to be exposed as a myth. According to a recent national survey, 95 per cent of our present-day housewives are accomplished in some phase of needlework—either make clothes or household items—and the trend is on the upgrade.

Of the various factors which account for this nationwide boom, the increasing availability of instructive articles is held to be partly responsible. Interest in the needlework patterns featured periodically on these pages would seem to bear out the national survey, and having some natural curiosity about the people who request our patterns, we recently called on Norma Gunderson, stenographer to the chief clerk at the Galewood freight house. Norma is the Galewood correspondent for *The Milwaukee Road Magazine* and a frequent user of our home department instruction pamphlets.

Remember the crocheted hat and bag

Remember it in the November issue of the Magazine? Norma Gunderson's handbag, however, is an improvement on the original.



featured in the November issue of the Magazine? The turban with the face-framing coil and the zippered handbag to match? We discovered that Norma, in addition to making a set for herself, had presented four of her friends with identical hats for Christmas presents. Her own set, she told us, had served all winter as a wardrobe standby.

Norma would be the first to pooh-pooh the suggestion that she has a special talent for needlework, but the accompanying photograph is proof that her work is in the professional class. The only difference between her set and the original is the handle of the bag which she reinforced with a band of wool—the one on the model, crocheted only of metal thread, had a tendency to curl. Her set is a practical black, but she told us it was beautiful made up in the navy, brown and royal blue she used for Christmas gifts. The cost, compared to a ready-to-wear ensemble, was another attraction. Norma estimated her expenditure for materials at less than four dollars ("One ball of gold thread was enough for all five hats"). A similar set would probably sell for four times that amount.

Since Norma is a homemaker as well as a business woman, we inquired how she found time to turn out such a large amount of needlework. The explanation offered was that it is her week end recreation. "I made my hat on a week end", she said, "and finished the bag during odd hours."

She told us that she has some project in work all of the time. She likes to make personal things such as hats and handbags, gloves, dresses and accessories for children, both crocheted and knitted. On the day we spoke with her she had just finished crocheting a handsome handbag to use on an impending Florida vacation trip. The work was so precise that it was hard to believe it was not machine made.

When we observed that it must have taken endless patience, Norma smiled. "I'd rather say a good strong pair of thumbs. See this?" and she held up a slightly swollen digit. "I'm afraid I was so interested in seeing how it would look



Anne Heine (left) shows her finished rug to fellow employee Henrietta Urbach.

that I exerted a little too much effort."

Typical of the household items which figure largely in our readers' needlework projects is a beautiful hooked rug made recently by Anne Heine, abstract typist in the Fullerton Avenue accounting department. The February issue of the Magazine offered basic instructions for hooked rugs, and Anne's rug confirms the article's statement that even a beginner can make an attractive rug with little practice.

Anne made a small rug first, then ventured the handsome oval shown here. It is 38x68, with a brilliant floral design against a black background. The flowers are worked in four shades each of pink, yellow and orchid, the foliage in seven shades of green. It was a long-range project requiring almost six months to finish.

Realizing that hooked rugs are all the better for the individual touch, Anne stamped her own, using a professional transfer pattern only as a guide. Her frame was a 4x6, extended at the widest point with a curtain stretcher. For the base she used a new cloth, superior to burlap in that it is washable, and worked the design in sweater yarn. The result is a handsome lifetime rug that can be sudsed whenever it shows soil—a big advantage in preserving a valuable handmade rug.

Baked ham Easter dress

The traditional baked ham of your Easter dinner deserves a decoration befitting the occasion—a star for the holy day, a daisy for the springtime. This is the way it's done at the General Electric Consumers Institute.

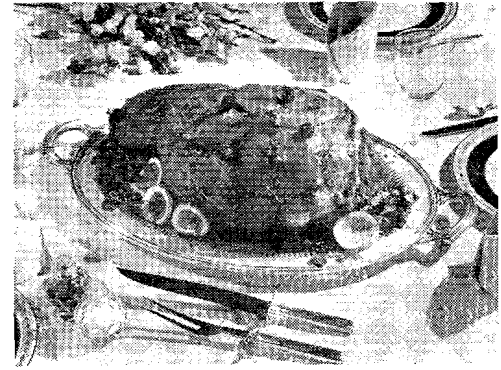
Bake a 14-16 pound ham in your own special way. An hour and a half before it is finished remove from the oven and cut off the rind. Then return it to the oven and finish baking.

To make the daisy, cut the skin of a thick-skinned medium orange into five equal parts, starting at the blossom end and cutting to within $\frac{1}{2}$ inch of the stem end on each cut. Remove the skin in one piece and flatten it out. Trim to an at-

tractive petal shape.

Scrape the white membrane from the peel and place it in a large saucepan with hot water. Cook until tender (about 10-15 minutes) and drain. Then combine 2 cups sugar and 1 cup water in a saucepan, bring to a boil, lower the heat and put in the orange peel. Cook until it is translucent (15-20 minutes) and drain on a rack.

Now for the dressing up. Score the ham in diamonds and fasten the flower in the center, placing cloves at the ends of the petals. Cut a 1-inch star from a $\frac{1}{2}$ -inch thick slice of green-tinted citron and pin to the center of the daisy with a toothpick. Place a candied cherry be-



tween each petal. Pour $1\frac{1}{4}$ cups of dark corn sirup over the ham and return it to the oven (425 F. °) for 15 minutes.

Your ham is then ready to serve, a festive and succulent headliner for your Easter table.

When junior won't eat

Habitual dawdling and puttering with food is a serious problem to mothers of young children. However, poor eating habits can well be the result of your own faulty attitude. When Junior won't eat, take to heart these do's and don'ts.

In the first place, don't let the child's slowness in self-feeding irritate you. Remember that he is learning a difficult skill and some awkwardness must be expected.

Don't get angry at his unconventional eating practices. Children enjoy the excitement and exhilaration of scenes.

Don't insist that your child eat every last crumb. A child's appetite is a good guide to the amount of food he needs, unless there are influencing factors such as fatigue, emotional upsets or illness.

Don't allow "piecing" between meals. The very small child may have a scheduled morning and afternoon nourishment, but naturally it should not come too close to mealtime.

Don't allow adults to make slighting remarks about foods in Junior's hearing. A father's offhand remark about a vegetable may cause a young child to refuse that vegetable for several months.

Now here are the steps you can take to make Junior *want to eat*:

Give him enough attention other than at mealtime.

Be sure to comment when he eats a

good meal. However, too much approval is a mistake and may lead to a situation in which eating becomes a main source of satisfaction.

Cater somewhat to a child's natural tastes. The important point is to see that he receives a proper balance of foods over a period of time, not necessarily at any one meal.

Serve meals on time. Delay encourages eating between meals.

Make sure the child is not too tired to eat. He may require a little rest before mealtime.

See that he is not distracted at mealtime (sometimes a result of eating with the family).

See that he has sufficient outdoor play to stimulate his appetite.

Above all, serve appetizing food! Make it attractive looking. Here are two desserts that will serve as a fillip to lagging appetites:

Core a juicy apple and heap peanut butter into the cavity. Top it with a few raisins if you wish to be fancy. Apple slices spread with peanut butter are also favored by small fry.

Or serve banana wafers, a dessert that is good all year round:

Turn small vanilla wafers upside down, place one or more quarter-inch banana slices on each, top with another vanilla wafer, right side up. Press together and



Banana wafers being prepared by Hazel Keppler, co-author of "Food For Little People," from which this article is taken. There's a host of new ideas in this book, including taste tempting recipes, sickroom diets and entertainment, and a chapter on parties, one for each month in the year. (Funk & Wagnalls, \$3.75)

let stand two hours or more (for the wafers to absorb flavor from the fruit). They will be soft and cakelike—good enough for a party.

And when you have a party, let Junior have a say in planning the menu, if he's old enough at all. This will give him an early start in the maturing process.

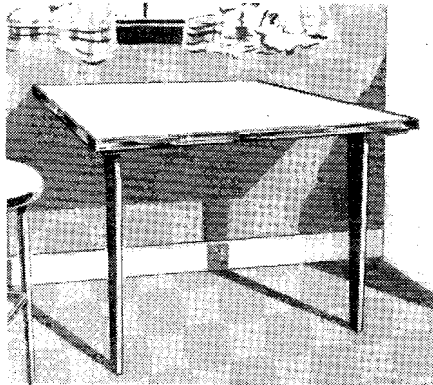
— A CLEAN HOUSE IN '51 —

Getters generally don't get happiness; givers get it. You simply give to others a bit of yourself—a thoughtful act, a helpful idea, a word of appreciation, a lift over a rough spot, a sense of understanding, a timely suggestion.

—Charles H. Burr

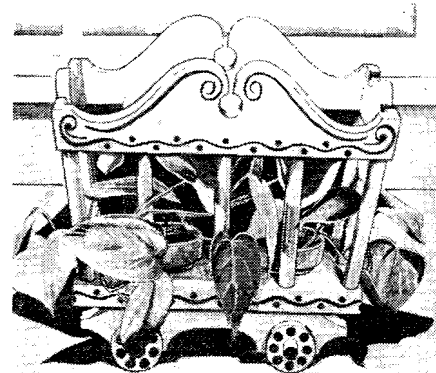
Woodworking the handy pattern way

You don't have to be a carpenter to make your own household equipment if you use a "build it yourself" pattern. The full size pattern needs only to be



traced on wood. Builder then saws and assembles exactly as the directions indicate. The pattern tells all—what to buy and where to use each board, what size nails and how many are needed. No special tools are required.

The folding wall table shown here is the kind of step-saving equipment anyone can build, using only hand tools. Since it folds up when not in use, it can be made to fit whatever wall space is available. The circus wagon plant holder makes a charming table centerpiece. Only scraps of material are needed and decorating is simple, since the pattern contains a full-size painting guide to be traced directly on the wood. Professional results can be expected on the first try.



These patterns are 25 cents each and can be obtained from the Easi-Bild Pattern Company, Box 215, Pleasantville, N. Y.

A Lesson in Socialism

AS A TEACHER in the public schools, I find that the socialist-communist idea of taking "from each according to his ability," and giving "to each according to his need" is now generally accepted without question by most of our pupils. In an effort to explain the fallacy in this theory, I sometimes try this approach with my pupils:

When one of the brighter or harder-working pupils makes a grade of 95 on a test, I suggest that I take away 20 points and give them to a student who has made only 52 points on his test. Thus each would contribute according to his ability and—since both would have a passing mark—each would receive according to his need. After I have juggled the grades of all the other pupils in this fashion, the result is usually a "common ownership" grade of between 75 and 80—the minimum needed for passing, or for survival. Then I speculate with the pupils as to the probable results if I actually used the socialistic theory for grading papers.

First, the highly productive pupils—and they are always a minority in school as well as in life—would soon lose all incentive for producing. Why strive to make a high grade if part of it is taken from you by "authority" and given to

someone else?

Second, the less productive pupils—a majority in school as elsewhere—would, for a time, be relieved of the necessity to study or to produce. This socialist-communist system would continue until the high producers had sunk—or had been driven down—to the level of the low producers. At that point, in order for anyone to survive, the "authority" would have no alternative but to begin a system of compulsory labor and punishments against even the low producers. They, of course, would complain.

Finally I return the discussion to the ideas of freedom and enterprise—the market economy—where each person has freedom of choice, and is responsible for his own decisions and welfare.

Gratifyingly enough, most of my pupils then understand what I mean when I explain that socialism—even in a democracy—will eventually result in a living-death for all except the "authorities" and a few of their favorite lackeys.

* * *

A letter from Thomas J. Shelly, teacher of Economics and History, Yonkers High School, Linden and Poplar Sts., Yonkers 2, New York

January 20, 1951

You're the Customer

What do you plan to buy today?

A loaf of bread? A bale of hay?

(You'll look for price and quality

Like customers of this company.)

What if you bought a loaf of bread?

Paid for fresh, got stale instead?

(You would be apt to raise a fuss,

Just like the people who deal with us.)

What if you bought a new white sink?

But when it came to you 'twas pink?

(Wouldn't you think that store a mess?

Customers here would think no less.)

What if you bought a furnace grate?

And it arrived just two months late?

(You wouldn't take it sitting down.

You'd try the other stores in town.)

It doesn't matter what you do:

Make, or buy, or sell.

Just imagine the customer's *you*.

And treat him just as well. —L.S.S.



The Milwaukee Road Magazine

retirements

The following employees' applications for retirement were recorded during February, 1951

CHICAGO GENERAL OFFICES

GRACE, STEPHEN G.
Frt. Traffic Mgr. Chicago, Ill.
MORRISON, BEATRICE
Secretary, Law Dept. Chicago, Ill.
ROBBINS, LEON H.
Comm. Agri. & Min. Dev. Chicago, Ill.
SIMMS, MORRIS T.
Waiter Chicago, Ill.
ZIMKOSKI, ELIZABETH M.
Clerk, Aud. of Expend. Chicago, Ill.

CHICAGO TERMINALS

BROKER, EDWIN L.
Carman Bensenville, Ill.
CIECKA, JACK
Box Packer Chicago, Ill.
DIMITROFF, ALEXANDER S.
Sec. Laborer Chicago, Ill.
DOMINO, STANLEY
Ex. Gang Laborer Chicago, Ill.
FARRAR, WILLIAM J.
Loco. Engineer Chicago, Ill.
GILES, THOMAS E.
Tractor Oper. Chicago, Ill.
HASELOW, FREDERICK
Crane Operator Chicago, Ill.
MORA, FRED
Mach. Helper Chicago, Ill.
NEWCOMER, WALTER A.
B&B Carpenter Chicago, Ill.
PECK, WILLIAM B.
Machinist Bensenville, Ill.
PLASZCZEWSKI, JOHN W.
Janitor Chicago, Ill.
RIZZONE, TONY
Sec. Laborer Chicago, Ill.
WILLMER, CHARLES
Switchman Chicago, Ill.

COAST DIVISION

AUMANN, JOHN O.
Loco. Engineer Port Angeles, Wash.
BOHN, FREDERICK K.
Checker Seattle, Wash.
CARLSON, HILDA M.
Janitress Tacoma, Wash.
CONSTANTINO, JOSEPH
B&B Carpenter Tacoma, Wash.
HOUSE, HARLAN H.
Deck Hand Seattle, Wash.
HURD, MERRITT W.
Clerk Seattle, Wash.
LINDNER, WILLIAM F.
Tinsmith Tacoma, Wash.
MILLER, FRANK R.
Sec. Laborer Beverly, Wash.
OTIS, FRANK O.
Carman Tacoma, Wash.
PETERS, JAMES
Deckhand Seattle, Wash.
QUINLAN, THOMAS D.
Pipefitter Tacoma, Wash.
RICE, CHARLES
B&B Carpenter Tacoma, Wash.
WASOTSKI, WILLIAM
Ice House Laborer Othello, Wash.

DUBUQUE & ILLINOIS DIVISION

ARTUS, FRANK J.
Laborer, Car Dept. Dubuque, Iowa
March, 1951

BOWERS, CLARENCE E.
Checker Savanna, Ill.
BRADY, JOSEPH M.
Station Helper Seymour, Iowa
GRUBBS, PERRY T.
Conductor Ottumwa, Iowa
HOULIHAN, EDWARD J.
B&B Carpenter Savanna, Ill.
KING, BURRIS E.
Brakeman Ottumwa, Iowa
McCOY, HENRY H.
Loco. Engineer Kansas City, Mo.
McGAVRAN, ELVIN R.
Sec. Laborer Seymour, Iowa
MUNGOVEN, WILLIAM J.
Switchman Ottumwa, Iowa
OSTERHOFF, BERNARD A.
Laborer, Car Dept. Dubuque, Iowa
OTT, REVEL P.
Engine Watchman Preston, Minn.
PETERS, CLYDE
Sec. Laborer Mystic, Iowa
ROKUSEK, CHARLEY C.
Laborer, Car Dept. Dubuque, Iowa
SWARDENSKY, OTTO
Ex. Gang Laborer Savanna, Ill.
YATES, FRANKLIN E.
Car Inspector Savanna, Ill.

HASTINGS & DAKOTA DIVISION

BOTHUN, IVER
B&B Carpenter Aberdeen, S. D.
BUSH, IRA G.
Conductor Aberdeen, S. D.
LISCHEFSKI, EDWARD C.
Loco. Engineer Minneapolis, Minn.

IDAHO DIVISION

McPAKE, WILLIAM H.
Sec. Laborer Calder, Idaho

IOWA DIVISION

BLINAN, JOHN
Ex. Gang Laborer Green Island, Iowa
BARTKOWICZ, JOSEPH
Ex. Gang Laborer Marion, Iowa
BRIGGLE, HOWARD C.
Switchman Council Bluffs, Iowa
CONE, HANNAH S.
Stenographer Marion, Iowa
HEMPY, GLEN I.
Car Inspector Marion, Iowa
JACOBS, HENRY F.
Sec. Laborer Earling, Iowa
MURPHY, JOSEPH F.
Loco. Engineer Perry, Iowa
OLSEN, ADA L.
Steno-Clerk, Loco. Dept. Co. Bluffs, Iowa
REAGAN, WELDEN
Sec. Laborer Maxwell, Iowa
RELLIHAN, THOMAS R.
Loco. Engineer Perry, Iowa
ROONEY, HOWARD E.
Yard Clerk Council Bluffs, Iowa
SEARIGHT, NANCY M.
Clerk Council Bluffs, Iowa

IOWA & DAKOTA DIVISION

ARSENIAN, JOHN
Sec. Laborer Sioux City, Iowa
HERBENER, GERALD E.
Boilermaker Helper Mason City, Iowa

MALLOY, JOHN P.

Agent-Oper. Tabor, S. D.
PELEKAS, PETER
Sec. Laborer Sioux City, Iowa

IOWA & SOUTHERN MINN. DIVISION

JOHNSON, TEMMEN E.
Sec. Foreman Lanesboro, Minn.
MURNER, EDWIN H.
Air Brakeman Austin, Minn.
TUCKER, ALE A.
Boilermaker Helper Madison, S. D.

LA CROSSE & RIVER DIVISION

BANDEKOW, WILLIAM F.
Sec. Laborer LaCrosse, Wis.
CHRISTOPHER, OWEN
Ex. Gang Laborer Rio, Wis.
CLEMMONS, GEORGE W.
Conductor Portage, Wis.
DONOVAN, MICHAEL E.
Conductor New Lisbon, Wis.
FERRIE, WILLIAM
Machinist Portage, Wis.
HAHN, FERDINAND C.
Brakeman Minneapolis, Minn.
JOHNSON, SAM O.
Sec. Laborer Rio, Wis.
KRAHN, FRANK A.
Sec. Laborer Wausau, Wis.
MAYNARD, CARLYLE F.
Mach. Helper LaCrosse, Wis.
MITTERREITER, JOSEPH
Laborer, Loco. Dept. LaCrosse, Wis.
NOCKELS, JOHN W.
Switchman LaCrosse, Wis.
RILEY, JOHN C.
Laborer, Loco. Dept. LaCrosse, Wis.
SCHRABECK, GEORGE
Sec. Laborer LaCrosse, Wis.
TIMMERBERG, WILLIAM J.
Ex. Gang Laborer Red Wing, Minn.
WINKELMAN, JOSEPH
Laborer, Store Dept. Tomah, Wis.

MADISON DIVISION

DIXON, MELVIN J.
Watchman Beloit, Wis.
HIGGINS, JOHN W.
Loco. Engineer Janesville, Wis.
KLINE, OSCAR S.
Train Dispatcher Madison, Wis.
ROBSON, MARY L.
Clerk Prairie du Chien, Wis.
SMITH, ALBERT H.
Sec. Laborer Boscobel, Wis.
TORETTI, LUIGI D.
Mach. Helper Janesville, Wis.

MILWAUKEE DIVISION

COLEMAN, ROGER P.
Conductor Milwaukee, Wis.
HUCK, MYRON E.
Conductor Menominee, Mich.
LEHAN, JAMES E.
Loco. Engineer Green Bay, Wis.
OTTO, JOHN J.
Conductor Green Bay, Wis.

MILWAUKEE TERMINALS

AEPLER, HERBERT W.
Loco. Engineer Milwaukee, Wis.
BAIRD, WILLIAM M.
Axle Tester Milwaukee, Wis.
BLAGA, PETER
Mach. Helper Milwaukee, Wis.
COGAN, ELMER N.
Switchman Milwaukee, Wis.
CROTTY, PETER R.
Machinist Milwaukee, Wis.

DEKAN, FRANK
Mach. HelperMilwaukee, Wis.
DUNN, JOSEPH W.
Loco. EngineerMilwaukee, Wis.
FOLEY, RAYMOND E.
Store HelperMilwaukee, Wis.
HACKL, ALOIS
Car CarpenterMilwaukee, Wis.
JACKSON, RALPH W.
Oxygraph Oper.Milwaukee, Wis.
JARACZEWSKI, MARTIN F.
JanitorMilwaukee, Wis.
KOLLEY, JOSEPH J.
SwitchmanMilwaukee, Wis.
MAAS, OTTO C.
SprayerMilwaukee, Wis.
MESICH, FRANK A.
Asst. Genl. Foreman ...Milwaukee, Wis.
NETOLES, FRANK
MachinistMilwaukee, Wis.
OLEJNICZAK, JOHN
CarmanMilwaukee, Wis.
PAVICH, JOHN
Car CleanerMilwaukee, Wis.
RAMTHUN, WILLIAM A.
ElectricianMilwaukee, Wis.
ROE, HARVEY S.
Asst. Master Mechanic...Milwaukee, Wis.
SAKOFSKI, MAX
Mach. HelperMilwaukee, Wis.
SKERBICH, FRANK
CarmanMilwaukee, Wis.
SMITH, WILLIAM C.
SwitchmanMilwaukee, Wis.
TUBAAS, HENRY J.
Frt. HandlerMilwaukee, Wis.
YOUNG, EMMETT J.
Loco. EngineerMilwaukee, Wis.
ZAMOW, EMIL C.
Ex. Gang LaborerMilwaukee, Wis.

OFF LINE

IRWIN, JOHN E.
Traf. Frt.
& Pass. AgentPhiladelphia, Penn.

ROCKY MOUNTAIN DIVISION

CZARNETSKI, FRED B.
Engine WatchmanButte, Mont.
HOVDE, GEORGE T.
ConductorGreat Falls, Mont.
JAHN, CARL H.
TruckerGreat Falls, Mont.
KEMP, WALTER N.
Baggageman-Train....Deer Lodge, Mont.
MEUCHEL, NICODEMUS
Carman HelperDeer Lodge, Mont.
OLSON, EDWARD J.
Mach. HelperDeer Lodge, Mont.

TERRE HAUTE DIVISION

DEAL, HENRY
B & B CarpenterTerre Haute, Ind.
HUTSON, GRANT
Laborer, Loco. Dept.W. Clinton, Ind.
MAZE, HEZEKIAH H.
Sec. LaborerJasonville, Ind.
STANGLE, JESSE J.
CarmanTerre Haute, Ind.
TARDITTI, ANTON
TruckerTerre Haute, Ind.
USHER, DAVID T.
Sec. LaborerMomence, Ill.

TRANS-MISSOURI DIVISION

BARTLETT, JOHN
Loco. EngineerHarlowton, Mont.

HOW TO MAKE MONEY FOR YOUR CLUB

by Eileen Campbell, Minneapolis Chapter,
The Milwaukee Road Women's Club

A peek into the recreation room of the J. L. Brossard home in Minneapolis on a recent Tuesday morning would have revealed 16 women busy as bees, winding, pinning and sewing lampshades of all shapes and sizes. A lampshade class—genius at work! Let's look on briefly at one of these sessions.

In the center of the hubbub sits Mrs. Joe Cook, president of Minneapolis Chapter of The Milwaukee Road Women's Club. Mrs. Cook is the instructor and her attention is much in demand. She is being bombarded with questions . . . "Hazel, I think the lining should be tighter. Do I have to rip that all out? Oh, dear!"

Mrs. Cook is unruffled, advising each one in turn. Work goes on diligently and around noon Mrs. Brossard puts down her bright red lampshade and disappears. Soon the aroma of brewing coffee is noticeable and there's a look of anticipation on all faces. Umm! Out come the sandwiches brought from home—here's the coffee—delicious! Then a surprise—someone has brought a



"See? This is how you stretch the lining," says Mrs. Cook.

home-baked cake.

After every crumb is gone the women are back at their tasks, and needles fly. At three they pack away their sewing and off they go, everyone looking forward to the next session.

This is an example of one of the most enjoyable money-raising activities ever promoted by Minneapolis Chapter. The arrangement was worked out by Mrs. Baeyen and Mrs. Sukau. Each woman paid \$2.50, which entitled her to four class lessons.



"And in addition to learning a useful craft, everyone has fun."

BUHoup, JONATHON W.
Ex. Gang LaborerThebes, Mont.
NEWMAN, SR. NORVALD
Sec. ForemanRaleigh, N.D.
PALMATIER, LOREN E.
ConductorMiles City, Mont.
PERRY, AUGUSTINE J.
Loco. EngineerMiles City, Mont.
POULOS, THOMAS B.
Asst. ForemanMobridge, S.D.

TWIN CITY TERMINALS

ANDERSON, OSCAR E.
Car InspectorMinneapolis, Minn.
BRISCOE, EDWARD D.
Crossing FlagmanMinneapolis, Minn.

COUTURE, NAPOLEON J.
CallerMinneapolis, Minn.
LAWSON, CHARLES
FirebuilderMinneapolis, Minn.
LINDAU, CHARLES F.
BoilermakerSt. Paul, Minn.
NYSTROM, CARL A.
BoilermakerMinneapolis, Minn.
PETERS, JAMES W.
Machinist HelperMinneapolis, Minn.
SMITH, HERBERT E.
Car CleanerMinneapolis, Minn.
SMITH, JOHN D.
SwitchmanMinneapolis, Minn.
WELCH, WILLIAM
Yard ClerkMinneapolis, Minn.

about people of the railroad

Milwaukee Terminals

FWLER STREET STATION

Pearl Freund, Correspondent



Herbert Flint

and quite expertly, too. He has a flare for interior decorating, and is continually putting his ideas to work on his home. Being interested in teaching first aid for atomic defense, he attends Red Cross classes. Through this interest he has become an eight-time blood donor. He is also a member of the Milwaukee Transportation Club.

The military influence was in evidence Feb. 24 at Unity Lutheran Church when George H. Roessger gave his daughter Virginia in marriage to Richard Gibowski of the Navy. The best man is in the Army and had to leave the following day for Japan, and Brother Charles, an usher, and the soloist are members of the Air Force. A reception was held at the bride's home and the young couple then left for East Troy, Wis., on their honeymoon. Richard then flew to Norfolk where he is stationed. Virginia hopes to join him later.

April 7 is the date chosen by Charles Roessger and Evonne Bulger, and the ceremony will take place in Unity Lutheran Church. Evonne, a dental nurse, and Chuck attended grade and high school together. Following their marriage they expect to make their home at Madison, Wis. Charles, now a staff sergeant in the Air Force at Truax Field, is a senior observer at the weather station there.

On the same day Carolyn Gretza and Kenneth Stelzel will say their marriage vows in a military service at St. Hedwig's Church. A reception will be held at the bride's home.

Mr. and Mrs. Vieth announced the birth of baby boy, their first, on Feb. 20.

Viola Treptow, of the OS&D department, will be on leave of absence for 30 days.

Roger Selk, recently employed at Chestnut Street, has been assigned to the position of supervisor of billing department.

John Skubal has been assigned to the demurrage department. His position as general clerk has been assigned to William

Spredeman, who was formerly at the stock yards.

Milwaukee Hiawatha Service Club Unit No. 3 announces that it will give a benefit card party at North Avenue station on Sunday, Apr. 1, in the afternoon and evening.

Friends of Bill Griffin will be interested to learn that he was convalescing at Doctor's Hospital from Oct. 28 to Feb. 20 and is now at home at 623 N. 51st Street.

The duties of timekeeper and stenographer are now being handled by Lucille Stowell.

CHESTNUT ST., NORTH MILWAUKEE & NORTH AVENUE

Dick Steuer, Correspondent
Chestnut Street Station

During the recent labor difficulties many clerks were out of a job for a few days. When things returned to normal, bidding on their old positions, and other positions as well, was a necessity. Almost all were re-assigned to their old jobs. New assignments at North Milwaukee included Dan Kugler to clerk and Lois Habersat to expense clerk. The new assignments at Chestnut Street included Bette Whitford to expense clerk,

Estelle Jorgensen to general clerk, and two yard clerks—E. (Tommy) Lundstrom to Gibson and Johnny Kobasic to Walnut yard.

Rate Clerk Eddy Kurtz chose the coldest day of winter to be the victim of a flat tire. With the temperature down to 20 below, Eddy had to work for a half hour before the tire was changed. Then he found that the motor had overheated due to a faulty water pump, and he had to ride the street car anyway!

Steno-Clerk Phyllis Kowalski finally made that trip to Clinton, Ind., after putting it off time and again.

The sudden death on Feb. 12 of William Kaegler, yard clerk at Walnut yard, was a shock to all who knew him. Bill, who was 63, always had a pleasant greeting and a smile for everyone. Although he was not a veteran railroad man as far as years of service go, he was a true "rail" from the first day on the job to the last. Bill worked in the North Milwaukee district as yard clerk and warehouseman during 1931-32. He returned to service as messenger in August, 1942, and in January of the following year was assigned to yard clerk duty at Walnut



NEW BUSINESS. Milwaukee Road mail handlers at the mail room in Milwaukee tackle a new job—the sorting and loading of copies of The Milwaukee Road Magazine destined for on-line points. The February issue, a portion of which is shown here, was the first to be printed in the Milwaukee plant of Wisconsin Cuneo Press and distributed through the railroad's mail handling facilities at that point. Approximately 6,500 copies of the total circulation of 33,000 are sent out via U. S. mail and are now handled directly through the Milwaukee post office. Heretofore the Magazine has been printed in Chicago. The men, left to right, are Arnold Berset, mail sorter; George Mitchell, mail and baggage agent; LeRoy Laus, baggage checker; and Clarence Liebhauser, baggage checker.



UKELELE LADY. Television influences musical appreciation in the home of Dorothy and Irvin Parsons, Galewood freight house force. Daughter Judith Ann, a bright four-year-old, is shown here making like Arthur Godfrey.

yard. He was always proud of the fact that he seldom had missed a day on account of illness.

To Pete Madsen, switchman at Gibson, we extend our sympathy on the loss of his wife Feb. 23.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Janitor Dan O'Herron is retiring, due to illness.

Mae Graney returned to her job Feb. 13 after being ill for three weeks.

Frances Mason, chief telephone operator, and Milton Johnson, car record department, are the new owners of Chevrolet cars. R. E. Chalifoux, chief clerk, has promised Milton to take good care of his old car.

Dorothy Camp, car record clerk, is on a leave of absence due to illness. She and her husband Joe, train director, expect to leave soon for Tucson.

Pauline Wamsley, clerk, returned to work Feb. 19 after being home since Dec. 10 due to an injury.

R. W. Maloney is now cashier at Healy station. Julius Moscinski, former cashier, is back on his old position as chief claim and reconsigning clerk at Galewood.

Your correspondent has gone to Ft. Lauderdale, Fla., for a vacation but will be back in time to receive news for the April edition of the Magazine.

Sorry to report that Dorothy Parsons is hospitalized at this writing.

Charles Rabus, freight check clerk on the Galewood platform, died recently after a long illness.

George Campbell, stower at the Galewood platform, is in Columbus Hospital at this writing. A request for blood donors was sent to his fellow employees.

UNION STREET

Florence La Monica, Correspondent

Fred Haslow, delivery crane operator, is now retired.

Francis X. Wernett who has been ill since November, has returned to work.

Otto Stainer, our retired "safety first" man, has been ill. He is now at home recuperating. Send a greeting to 612 S. Taylor Avenue, Oak Park, Ill.

Arnold J. Kitson, yard clerk at Kinzie Street, was laid to rest Feb. 28. Sympathy is extended to the family.

Charles W. Woldt, Yard 2 foreman for the past 49 years, passed away Feb. 13. Those of us who had known Charlie for many years will miss him, and we extend sympathy to Mrs. Woldt. We also wish to thank Stanley Yates, Anthony Detuno and William Zunker for donating blood at the Swedish Covenant Hospital in an effort to help Charlie recover.

Walter Winters has been appointed foreman at Yard 2. Walter came to us from Galewood.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Yard Clerk Harry Zender reported for service in the Air Force Mar. 1. Harry came to the Road after World War II and has been at Bensenville since that time. He is married to a nice girl by the name of Martha and has bought a farm during his stay with the railroad family.

Yardmaster John R. Harding and wife took a run down to Peoria during February. On their return they learned that John's son Jerry was coming down with rheumatic fever.

Friends of I.H.B. Dispatcher John Wolters wish to express their sympathy on the death of his wife Louise Feb. 25. Louise was the first French war bride to reach America after World War I. Her nephew Marcelles, who is attached to the French embassy in Washington, flew here for the funeral. The Wolters are well known to Milwaukee Road men, having lived in Franklin Park for years before they moved to Gary.

Nellie Helton, wife of Bob Helton, night operator at Sturtevant, Wis., is hospitalized in Mattoon, Ill., undergoing a check-up. She hoped to be home before the middle of March.

Happy days! Frank Phillips, clerk at Bensenville, is riding once more. He was afoot for several months, having loaned his car to his son.

H & D Division

EAST H & D

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

From W. F. Kelley, retired conductor who suns himself in Florida every winter, comes this plug: "The Milwaukee Road Magazine arrived today and I sat up far past my usual bed time to read it."

As a result of Engineer Fred Burdick taking that vacation trip to California recently, Conductor Ben Bishop is smoking Mexican cigarettes!

Mr. and Mrs. Henry Buseman of the Monte roundhouse, son Bill (also of the RH force) and daughter Joan enjoyed an

auto trip through eight of the eastern states recently and visited with the son who is at the Marine base in Yorktown, Va.

Tom Kirk, retired conductor, sends a letter from Los Angeles, where the sunshine is so grand, to commiserate on the sub-zero winter up here. At the recent Minnesota picnic he saw P. J. Lawler and Engineer Steve Brophy and wife who were there on a vacation.

Engineer John Krum has taken time off and is down in Florida. He tells of going deep sea fishing and the resultant delicious fish dinner served afterward at the Gus Adamson home.

Conductor Walt Lewis is "summering" on his chicken ranch in Arizona where he is in partnership with his daughter on the chicken deal.

MIDDLE & WEST H&D

R. F. Huger, Correspondent
Operator, Aberdeen

Our congratulations to Mr. and Mrs. Don J. Keenan on the birth of a son Feb. 20. Don is a former H&D operator. Grandpa Keenan is rules examiner at Aberdeen.

Agent W. W. Gentz, Edgeley, is on a vacation at this writing, being relieved by M. H. Heiser.

According to Bill Hild and Pit Sammons, old timers at ice fishing, the sport hasn't been very good this year, with the result that more fish was bought at the stores.

DF&PA George Neu, Aberdeen, is leaving for Minneapolis in the capacity of DFA. He was honored with several parties and going away presents by his friends on the division.

Agent Thompson, Bristol, is busy with his minks at this writing.



LAST RUN. Porter John C. Davis, 71, boards the Afternoon Hiawatha at Chicago Feb. 28 with Mrs. Davis for the final run of his 42 years of continuous service. Mrs. Davis accompanied him to Minneapolis. After a short rest in their Chicago home, the Davis plan to take a six-month vacation in Virginia. (Chicago Times photo.)

MUSTACHE CUP

The Old Timer wouldn't drink his coffee without it. And after the good food and drink, he would match his mood of contentment with a friendly, fragrant Dutch Masters Cigar. Today, handlebar mustaches and mustache cups are not the fashion—but Dutch Masters still bring to new generations the same gratifying pleasure as of old.



DUTCH MASTERS CIGARS

Conductor John Gobershock and his brother, Brakeman Frank G., have returned from a 30-day vacation which took them to Florida, then through the southern states into Mexico, and back by way of Minneapolis. The trip was made entirely by auto.

The diet season is on in full swing for Dispatcher Jerde, Chief Dispatcher Mathis and Clerk J. Faeth. Imagine that some good second hand suits will be for sale before many more weeks go by.

Clerk Florence Johnson fell and broke her arm recently. She is on the mend at this writing but it will be some time before she can light her own cigarette.

Vernon Blake, B&B foreman, and Mildred Stevenson, former clerk in the roadmaster's office, were married in January. They took an auto trip to the west coast before settling down in Aberdeen.

District Adjuster W. H. Applegate and family recently returned from a vacation down Florida way.

Mrs. J. S. Nilan, wife of ticket agent at Aberdeen, has returned from New York City where she visited her daughter and family.

— A CLEAN HOUSE IN '51 —

Many a man in love with a dimple makes the mistake of marrying the whole girl.

March, 1951

Coast Division

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

Esther Delaney, trainmaster's stenographer, who was ill for three weeks, is back to work. We are sorry to report that her husband, General Car Foreman W. L. Delaney, is laid up in bed at this writing.

Lee Boyd, time revisor, who was in the hospital for about a week undergoing an operation, is back to work. Lee says he feels like a new man, but with a little lower tonnage rating.

Leo Disch, section foreman, who has been off for some time on account of illness, was taken to the hospital for an operation. Leo has had some tough breaks and we sincerely hope that his operation is a success.

Mrs. Neil Grogan, wife of chief dispatcher, is seriously ill in the hospital at this writing.

Water conditions on the Coast Division have been the worst in 30 years, resulting in washouts that have handicapped operations considerably on the main line, National Park, Port Angeles and Bellingham lines. The Bellingham line was especially hard hit as it had several washouts, one of which was 100 feet long and 25 feet deep.

May Brown, chief dispatcher's stenographer, has returned from a vacation spent in tour-

ing Arizona, Nevada and California.

Herb Davis of the engineering department, ace bowler of the general office team, rolled a 265 game recently, which gives him the high individual score so far this season.

Machinist Robert H. Montgomery, who entered military service some time ago, is on his way to Japan.

George Rickett, electrician apprentice, has been called to military service.

Harvey Snyder, clerk in the master mechanic's office, is in the hospital at this writing, undergoing an operation.

Mrs. Elmer Swalley, wife of retired conductor, passed away recently; also Mrs. Henry Hotchkiss, wife of conductor.

We have just learned that W. G. (Bill) Densmore, for many years coach foreman in the car department at Tacoma, passed away in December. Bill was retired and had been in ill health for a number of years. His circle of friends were many, which was evidenced by fact that his funeral was attended by so many that they could hardly be accommodated at the funeral parlors.

— A CLEAN HOUSE IN '51 —

An educated person is one who can concentrate on one subject for more than two minutes.

—Dr. Robert A. Millikan

SEATTLE YARD

F. J. Kratschmer, Correspondent

Amprrie Meeker, car inspector on the water front, retired recently after about 42 years of service. Amprrie started to work for the Road in 1909. His entire service was with the car department in Seattle.

Andrew L. Shigley, coach cleaner in the car department, also retired on Feb. 12 after about 10 years of service. "Les", as he was called by his fellow employes, will live on his farm at Warm Beach, near Everett.

Elsworth E. Thomas of Tacoma has taken over as foreman of the B&B department in Seattle on account of Joe Maks taking a leave of absence.

Coleman Larkin has transferred from the track department to the job of coach cleaner in the car department.

Walter Janasky of the track department is now working as janitor at the terminal.

The Service Club recently showed, through the courtesy of the Standard Oil Company, the color motion picture, "Pattern of Survival," which dealt with the manner of protection in case of an atom bomb attack. The picture was viewed by employes in all departments.

SEATTLE LOCAL FREIGHT OFFICE AND MARINE DEPT.

Elizabeth Gosha, Correspondent
Local Freight Office, Seattle

Guy E. Anderson and Frank C. Bell, retired veterans of the local freight, have received lifetime "gold" passes on the railroad. Mr. Anderson was formerly assistant agent and Mr. Bell was record clerk.

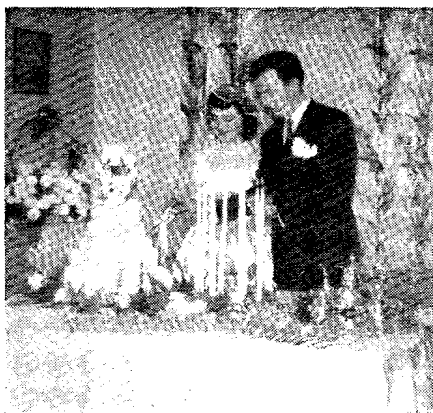
We welcome Mrs. M. D. Weistaner who has been with the Road in Spokane and Raymond, Wash. She has been assisting in the statistical department and the billing section since coming to Seattle Feb. 12.

Frederick C. Bohn of the LCL warehouse retired Jan. 31. Mr. Bohn entered the service of the Road as a trucker in October, 1926, later worked as watchman, and was a warehouse checker at the time of his retirement.

Mrs. Mazie Knowles, extension clerk, is taking a short leave of absence due to ill health. Catherine Fowler is relieving while she is away.

P. G. Kettleison, barge captain, has been ill for several weeks, during which he was hospitalized for 10 days. We are glad to report that he will be back on the job soon.

We were pleased to receive a letter recently from a former clerk, Emil Waltari, who left last fall to visit his home in North



RAILROAD FAMILY MERGER. Louis J. Rabun, the son of District Master Mechanic L. H. Rabun, Chicago, and Miss Dorothy Pollack, daughter of Illinois Division Conductor Mathew Pollack, following their marriage at St. John's Church, Savanna, Ill., Jan. 20. Louis is an electrician at the Savanna roundhouse.

Dakota prior to entering the armed forces. He writes that he has enlisted in the Air Force and is now in Mississippi, having completed his basic training in Texas.

Leland H. Ward retired Feb. 28 after 41 years of service in the marine department. Mr. Ward hired out in February, 1910, as a deckhand on the Milwaukee barges which travel daily between Seattle and Puget Sound points. He was barge captain for 28 years until he became assistant portmaster about nine years ago, the position he held at the time of his retirement. According to Lee, he worked most of the jobs and wore out at least three barges during his service in the department. Because of ill health for the past few months he has made no definite plans for the future, except to utilize some of his leisure time visiting friends and renewing old acquaintanceships.

D & I Division

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

New arrivals: Another grand-daughter, Michele Ann, in the home of Car Agent F. M. Withhart, Savanna, his son Joseph being the father; a young son in the home of Switchman Glen Groezinger, Savanna, the first grandson of William Smith of Mr. Downing's office in Chicago.

Dispatcher C. D. Anderson of Savanna is "in the Army now," being located with a

combat engineering battalion at Ft. Leonard Wood.

Roosevelt Lodge, Brotherhood of Railway Clerks, held its annual banquet in the Moose Hall at Savanna on Feb. 6, with 55 present. The dinner was excellent, as usual, but where was the dessert?

Robert Miller, son of Walter Miller of Motor Transportation Service, Savanna, and a high school senior, became the youngest pilot in the United States Jan. 31. Robert became affiliated with Strandsale Air Park in September, 1949, as part of the diversified occupations program offered by the Savanna Township High School.

Charles Gradt, for many years chief carpenter on the D&I Division (old Illinois Division) passed away at his home in Van Nuys, Calif., Feb. 18. Surviving are his widow, two sons, Conductor A. Gradt and Fireman Walter Gradt, and a daughter.

QUAD-CITIES AREA

Marion L. Arnold, Correspondent
Freight Office, Davenport

The wife of Engineer John J. McGinn fell and broke her ankle the day after he returned from the hospital in Rochester, Minn.

Mrs. Russell Tubbs, wife of the P.F.I., and Mrs. Barney Jones, wife of Switchman Jones, are both in the hospital recovering from operations.

Engineer Earl Henning fell and broke his wrist while off duty on Feb. 16 and will be home for about six weeks.

Yardmaster Earl Wells' daughter is home from the hospital, having recovered from her illness.

Palmer Anderson, retired stower in the Davenport freight house, passed away at his home on Feb. 23. He retired Oct. 2, 1948.

P.F.I. Russell Tubbs has received a letter from Lyle Bartels who worked in that department until four months ago, when he moved to Hawaii where he is an airplane mechanic at Hickman Field. Lyle and his family are enjoying the warm weather but wrote that it didn't seem like Christmas without snow. His address is 244 Oneawa Street, Lanikai, Hawaii.

Milwaukee Shops

STORE DEPARTMENT

Earl L. Solverson, Correspondent

Congratulations to W. L. Witters on his promotion to general car foreman. He has many friends here, having worked in the terminals some years ago.

Edgar Hug is getting very impatient waiting for summer to arrive. He has just fin-

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supplying treated ties and structural timbers.*

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THE RAMPAGE OF 1896. J. E. Bergemeyer, retired B&B foreman now living at Highland, Calif., would like to know how many recall this scene at North McGregor, Ia. (now Marquette), on May 24, 1896, after a flood had washed out the line to Monona. The building in the background at the right is the Rudde Hotel.

ished building a summer home at a nearby lake.

E. F. Palmer retired Mar. 1 after 47 years of railroading. Our best wishes to him for a long and pleasant retirement.

Yardmaster Emory Hanson has moved into his new home. From all reports, it is a dream castle.

Iggy Zielinski is getting to be quite a celebrity. His picture recently appeared in a Milwaukee paper as a member of the Ground Hog Club.

Mr. and Mrs. George Barbian have returned from a very pleasant week spent in Florida.

We have just heard a story worth repeating. Last fall Auggie Beier's young son, on his way home from school, found an animal that had been hit by a car and took it home to nurse it back to health. That evening on returning home from work Auggie noticed that all the doors and windows were open. Mrs. Beier met him at the door and had him investigate an odor that was coming from the basement. You guessed it—Auggie's son had been the benefactor of a skunk.

CAR DEPARTMENT—OFFICE AND SHOP SUPERINTENDENT

Vincent O. Frelhoefer, Correspondent

Added to the select group of employees at Milwaukee Shops with a half century or more service is Blacksmith William P. Ryan who was recently honored with a lifetime pass in recognition of his 52 years with the Road.

Tom Birch, who has started his 48th year with the Road—34 years as air brake foreman—recently made the statement that he has decided to make railroading his life's occupation. Tom can be sure that his friends at the Shops and throughout the system are happy about his decision.

Congratulations to John Strobl, welder, on his marriage to Charity Krumnick Feb. 3.

Upholsterer Stanley Tabaka is recuperating after an appendectomy.

Orville Fox, assistant machine shop foreman, became the father of a 10-pound boy

March, 1951

on Feb. 27. The stork was also welcomed at the homes of Blacksmiths Jack Annis, a 9-pound daughter; James Gagliano, an 8-pound baby son; and Leonard Meleski, a 9-pound boy.

C. H. Bilty, retired mechanical engineer, recently received a letter from France in which a French model railroad enthusiast, who was building a model of a Milwaukee Road Hiawatha locomotive, was seeking information. We are glad to hear that our railroad is known throughout the world.

The following employees at the Shops entered military service during the past month: Donald Mueller, upholsterer apprentice; Kenneth Ramus, welder in the carpenter shop; Bernard L. Dulak, tractor driver in the tin shop; and Albin Napiwocki, tin-smith helper.

Sixteen British trade union and transport officials visited the Shops on Feb. 5. They were particularly interested in apprenticeship training.

Death took a toll of active and retired employees recently. Carman Nunzio Gaglio died Jan. 2; Joseph Kinsfogel, Sr., retired carman, died Jan. 18; Herbert R. Braun, steamfitter, died Jan. 30; Paul Zaezz, machinist helper, died Feb. 3; William Kinne, painter, died Feb. 10; George Krause, blacksmith, died Feb. 14; Henry Richard, retired carman helper, died Feb. 14; Rudolph Carlson, steamfitter helper, died Feb. 20; and Richard Heise, carman, who was recently presented with a gold lifetime pass in recognition of 50 years of service, died Feb. 20.

LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

Herman Oldenburg, retired molder, visited recently at the foundry and told his friends of his marriage.

We are glad to see Fay King, master mechanic, back from Florida with a coat of tan.

The foundry said goodbye to Laborer Casper Juckem who retired recently. He plans to enjoy life with his family.

Uncle Sam has taken George Boyung into his service. George was a crane operator in the foundry.

COACH YARD

Richard Flechsig, Jr.

Mary Korzan is back on the job after being absent for several months because of a broken wrist.

Jim Palmer, who is now a foreman at La Crosse, was down to the yards for a visit.

Judging by the fish stories floating around the yards, there should be a lot of fishing this year. We are all betting that the best stories will be told by our day air man, Albert Mueller.

John Freda is in the hospital at this writing, recovering from an operation on his eyes.

George Laetsch, our night foreman, has been ill for several weeks but is expected back shortly.

— A CLEAN HOUSE IN '51 —

Be pleasant until 10 o'clock in the morning and the rest of the day will take care of itself.

—Elbert Hubbard

UNION REFRIGERATOR TRANSIT LINES

4206 N. Green Bay Ave.,

Milwaukee 12, Wisconsin

Terre Haute Division

TERRE HAUTE DISTRICT

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

Roland R. Rainford, telegrapher at Faithorn, reported for military service in February.

Yard Clerk Barney Troglio, now in military service at Battle Creek, Mich., is able to get home every week or two for a visit with his family. He lives in Clinton.

Frank Wyatt, yard conductor who retired in 1937 at the age of 76, left for New Orleans on Feb. 7 to spend the remainder of the winter.

General Car Foreman Clyde Dawson, who has been ill for some time, returned to work in February.

Herman J. Kutch, retired conductor, and wife are spending the winter in Hot Springs, Ark.

WEST CLINTON AREA

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

Miss Barbara Jane Stevens, daughter of Machinist Elmer Stevens, and B. J. Granger were married at the First Baptist Church in Clinton in February.

In a home ceremony, Miss Barbara Scott, daughter of Engineer W. E. Scott, and Wayne Myers were married Saturday evening, Feb. 3. They will make their home in Clinton.

Miss Gail Gowens, daughter of Car Inspector Kenneth Gowens, and William Pollock were married at the First Nazarene Church in St. Bernice the afternoon of Feb. 4. Bridal music was played by Virginia Parker, roundhouse clerk, and Miss Joyce Foltz, daughter of Engineer Norman Foltz, was maid of honor. The newlyweds are now at home in Indianapolis.

The wedding of Miss Virginia Alvis, daughter of Telegrapher Owen Alvis, and Peter Jacusis took place Feb. 4 at the Pilgrim Holiness Church in Terre Haute. They will make their home in Chicago.

George Bain, retired conductor, is getting his fishing tackle in readiness for early fishing in Brouillett's Creek.

The new 25,000 gallon storage tank for diesel oil was set just off the west boiler room on Feb. 12. Storekeeper W. C. Glass, Crane Operator R. L. Leeth and the B&B department had charge of the work.

Mrs. Jack Yocum, wife of brakeman, has been in the hospital in Terre Haute for some time.

Conductor LeRoy Hale was ill in February. Mention is made here of the St. Bernice High School basketball team, since the "Hornets" include several sons of Milwaukee employees; C. Bramlett, Bill and Fred Bedinger, J. Allen, D. Newton, E. Sewell, J. Pearman, M. Sturm, J. Bush and Bob Debolt. The boys are making this a great year for St. Bernice High.

Machinist and Mrs. Stanley Reed and son Jerry were called to Indianapolis Feb. 18 by the serious illness of Mrs. Reed's sister.

Roundhouse Foreman Homer "Peck" Wallace of Bedford and Mrs. Wallace made a quick visit here in February to visit his parents. On account of slippery roads they didn't stay long enough to make calls.

Jim Griffin is the new night roundhouse working foreman at Terre Haute.

Joan, daughter of Roundhouse Foreman J. J. Gavin, was operated on for appendicitis in February. At this writing she is in St. Anthony's Hospital.

Virginia Parker was the successful bidder on the night calling job at the roundhouse.

Some of the sparkles from the roundhouse were contributed by Steno Elizabeth Brown.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

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

Congratulations to Mark Mason Taylor for choosing Division Editor J. J. Taylor and Mrs. Taylor as his parents on Lincoln's Birthday, Feb. 12.

We apologize for not making the announcement sooner, but while on the subject of new babies want to extend a royal Milwaukee Road welcome to Anne Rider, daughter of Mr. and Mrs. S. W. Rider, who was born Dec. 31. Papa is in the law department.

The new face around the superintendent's office belongs to Roy Peterson, who has left Duluth, Minn., to try his hand at railroading in Minneapolis.

Car Distributor E. R. Knoke is away for a week at this writing, on a quick trip to California. Guess the cold, snow and ice got the best of him—and there are a lot of us who wish we were in his shoes.

If the present plans go through, it looks as if the superintendent's office force is in for a diet of plaster dust for the next few weeks. Assistant General Passenger Agent H. M. Larson and his force are leaving the Rand Tower and will be located on the second floor of the passenger station, in order to be near where things are happening. A few walls will be knocked out and relocated for the new accommodations.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

On Feb. 28 H. L. McLaughlin, general northwestern freight agent, retired. He takes with him the best wishes of the entire force. G. E. Benz, formerly general agent, has been appointed in his place.

George Neu was appointed division freight agent at Minneapolis, effective Mar. 1.

Harry E. Erickson came to Minneapolis Mar. 1 as general agent from Cincinnati. We welcome him back to the office where he started his service in the traffic department.

Two proud papas passed cigars and candy in the traffic department the same week. Merton Gross has a son born Feb. 18, and Bill Wire's boy was born Feb. 21.

The new messenger in the traffic department is Donald Wickstrom who took Dave Egerton's position. Dave replaced Julius Swanson as tracing clerk when the latter went into service.

C. P. Cassidy dropped in to say hello recently. He reports that he likes Terre Haute very much.

We welcome Vera Friberg back to the local freight where she is helping out while several are on leave of absence because of illness; Art Lundberg who took a trip to Florida to recuperate after an operation and Harry Nee who is recuperating at home.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

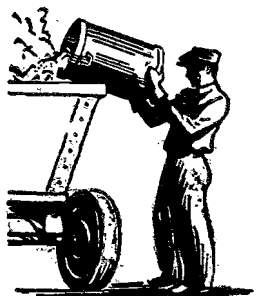
Carman Herb Kassin, with his wife and daughter, enjoyed a California vacation in February.

Mrs. A. Kurzejka sustained a fractured hip in her home Jan. 27 and Mrs. Sidney Snobeck suffered a slip-disc in her spine Feb. 15. Both are confined in the hospital.

Roundhouse employees who entered military service the past month are Laborers D. L. Valentine and F. A. Haselius. G. E. Claypatch is with the Engineers and Bruce Kane and Gerald Ruzicka are with the Minnesota 47th at Camp Rucker.

Locomotive Boiler Foreman Thomas Bowler passed away Feb. 23 due to a heart seizure. River Division Engineer L. N. Frellson succumbed to a heart seizure Feb. 23 and Bert M. Carlson, retired blacksmith, passed away Feb. 14.

The death of Edward R. Campbell, 91, at Moline, Ill., has been reported. Mr. Campbell



TRY GLENDORA the next time you order coal

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When the chimney belches black, sticky smoke, and several tubs of ashes are set out every week, it's a certainty that GLENDORA—"The Wonder Coal" is NOT being used.

GLENDORA burns clean and hot and leaves only a fine white ash. No troublesome clinkers; easy on furnaces and grates; won't crumble, less dust.

STERLING-MIDLAND COAL CO.

GLENDORA

The Wonder Coal
ORIGINATING ON THE MILWAUKEE ROAD

8 So. Michigan Ave., Chicago

retired as chief interchange inspector of the Minnesota Transfer Railway about 14 years ago.

Robert L. Johnson, laborer at the shops who joined the Marines, has been in Korea since October. His father reports that he has had plenty of action right along.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Due to the bulletining of positions on account of the switchmen's strike, position changes were made by Joel Andren, Georgine Flandrick, Bill Burfiend, Elsie Monheim and Bob Medinger.

The only spiral bridge in the world, located at Hastings, Minn., is due to be wrecked, as the new bridge there is now in use. Joe Johanson really feels blue about the loss of the old relic. Joe lives in Hastings.

The stork recently visited the home of Bill Burfiend.

St. Paul played host to the leading high school hockey teams of the state the past month. Eveleth copped the championship for the third successive year. Eveleth holds the record of more than 60 wins without a loss.

Harry Carr, now in the Navy, writes that he is coming along fine and in no time at all should be rated as admiral.

My son, Capt. Dudley Rothmund, expected to be sent to Korea this month. However, I have learned that those plans were changed and he has been assigned to the Sierra Ordinance Depot in northern California.

ST. PAUL TRAFFIC DEPARTMENT

B. Burk, Correspondent
c/o General Agent

There is a new branch on the family tree of Chief Clerk Robert J. Young as of Feb. 24, weighing seven pounds and thirteen ounces and named James Francis. When his big sister Janet Ann, two years old, was informed of the event, her comment was "Oh, boy!" Congratulations to the parents and a thank you for helping me meet the Magazine's deadline with the news.

Every year about now we have a "live-stock report". Ray Jarrett, of Britton, S. D., makes a regular shipment via our line to the South St. Paul market at this time of year, and it creates quite a stir, because it's so large. This year it consisted of only 32 cars of cattle and 7 cars of sheep, compared with 45 cars last January, but it still is front page news for the St. Paul and Minneapolis newspapers.

Mr. Jarrett says that the animals are loaded carefully so they don't become fright-



A WELCOME FOR THE QUEEN. Miss Marie Linsert, 1950 Queen of the Pacific Northwest and of the Seattle Times Ski School, who was awarded, among other prizes, a trip to the St. Paul Winter Carnival, is shown as she arrived in St. Paul on the Olympian Hiawatha. Left to right: Mrs. O. R. Anderson, the queen's official chaperone; Robert L. Twiss of the Seattle Times; Oliver R. Anderson, general passenger agent, Seattle; Miss Linsert; S. W. "Stu" Olsen, who at other than Carnival time is city passenger agent in St. Paul; and Mrs. W. F. Linsert of Seattle, mother of the queen. Mr. Olsen is pinning an official Carnival button on Miss Linsert's snow jacket.

ened and lose weight, but so many people watched their unloading that it upset the poor beasts. Even so, he estimates that the shipment will bring him about \$200,000, so maybe the shrinkage won't be too drastic.

— A CLEAN HOUSE IN '51 —

Nearly every man is a firm believer in heredity until his son makes a fool of himself.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

The luncheon meeting of the Milwaukee Road Service Club was held Feb. 21 at the Y.W.C.A. banquet room, Chairman B. E. Lutterman presiding. There were 83 in attendance. Through the courtesy of the Standard

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at any time

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TRIP-L-CROP**

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PASSENGER, FREIGHT
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IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

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

Oil Co. of California, a color motion picture entitled "Pattern for Survival" was shown by Mark Allen, Standard Oil representative. The picture illustrated the best known means of protection in the event of an atomic bomb attack.

Roy Jackson, assistant general agent, who was confined in Providence Hospital for several days in February, is convalescing at home.

R. D. Abernathy, telegraph operator in the Seattle relay office, returned Feb. 5 from a six-week vacation in California, Arizona and Mexico. "Abby" is a golf enthusiast and his vacations usually coincide with the golf tournaments in the southern states, starting in Los Angeles, then to Pebble Beach, Long Beach and Phoenix. He returned with a very healthy tan, acquired both by watching the tournaments and getting in a few games of golf.

Mrs. Amy Collins, mother of Gladys Marshall, telephone operator in the general offices, died Feb. 19 in Seattle. Mrs. Collins was 93 years old and well known to many Milwaukee employees.

Morell Sharp, attorney, was the recipient of congratulations from his friends when the news got out that he had passed the Washington bar examinations Feb. 13. In celebration of the event, J. N. Davis, former general attorney, played host to Morell and his associates at a luncheon at the Rainier Club.

Martin Hardscastle, operator in the Seattle relay office, underwent an operation at the Virginia Mason Hospital Feb. 27. At this writing he is reported to be making good progress.

Maurice and Sue Mumford, formerly of the law and tax departments, respectively, paid a visit to the general offices in February from their home in Indianola Beach. Understand that their yen for Chinese food prompted the trip to the city.

Chicago General Offices

ENGINEERING DEPARTMENT
Doug Rieser, Correspondent

Recent newcomers to the engineering department are Assistant Engineer C. E. Peterson, transferred from Spokane, and Lawrence I. Kahn, draftsman, both in Mr. Hornung's office.



THEY'RE MARRIED NOW. Leonard Palla, freight claim adjuster in Chicago, and Eloise Sivertsen who took the big step at Grace Lutheran Church, Elmwood Park, on Feb. 17. They honeymooned in New Orleans.

Mrs. Maybelle M. McSween, steno-clerk, has been assigned to Mr. Morgan's office.

Lawrence A. Martin, former welding foreman, is now superintendent of track welding, replacing Beldin L. Hilliker who is now superintendent of Tomah rail mill.

Clarence A. Weisgerber is now employed in Mr. Burch's office as a draftsman.

M. F. "Butch" Butcher, steel inspector, announced the birth of a seven-pound ten-ounce son on Feb. 15 in Milwaukee. Rusty, the Butchers' five-year old boy, named the new baby Michael. The Butchers are residing at 2020 West Pierce Street, Milwaukee.

Chester Miller, of Mr. Christianson's office, recently returned to work after a siege of arthritis.

Your correspondent was just advised that Mr. and Mrs. Gay Minella (Rita Denz) had a baby girl born to them Mar. 1.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Pvt. Richard Weel, who was inducted into the Army Jan. 19, is receiving his training at Ft. Leonard Wood, Mo. He was home on an emergency furlough Feb. 5 on account of a death in his family and paid us a visit.

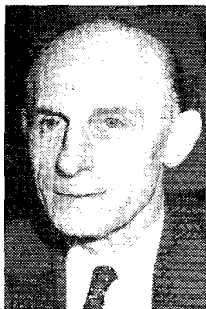
Kathleen McDonagh (Irish) who was hospitalized for several weeks on account of surgery, returned in good health Feb. 26. She started with the Road in April, 1949, shortly after her arrival from County Mayo, Ireland. Also in Kathleen's bureau is Margaret Saunders, recently arrived from the same county, and Mary Mulchrome, who also hails from County Mayo. There are also two colleens in the computing bureau from County Mayo—Mary O'Malley and Kathleen Moran.

Martha Schultz recently visited in Omaha with Corrine Johnson who resigned in April, 1950.

On Feb. 22 Sophie Duckers was the honored guest at a luncheon given by 17 of her co-workers and was presented with gifts and an orchid. She had resigned on Jan. 15 after many years of service.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Charles W. Gillis, Correspondent



H. Kraebber

present appointment. He succeeds George Aff who retired Feb. 1.

Mrs. Lucille Forster is recovering from an operation performed Feb. 22 at St. Francis Hospital. She expected to return in three weeks.

Bernie Rausch and Guy Bowman have left for Air Force and Army duty respectively. This brings our office's total of service men to four.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

R. E. Abrams, recently retired D.F.C.A. at Milwaukee, tell us his new address is Route 2, Box 42, Palmetto, Fla.

Betty Post, one of our recent young mothers, has returned to her position as dictaphone operator.

Recent visitors included Walter Bone and Jay Goodenough.

One fellow who would certainly appreciate receiving letters is John Kuptz, former adjuster now holding the position of private in the United States Army. His address is U.S. 55066270 Co. B. 69th Medical Tank Battalion, C.C.B. 6th Armored Division, Fort Leonard Wood, Mo.

Anna Nasheim, head clerk in the typing bureau, has returned after a three-week illness.

Fred Westlund has driven to Florida for his vacation.

Julia Korbellas has received a promotion to clerk in the OS&D bureau.

Carl Westerlind has taken a leave of absence, due to his mother's illness.

Understand that George Loderhose, recently retired freight claim agent, and Mrs. Loderhose are spending a vacation in Florida.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Nellie Shea had the misfortune to fall and break her wrist recently. She had just returned to work after suffering a similar accident a few months ago.

An unusual accident of the winter season was that of Naomi Johnson who slipped on a frozen footstep and fell, fracturing several ribs.

The Oesers are sporting a new Plymouth. Hedwig Kohler spent her vacation in Arizona.

Mary Kurr did not give Tony a black eye—a minor operation caused the eye patch.

The crocheters' club has a new member. Arona Warren, who is going to eventually finish the world's most beautiful handkerchief edging.

PASSENGER TRAFFIC DEPARTMENT

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

For the last few years the Chicago Passenger Club, which is the principal travel business fraternity here, has sponsored a week end at the Lake Delton winter playground near the Wisconsin Dells. Our railroad cooperates with this group in furnishing the transportation to and from, gleaning a considerable amount of good will in the process. The week end is weighted heavily on the social and athletic side and is always the highlight of the CPC's winter season. CPA Gene Hammer, Bill Caughey of the ticket office and Bob Bielfeldt of Passenger Rate made the junket this year (Feb. 17-18).

February was a big month for Uncle Sam. Gene Dybas, passenger information clerk, and Dick Holda, of the reservation bureau, were both tapped for the Army, and earlier in the month Harold Menke of the PTM's office donned the Air Force blue. Each of the fellows received the best wishes from his co-workers, tangibly expressed by a cash gift.

While Dybas and the others are leaving the Road temporarily, Lester Peterson, Bob Barnas and Walter Bengson are just starting out in the railroad life. All three joined the department last month.

February was a big month for job changes, too. Mary Mitchell, of the ticket office, and Bill Stiyyer, reservation bureau, exchanged jobs, Bill Roberts went up a notch, and Al Pope took over on the refund desk in Passenger Rate. Jim Corcoran, who has been film librarian in the advertising department, re-

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turns to his old stamping grounds, the passenger information bureau.

February 16 was a red letter day in the GAPD's office, it being the date when Ronald Reupert, son of CPA Heintz Reupert, bowed into the world; weight, 6 pounds 11½ ounces.

Friends of Ray Peters who have had trouble keeping up with his current address will be interested to know that it is now MM 3/C Ray J. Peters, A Div., USS Oriskany, CV-34, FPO, New York, N. Y.

FREIGHT AUDITOR'S OFFICE

J. A. Strohmeier, Correspondent

Richard George, of the accounting machine bureau, left us Feb. 27 to join the armed forces. He said thank you to all for the cash gift and the many good wishes.

John Snick, employed in the estimated earnings bureau for a short time, entered the Army Air Force mechanical department Feb. 21.

Art Wachowski has left us in response to Uncle Sam's summons. He thanks all for cash gift and many good wishes.

Don Schueller, SR 3038813, Company 200, 102 Battalion, 10th Regiment, USNTC, left us for that important task on Jan. 2.

Patricia Downes of the interline bureau will exchange wedding vows with Robert Nemes on Mar. 17 at St. Andrew's Church; reception to follow at the Rook Inn, Southport and Henderson Avenues. They will honeymoon at a Wisconsin lake.

Carl Berner, L&IB bureau, is receiving congratulations on his coming marriage, Mar.

31, to Barbara Frye at Ravenswood Presbyterian Church.

Otto Reinert, review bureau, on vacation and leave, is at St. Petersburg, Fla., and with Mrs. Reinert is visiting old friends, Mr. and Mrs. Adolph Frandsen. He has sent cards to Tim Wood and Herb Mueller which tell about 85 degree temperature while we have been shivering in the cold.

Mary Cianci, on leave from accounting machine room, has announced the Big News, the arrival of her brand new daughter Constance on Feb. 17; weight nearly seven pounds.

Mrs. Bingham, waybill filing bureau, had a birthday Feb. 25 and received many post cards from office friends; also a handbag and a pretty sweater. Many gifts were also received from friends who called to felicitate at an open house and buffet supper. It all helped to make a very happy birthday, she says.

The bowlers are all set for the A.R.B. Association tournament at Ft. Wayne Mar. 17 and 18 and the Milwaukee Road Hiawatha tournament at Austin, Minn., Apr. 7 and 8. The Southwest is leading our league at this writing with 43 games won and 29 lost. Joe Shemroske still leads the individuals with a 180 high and series of 657. Free bowling instructions are offered by Frank "Jinks" Mueller of the Hiawathas, who works in the rate revising bureau.

AUDITOR OF EXPENDITURE'S OFFICE

Betty Melnikoff, Correspondent

The stork will be making his rounds soon to Felicia Steffens of the payroll bureau, Pat Johann of the typing bureau and Margaret Stromski of Mr. Sowle's office.

We enjoyed a short visit from Mike Schlee of the paymaster's office and Joe Palombizio, who was formerly the sixth floor messenger. They both looked fine in their army uniforms.

We extend sympathy to Mildred Mangano of the accounts receivable bureau and to Rose Pattock of the payroll bureau whose fathers passed away recently.

Addie Schultz, formerly of the bill and voucher bureau, gave birth to a baby girl Feb. 17. The baby weighed seven pounds five ounces.

John Ritter of the bookkeeping bureau has received the Sun-Times bowling pin for all three games over 200. His average is 636.

Bill Faus of the miscellaneous bureau and Walter Lane of the "stats" bureau became grandparents again. Bill's grand-daughter was born Feb. 13 and Walter's grandson was born Feb. 22.

I & D Division

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

About 15 employes from all departments at Mason City gathered for a luncheon at the Hotel Hanford Feb. 27, to honor H. K. Williams who was leaving for Aberdeen, S. D., to take over his assignment as division freight and passenger agent. He was presented with a gift.

Employes who have been ill recently are Enginemen Leonard Balek, Bob Wilkinson and Bill Clark, Conductor O. T. Anderson and Machinist Bill Conklin.

Duane Murphy, son of W. F. Murphy,

The Milwaukee Road Magazine

THE IMPROVED FAIR

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Top Safety Record?



A. "Gus" Weiland

On Apr. 1, three days after his 75th birthday, A. "Gus" Weiland of Yankton, S. D., will celebrate 60 years of service with a perfect safety record—not one instance of a personal injury. Mr. Weiland started with the Road in 1891, was promoted to section foreman Oct. 30, 1901, and retired Dec. 31, 1946, since when he has worked as a section laborer. He can also boast of the fact that during his 45 years as foreman not one of his men ever suffered a reportable injury.

The Weilands are Milwaukee Road pioneers at Yankton. Gus' father came to the United States from Germany in 1880 and immediately hired out on the section at Marion Junction. When he retired he was foreman at Yankton. His section was the old cement line which washed into the Missouri River. Gus' oldest son, Elmer A., is an engineer on the I&D Second District. There are two other sons and five daughters all living.

roundhouse clerk at Mason City, was married to Phyllis Paul at the First Christian Church in Mason City Saturday evening, Feb. 24.

W. J. Whalen, general manager, and R. F. Johnson, general passenger agent, were in Mason City Feb. 21 to discuss with delegates from 15 communities in northern Iowa and southern Minnesota various problems pertaining to passenger train service in the Mason City territory.

Otto Secory, cashier at Mitchell, recently paid a brief visit to the superintendent's office. He was in Clear Lake attending the funeral of his father.

The Mason City Women's Club rooms have been greatly improved in appearance by a new paint job. Mrs. Carl Anderson, president, may have acquired a few gray hairs trying to get the right shades of paint, but the final result was very gratifying. We understand other improvements are in progress.

March, 1951

SECOND DISTRICT

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

A son was born to Conductor and Mrs. W. C. Sogn at Sioux City Feb. 16.

Agent Clyde P. Kinser, Akron, Ia., is a patient in a Sioux City hospital at this writing, having undergone surgery.

Elmer Taylor, agent at Hawarden, and wife have returned from an extensive western trip. Understand Elmer saw one of the atomic explosions while in Arizona. He states that the flash of light was visible from a distance of 330 miles.

Yard Clerk Donald A. Welton, Sioux City, a member of the Iowa Air National Guard, has been called to active duty in the Army, reporting Mar. 1.

We would like to ask any employe having news items of interest to please send them to the division editor or to this correspondent at Sioux City.

Matt Carls of Jefferson, S. D., retired section foreman, died at his home Feb. 25.

Albert Watier and Albert Cropley, retired engineers, have returned from a trip to Hot Springs, Ark.

Alonzo and Dave Thompson, retired engineers, and their wives recently took a trip through Texas and Arizona and portions of Mexico.

SIoux FALLS LINE

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

Our division was shocked by the sudden death of Conductor Earle I. Seibold, 61, at his home Feb. 11. Funeral services were held in Sioux Falls and burial services were in Platte, S. D.

Donald F. Wohlenberg, Benton Harbor, Mich., has been awarded a CPA by the Michigan state board of accountants. He is the son of General Agent J. D. Wohlenberg of Sioux Falls.

Robert Galland, former switchman and son of Mrs. L. L. Galland, is serving with the armed forces in Korea.

Al Lindquist, checker at freight house, and wife have returned from an extended visit to Florida.

SANBORN-RAPID CITY

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

Agent Darrel Huntsman, Interior, is the father of baby girl born at St. John's Hospital, Rapid City, on Jan. 26. Leo Koenetzke, operator at Canton, is also the father of a new baby girl.

Agent Gustafson and wife of Kimball are spending their vacation in Texas; being relieved by R. D. Cummings of Pukwana.

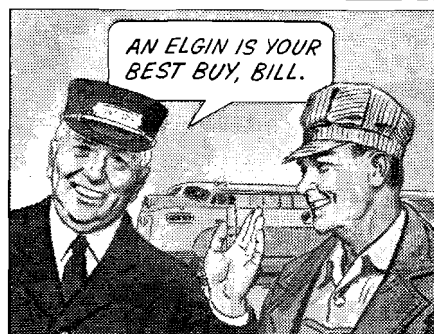
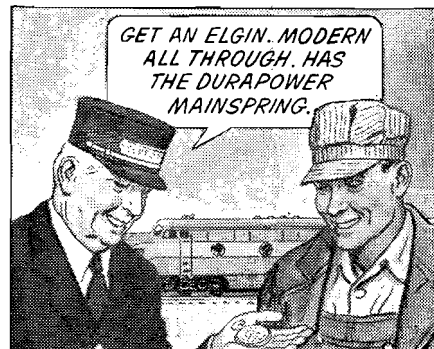
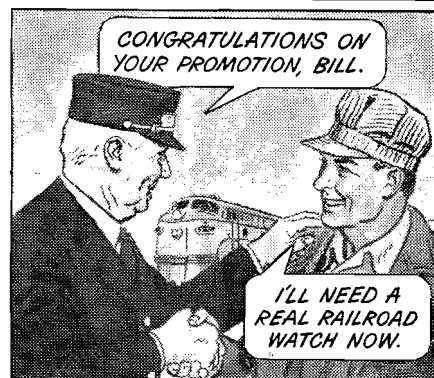
Glad to see Jim Donahue, conductor at Mitchell, back on the job after a siege of illness. Conductor M. F. Boyden and E. L. Richgauer, fireman at Mitchell, were patients in the hospital. Both are coming along fine.

Otto Secory, cashier at Mitchell, was called to his parents' home at Clear Lake by the death of his father.

Engineer R. J. Kelly and wife recently spent some time visiting their daughter in Washington, D. C., but had to cut their vacation short because of Mrs. Kelly's illness.

George Foote and wife are vacationing in California after attending the wedding of

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Mrs. Foote's daughter in Rapid City.

I see by the Magazine that the car foreman at Sioux Falls became the father of a new baby girl. Well, this is to report that Car Foreman Lindemer, at Mitchell, is also the father of a baby girl, his first.

Iowa Division

COUNCIL BLUFFS TERMINAL

Agnes Kinder, Correspondent
Car Foreman's Office, Council Bluffs

A surprise open house was held Sunday afternoon, Feb. 4, for Mr. and Mrs. Earl Cook on their 25th wedding anniversary. Over 60 friends and relatives called to express their good wishes. Assisting with the serving were Mrs. T. P. Schmidt, wife of car foreman, and Mrs. Sodie Blake, wife of storekeeper at this point. Mr. Cook is a retired checker.

Yard Foreman, V. J. Sands fell and broke his leg Feb. 15 and was in the hospital a few days. He is now home.

Electrician Frank D'Louhy's son entered the Navy Jan. 15 and is now stationed at the U. S. Naval Training Center at San Diego.

Carman Fred Olson was again the first employe to take his vacation this year. He and his wife headed for the South in January to visit their son and daughter-in-law at Jacksonville, Fla. They all had a wonderful vacation together, motoring to Key West. They also visited Mrs. Olson's relatives in New Orleans.

Carman Ira Havens returned to work Feb. 26 after undergoing an operation Jan. 5. He requested his vacation the third week in February at which time he went to visit his brother who lives in Auburn, Wash.

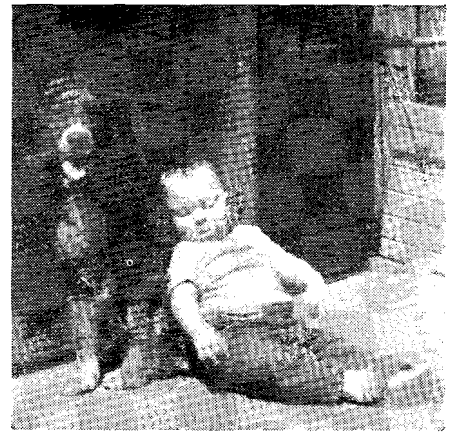
Another grandchild was presented to Car Foreman and Mrs. T. P. Schmidt on Feb. 20 when a daughter, Connie Lynn, was born to Mr. and Mrs. William Fletcher of Council Bluffs. Mrs. Fletcher is the former Betty Schmidt.

MIDDLE—WEST—DES MOINES

Viola Ranes, Correspondent
Superintendent's Office, Perry

Engineer Clyde Ibsen and wife, who have been spending a few months in New Mexico, are expected home in March. Engineer Ibsen has been off duty on account of illness, but is much improved and expects to resume work after his return to Perry.

Ted Marquart, of the store department, is



A GIRL'S BEST FRIEND. Playtime ends for Sherry Robinson and a congenial companion. The sleeping beauty is the daughter of Engineer M. J. Robinson, Iowa Division Second District, and a grand-daughter of First District Engineer O. V. Robinson.

a patient at the Kings Daughters Hospital for treatment on his leg.

Harold Noack, freight platform foreman, has taken a three-year leave of absence. He has purchased a small farm near Adel, Ia., and will attend an evening agricultural school under G.I. training.

Joe Polich, Jr., son of Switchman Polich, was a patient in the Perry hospital recently for the removal of his tonsils.

Hilah Jane Wilcox, grand-daughter of E. G. White, retired engineer, has been chosen to appear in two plays presented in March by Drake University students at Des Moines. Hilah Jane is a junior and active in dramatics.

Mrs. Ralph Wright, wife of train dispatcher, is convalescing at her home following surgery.

Conductor R. A. Reel and wife have returned from a vacation trip to San Diego, Calif., where they visited their son James who is in a Navy training school, taking special training in electronics.

Conductor W. S. DeLany and wife have returned from a vacation trip to southern Texas where they visited with Mrs. DeLany's parents who are spending the winter there.

Mrs. Robert Peterson, wife of conductor, is convalescing at the home of Mr. Peterson's parents following an operation.

J. T. McCord, who has been working as a clerk at the Sac City station for the past three years, has been appointed traveling auditor and is in Chicago taking special training in the auditing department.

Conductor James Kanealy is a patient at the Kings Daughters Hospital, undergoing treatment for a heart ailment. He is showing considerable improvement at this writing.

Our sincere sympathy to Clerk M. A. Chamberlain of Albert City, whose wife passed away recently.

E. S. Cochran, agent at Storm Lake, has returned to work after having been off duty on account of the death of his mother.

— A CLEAN HOUSE IN '51 —

In America people are not aware that they have liberty; in Great Britain the people are not aware that they have lost it.

—Cecil Palmer

EAST END

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

Assistant Superintendent W. T. Stewart was at Marion the fore part of February, helping out while Trainmaster L. V. Anderson went to Marshall, Minn., to drive his family to Marion where they were lucky to locate an apartment.

Laurence E. Fulton, Jr., and Paul M. Fulton, sons of Section Foreman L. E. Fulton of Fayette, have enlisted in the Army and are located at Fort Riley, Kans.

Agent W. H. Robinson, Jr., of Fayette is the father of another girl, Marcia Lynne, born Dec. 20.

On Jan. 26 Betty Frahm, daughter of Mr. and Mrs. Harry J. Frahm, and Vernon E. Vavra, son of Mr. and Mrs. J. L. Vavra of Tama, were married in Trinity Lutheran Church, Malcolm. The bride and groom are both students at Parsons College, Fairfield. They will make their home in Fairfield.

James Noack, crane operator, has been confined to the University Hospital in Iowa City since Dec. 28, suffering with a heart ailment.

Division Engineer R. A. Whiteford and wife are vacationing in Texas, spending most of their time in Ft. Worth with their daughter and son-in-law and family, Capt. and Mrs. R. K. Horne and daughters Patricia and Marcia. Captain Horne is with the Army Air Force.

The position of transit clerk at Cedar Rapids freight house has been assigned to Glen E. Cordes, vice Jeanne Fisher, transferred to Chicago Union Station.

Ruby D. Faehn was appointed to the position of clerk at Sac City on Jan. 6.

New night roundhouse foreman at Cedar Rapids is D. A. Corrigan, who was formerly in the mechanical department in Milwaukee.

George Conrad, clerk in roundhouse at Cedar Rapids, was off duty on account of illness during February; relieved by George Struck.

Electrician Robert M. Zemanek has moved from Dubuque to Cedar Rapids, where he has purchased a home. He and Mrs. Zemanek make a daily trip to Iowa City to see their son Roger, who is still a polio patient in the University Hospital. Their son Howard, an electric technician in the Navy, is stationed in the Panama Canal Zone.

Train Baggage man G. A. Larkin was in Excelsior Springs, Mo., during January on account of ill health.

F. C. Newlin, train baggage man, and Brakeman C. L. Gregory were both surgical patients in St. Luke's Hospital in Cedar Rapids during January.

George Price, conductor on way freight No. 93, suffered a heart seizure the morning of Feb. 13 while his train was en route from Cedar Rapids to Marion. He was taken to St. Luke's Hospital in Cedar Rapids.

Engineer Lewis E. Howell and wife left for California late in February to remain until Apr. 1. They will spend some time with Frank Keith, retired engineer, in Los Angeles.

Yard Engineer Edward Keating of Cedar Rapids recently made his annual visit to Hot Springs, Ark., thence to California to visit with friends in Los Angeles and with George Mulholland, retired engineer, and wife in Fresno.

Dispatcher Ed McGuire and wife of Ottumwa spent the week end of Feb. 2 in Marion with Mr. and Mrs. Harold Mullaley in order to attend the graduation of Robert Mullaley from the University of Iowa College of Law on Feb. 3.

A. Dean Woodford of the Marion ticket office is doing a good job of selling Milwaukee Road service, according to a recent letter from B. B. Hoff, general agent for the Minnesota Mutual Life Insurance Co. at Santa Fe. "It has been my experience", wrote Mr. Hoff, "that too often people are prone to criticize when services are not what they anticipated and, on the other hand, take exceptionally good service for granted. In my case, I had the pleasure of dealing with your A. Dean Woodford. I was endeavoring to make connections between Marion, Ia., and Kansas City and I would like to say that I believe Mr. Woodford went out of his way to assist me. Such service is commendable and thought I should pass it on to you."

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Agent C. H. Van Alstine of Square Butte passed away suddenly at Great Falls Feb. 22. He had worked for the Road since 1912. He had many friends on the Rocky Mountain Division where he had spent most of his railroading time.

Section Foreman Dan Hildahl of Great Falls is now at Pownal. Section Foreman Clarence Peterson of Pownal has bid in an open job at Martinsdale.

Carl Lee, of the Harlowton section, and Mary Jo Colby of Harlowton were married Jan. 3. Mary Jo is the daughter of Electrician Mason Colby and Carl Lee is the grandson of Sam Lee, retired roadmaster. The young couple will make their home in Harlowton.

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Section Foreman Ivan Syron of Judith Gap is back on the job after a four-month leave on account of illness.

I regret to report the sudden death of Angus Barnes. Angus worked for the B&B many years and was a personal friend to many Milwaukee Road people. He was a member of the AF&AM No. 139 of Lewistown and an active member of the I.O.O.F. He leaves two sisters in South Dakota and one in Butte.

Engineer Bill Thomson, Three Forks, was in town recently to visit friends. He is now general chairman for the engineers.

Operator J. P. Shannon of Coffee Creek was taken to the Lewistown hospital recently for an appendicitis operation. Mrs. Shannon is relief agent during his absence.

Dolly Boggess, who has been relief operator at Lewistown, is now working at Square Butte as agent. The operator at Lewistown is Walter F. Cox, newly hired, and relief operator is R. E. Jones, also hired.

Art Hruska, clerk in the Lewistown freight house, is now in the Navy. I understand he is in the recruiting service.

As I have mentioned before, the Milwaukee Road Women's Club at Lewistown is always working on some project. Recently the women put on a dinner for the Commandery in the Masonic Temple which netted them \$45, and held a bake sale on which they made \$40. I was also informed by Mrs. Dana Mathews, president, that they had a card party and made enough to buy folding chairs for the club.

Walter Noctor, car foreman of Harlowton, is back on the job after recovering from a broken leg he received in an auto accident.

Night Roundhouse Foreman John Brinkman has been making some nice catches of white fish over at Big Timber near Yellowstone Park. He says they are better eating than trout.

Carman Ole Monkelin is back on the job after a vacation.

Izaak Walton Note

We were rather proud here of the cover picture on the February issue of the Magazine—after all, it was taken on the main line on our own Rocky Mountain Division. A few yards below the Hiawatha train that is shown rolling through the canyon is one of the best fishing streams you ever cast a line into.

*Pat Yates,
Car Foreman,
Lewistown, Mont.*

La Crosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

On Mar. 1, 1902, Gust Oeftger started working as a section hand. His foreman was Gottlieb Grossman who had his headquarters at Lewistown station. In July, 1917, Gust was promoted to foreman and now we hear of his retirement, effective Feb. 1. Gust has an enviable record. He has received the Superior Service Award card every year since it was inaugurated and can look back on his years of service and say that neither he nor any of the men under his supervision ever had a personal injury. Gust still lives at Lewistown, where he can keep track of the railroad he watched grow up "from a pup," as Tom Bloomfield says, to the present day big system. We wish Gust many years to enjoy his leisure.

Val Bescup has taken his section and Harold Huyck has Val's territory in Portage yard.

Not much news this time, except that the big snow disappeared almost overnight, due to a warm spell. We are now looking forward to spring—I was going to say cleaning but thought better of it after I paid Uncle Sam his little income tax. He took me to the cleaner, but good.

SECOND DISTRICT

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

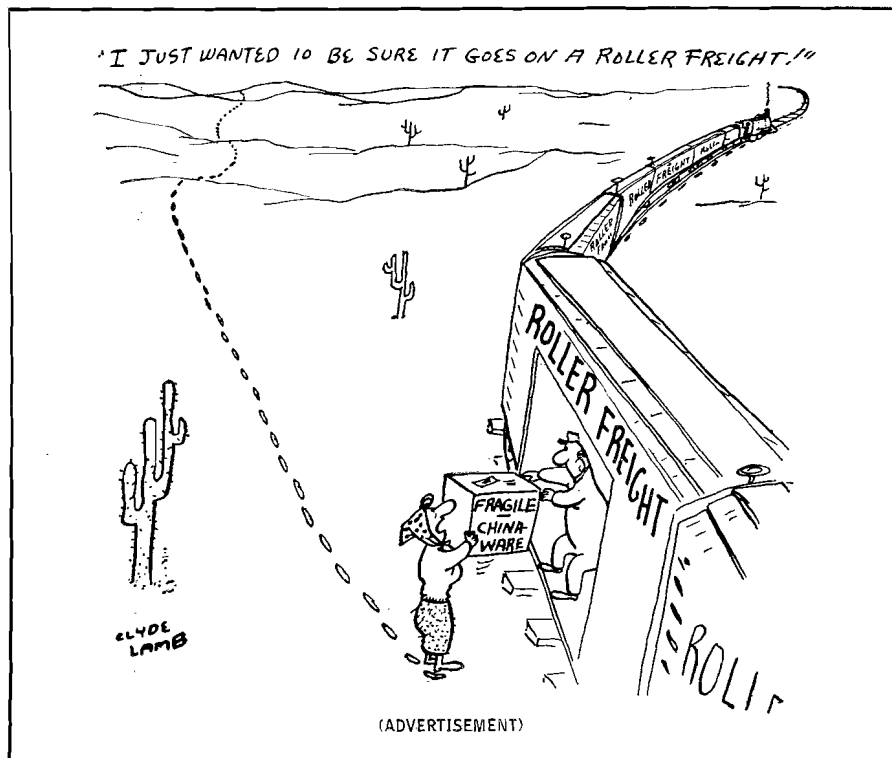
Barney Neuens, 63, crane operator and an employe of the car department at La Crosse, Milwaukee, and other points for the past 46 years, died Feb. 6 after a short illness. He is survived by his wife, mother, three brothers and two sisters.

Brakeman Albert J. Kaiser, 46, died Feb. 5 after a short illness. He had been employed on the Second District since 1944. He is survived by his wife and by three brothers.

Engineer Charles Rossow, 70, died Feb. 16 following a short illness. He retired in 1944 after 41 years of service.

William S. Costello, 71, retired brakeman, died Feb. 20 at Minneapolis. He had 45 years of service when he retired in 1950.

Robert L. Knutson, operator at River Junc-





"GOLD" PASS MAN. Fadel George, retired crossing watchman, receives from Assistant Superintendent J. T. Hayes of the Milwaukee Division an unrestricted lifetime pass in recognition of his 50-year association with the Road. Mr. George started in 1899 as a sectionman at Iron Mountain. He had been flagman there from 1902 until his retirement in 1950.

tion, is the father of a girl, Jane Frances, born Feb. 10.

Traveling Engineer W. A. Hisman is the father of another boy, Gary Lee, born Jan. 31. Mr. Hisman has been instructing his first, Larry, on the operation of diesels and it won't be long now before he will have another pupil.

Louis N. Frellson, 65, died suddenly at Minneapolis Feb. 23. He had 44 years of engine service.

THIRD DISTRICT

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

Engineer C. H. Lattimer, who entered service on this division in 1905, has retired. Mr. Lattimer had been on furlough the past several years acting as special representative, executive department, B. of L.E. He and Mrs. Lattimer have completed a new home at Alamo, Tex., where they will make their home.

Vacationing in Florida are Agent J. A. Steele and Mrs. Steele.

Chief Clerk John Brown and Mrs. Brown departed recently by car for Florida. They will also visit in New Orleans and Biloxi, Miss.

Conductor S. J. Loomis and Mrs. Loomis are vacationing in Florida.

Warehouse Foreman Frank Voeltzke and

Mrs. Voeltzke have gone to Brownsville, Tex., where they will spend several weeks.

Ticket Clerk Clarence Sydow recently returned from a trip to New Mexico and California.

Mrs. Earl Hazelwood has left for Reno, Nev. She will return after a brief visit, accompanied by her mother.

In a candlelight wedding on Feb. 10, in the First Methodist Church at Wausau, Miss Lois Nelson became the bride of Richard J. Du Chateau of Green Bay. Following the ceremony a reception and dance were held in the Crystal Ballroom of the Hotel Wausau. The couple will live in Green Bay. Mrs. Du Chateau is the daughter of Engineer Maurice Nelson.

On Feb. 3 the Zion Lutheran Church at Wausau was the scene of a lovely wedding when William Kopp claimed Miss Shirley Totten as his bride. A wedding dinner was held for the immediate families, followed by an evening reception at Plover Hall, and a dance at Fischer's Hall in Aniwa. Mr. Kopp is an operator on this division.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Letters of commendation were recently sent by Superintendent Hotchkiss to Sectionman Cyrus Martinez of Rondout for observing a hot box on Train 28 Jan. 15, and to W. R. Heyne, operator at Rondout, for noting a hotbox on Train 14, Jan. 30. Their observations allowed for stopping these high speed passenger trains before a serious condition developed.

Visitors to the Milwaukee dispatcher's office on Washington's Birthday were Agents W. G. Winzen of Truesdell and K. H. Alberts of Gurnee.

C&M Brakeman Henry Vandelogt was married Jan. 20 to Alice Daiker, who was night switchboard operator at the Milwaukee Union Depot. The Vandelogts have since returned from a honeymoon trip to Mexico City.

Walter Vantine has returned to Chicago from a visit in Tucson, Ariz., and is seriously ill at his home. Conductors Roscoe Terwilliger, H. J. Milligan and Al Jackson are also ill at this writing.

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Conductor Abbott Zimmer and wife have gone to Mexico for a vacation.

At this writing the wife of Engineer A. Antonelli is seriously ill.

Signal Inspector Joe Nolan who recently underwent surgery is recovering at his home in Wauwatosa.

There are some new sounds in Spring Grove since the arrival of a baby at the home of Section Foreman S. C. Larsen.

Chief Carpenter George Slagel recently went to Rochester, Minn., for a medical checkup.

The superintendent's office has a 100 per cent membership in the Women's Club for 1951.

SECOND DISTRICT

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

We congratulate the R. H. Bronoels on the arrival of their little valentine, James Robert, on Feb. 14.

Fred Krug, yard clerk, is back on his job after several weeks in the hospital. He is feeling quite well.

Conductors John Otto and Ray Heim have retired. We wish them many years in which to enjoy a well earned vacation.

Engineer Sam Grant passed away suddenly on Feb. 23. We extend sympathy to his family.

— A CLEAN HOUSE IN '51 —

Happiness is inward, and not outward; and so it does not depend on what we have, but on what we are.

—Henry Van Dyke



HIGH CHAIR GLAMOUR. Conductor Eddie Kerl of the Madison Division and his twin grand-daughters, Marilyn and Jacklyn Brooks, having fun with a box sled. Mamma is Mrs. John W. Brooks, the former Lorraine Kerl.

THIRD DISTRICT

Don Dunning, Correspondent
Agent, Iron Ridge, Wis.

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

Chester A. Brown, cashier at Beaver Dam, left recently with his wife for a vacation at Ft. Lauderdale, Fla. They will spend some time there as guests of Mr. and Mrs. Fred Klatt of Beaver Dam.

Milford Drager and wife are the happy parents of a six-pound twelve-ounce girl born Feb. 6. "Moe" is receiving congratulations from his friends.

Madison Division

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

Oscar Kline, third trick train dispatcher at Madison, retired Feb. 1, ending a railroad service of 41 years. The day following his retirement he and Mrs. Kline departed on an auto trip to Los Alamos, N.M., to visit their daughter, Mrs. Leslie B. Seely, and family (Rhuby Jean Kline). From there they expect to stop in Texas to visit another daughter, Mrs. James Smith (Joan Kline).

Mrs. A. M. Kilian, wife of retired chief train dispatcher, passed away at a Madison hospital Feb. 10, following a long illness. Services were conducted at Madison, with interment at Milwaukee. Mrs. Kilian was an active member of the Milwaukee Road Women's Club and her friends mourn the loss of a fine character.

Conductor Myron "Cap" Gotham and wife are vacationing at points in Texas and Mexico at this writing.

Michael J. Ziger, retired section laborer, and Mrs. Ziger celebrated their golden wedding anniversary Feb. 24. A mass in their honor was sung at St. Bernard's Church, followed by a dinner for the family at Kehl's Casino. Open house was held at their home in the evening for relatives and friends.

John T. Conlin, of the traffic department

The Milwaukee Road Magazine

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in Detroit, has been promoted to division freight agent with headquarters in St. Louis. He is the son of Freight Agent J. F. Conlin of Madison, and started his railroad service in the local freight office.

Pete Donis, boilermaker helper, is vacationing at Florida points. He will also take a trip to Mexico City before returning to Madison.

Bob Laufenberg, Madison roundhouse, attended the 60th wedding anniversary of his parents, the Henry Laufenbergs of Avoca, Wis., on Feb. 3.

Paul Kingston, retired conductor, and Mrs. Kingston are spending the winter in Palm Beach, Fla.

Yard Clerk "Ty" Rommelfanger and Fireman J. Ammerman of Madison left for the Army recently.

Harold and Ethel Cushman of Madison are vacationing in Florida.

Rate Clerk George Dahnke and Mrs. Dahnke announce the arrival of a son, Bruce Allen, on Jan. 9.

Engineer and Mrs. J. C. Kerin of Madison announce the engagement of their daughter Geraldine to Ralph M. Haffey of Rockford, Ill.

Telegraph Operator Rollie Frank of Madison took a few days off recently to visit his brother in Erie, Pa.

Cashier Joe McNulty of the freight department at Madison, who has been away on account of illness, will soon resume his regular duties.

Engineer and Mrs. Lester Showers of Madison announce the marriage of their daughter Ila Mae Cashulette to Marvin P. Mael, on Jan. 21 in the Bethel Lutheran Church. Reception was held at the Esquire Club.

Roundhouse Foreman J. H. Kervin of Madison has been promoted to general roundhouse foreman at Western Avenue. Dean A. Radabaugh of Milwaukee shops has been appointed roundhouse foreman at Madison.

Car Clerk Dale Gillins and Mrs. Gillins announce the arrival of a son, Mark Dale, on Feb. 3.

Switchman and Mrs. C. B. Corcoran have been advised of the arrival of another grandson, Kevin Patrick, born to Mr. and Mrs. Kenneth Corcoran of Cleveland, Ohio, Feb. 15.

A. T. Ireland has been promoted to traveling engineer on the Madison Division with headquarters in Milwaukee, vice P. J. Lucas, transferred.

Mrs. F. R. Doud is convalescing following an operation. She is getting along fine.

Fireman Bob Hodgson was inducted into the armed forces Feb. 28.

A letter from J. J. O'Connor, retired signal maintainer, states he has enjoyed a wonderful winter in Tucson, Ariz. While walking down the street a short time ago he saw someone who looked familiar. It turned out to be Conductor "Shadow" Wyman. It's a small world after all.

Brakeman Harry G. Jankowsky was fatally injured in Marquette yard the morning of Feb. 19. Services were conducted at Madison on Feb. 21, with interment at Fairchild, Wis., his old home.

Engineer and Mrs. Kenneth Moore of Madison spent their recent vacation in southern California.

Trans-Missouri Division

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

A. A. Fisher, top man on the Trans-Missouri engineers' seniority list, made his last run on Dec. 31 when he stepped off the Olympian No. 16. He started his service at Marion, Ia., on Dec. 10, 1899, as a freight brakeman when he was 16, went to work as a fireman in August, 1903, and was promoted to engineer in May, 1908. In January, 1917, he was promoted to traveling engineer with headquarters at Mobridge, holding that position until Apr. 1, 1923. After that he resumed his work as engineer and had held the Olympian passenger run between Mobridge and Marmarth ever since the Road launched its speedliner service after World War II. He was married in 1904 and has two sons working for the Road, Laburn as engineer and Adna as conductor. Another son, Claude, has been in the Marine Corps for 23 years and is a commissioned warrant officer stationed at San Francisco. A daughter Bernice (Mrs. William Powell) works as a nurse's aid at St. Luke's Hospital in Aberdeen, S.D. The Fishers will continue to make their home in Mobridge, spending the summers at their cottage on Fish Hook Lake near Park Rapids, Minn.

WEST

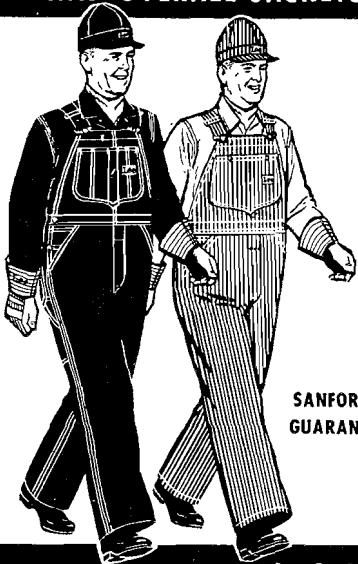
D. B. Campbell, Correspondent
Superintendent's Office, Miles City

The retirement of Mrs. Pearl Huff, general clerk in the mechanical department at Miles City, was the occasion for a banquet held at the Olive Hotel on Jan. 23. Fifty fellow employees with their wives and husbands attended the gathering which marked the conclusion of 36 years of service for Mrs. Huff. The day also happened to be her birthday.

Arrangements for the party were made by

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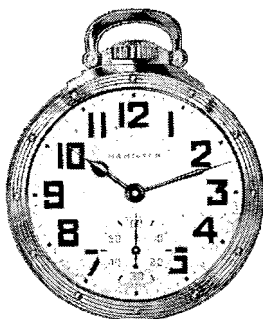
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LAST NARROW GAUGE. Scene at Mazeppa, Minn., in 1904 as the last narrow gauge went out of service on the Zumbro Falls branch line. The picture is contributed by Agent Jim Doty who received it from George Hartman, manager of the Botsford Lumber Co. Hartman was a small boy at the time and was standing alongside the photographer when it was taken.

D. A. Shank, Mrs. Ann Anderson, Ray Grant and Ann Smith. Martin Walsh, retired master mechanic, was master of ceremonies for the program which followed the dinner. Brief talks of appreciation for Mrs. Huff's friendship and service were given by Superintendent J. T. Hansen; Arnold Running, superintendent's chief clerk; Ralph Aney, traveling engineer; J. S. Walters, roundhouse foreman; and Harry Stamp, division storekeeper. Mr. Stamp presented Mrs. Huff with a set of matched luggage as a gift from the division employees and Mrs. Anderson, for many years an associate in the division offices, presented her with a beautiful crocheted table cloth which she had made for a birthday gift.

Mrs. Huff and her husband Elmer plan to continue their residence at 318 S. Prairie Avenue in Miles City. All of Mrs. Huff's Milwaukee Road friends wish her the best of health and the enjoyment of her various interests in the years to come.

Joseph Feeley, retired shop employe and a long time Miles City resident, passed away at his home in San Diego, Calif., Feb. 12. Death was attributed to a heart seizure. Mr. Feeley, 77, was a veteran of the Spanish American War. For many years before his retirement he was active in railroad and civic affairs. Mrs. Feeley died about two years ago and shortly afterward Joe moved to California to be near his sons. Full military rites were observed by fellow veterans of the Spanish American War at the funeral and burial services held at Miles City Feb. 17. Present at the services were Mr. Feeley's sons, Gordon, Robert and Kenneth.

A pioneer service in Milwaukee railroad-ing ended with the death of Herman M. Geelhart, retired roadmaster, at Roundup on Jan. 10. Mr. Geelhart was 67. Death resulted from a heart seizure. The remains were interred in Billings. He is survived by his widow Laura, four daughters, a son and five grandchildren.

Mr. Geelhart started with the Road as a water boy on an extra gang near Green Bay.

In 1900 he transferred to the engineering department at Milwaukee and in 1905 was sent to Chamberlain, S. D., as foreman to work on the Black Hills extension. A few years later he moved to Deer Lodge and in 1911 became roadmaster on the Coast Division. After a brief period as roadmaster at Missoula he was transferred to Roundup where he was stationed for 35 years until his retirement in July, 1950.

Mr. Geelhart will be remembered as the inventor of the Geelhart machine which he patented in 1917. This is an all-purpose machine used in dressing track, shaping grade, cut and snow clearance.

I & S M Division

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

Virgil Houff, Austin car department, received a nice valentine when Mrs. Houff presented him with a son, Richard David, at St. Olaf Hospital on Feb. 14.

Born to Mr. and Mrs. Art Kalland (agent at Oakland), a seven-pound ten-ounce boy on Feb. 2. He has been named Gary Arthur.

Brakeman Paul Hildestad is "getting in the groove" for Uncle Sam. His present address is Pvt. Paul A. Hildestad, US 55084081, HQ Co., 1st Bn. 87th Inf. Regt., Fort Riley, Kans.

Conductor Robert E. Morgan underwent an operation at Mound Hospital Feb. 19.

F. J. "Fritz" Olson, agent at Good Thunder who is on military leave, writes that he has been accepted in the Navy School of Music and is enrolled for a five-month course. Music being his hobby, he is enjoying it, although he says the work is hard. Friends may write to him at the following address: M/Sgt. F. J. Olson, U. S. Navy School of Music, 8657th A.A.U., Anacostia, Washington, D. C.

Word has been received of the death of Mrs. C. J. Wethe, widow of Charlie Wethe, former agent at Wykoff, on Feb. 3.

Recent appointments on the division were

The Milwaukee Road Magazine

P. M. Minnick, temporary first operator at Farmington, C. C. Saam, third operator at Faribault, and T. E. Bigley, third operator at Cresco.

The I&SM was well represented at St. Petersburg, Fla., during February, with R. C. Dodds, former superintendent, and wife, Conductor and Mrs. W. R. Smith, Mr. and Mrs. E. J. Full and Chief Dispatcher O. C. Peed and wife planning to start in that direction Mar. 3.

Entries are being received for the eighth annual Hiawatha bowling tournament to be held in Austin on Mar. 31-Apr. 1 and Apr. 7-8. From all reports it should be a gala affair.

Idaho Division

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

One night in January G. H. Hill, our retired superintendent, and Mrs. Hill were at the Union Station about 9:15 P.M., waiting for the train that was to start them on an extensive trip to the South. However, the train they had tickets on left at 9:00 P.M., a fact an old railroader had neglected to check. In spite of the delay and subsequent change of reservations, we expect that their trip to Arizona and other southern points was very enjoyable.

Mrs. J. J. Nentl, wife of trainmaster, recently returned to St. Maries after visiting with her parents in Minnesota. Daughter Gerolyn accompanied her.

Nels Stromberg, roundhouse foreman at St. Maries, has been unusually happy lately. The reason? A visit from his first grandson, David Eric, and parents.

Car Foreman and Mrs. F. V. Kennedy made a trip to the Coast in January, visiting with friends and relatives. Mr. and Mrs. E. C. Krume (Alice Kennedy) are still at Great Falls, Mont., where Mr. Krume is with the car department. Alice has a job with an insurance company.

Pat Jr. and Joe, sons of Section Foreman Pat Angelo, have enlisted in the Air Force.

New officers were installed at the January meeting of the Milwaukee Road Women's Club at Malden. Mrs. Harold Broyles succeeds Mrs. Don Payne as president.

Engineer and Mrs. Jack Scanlon, Jr., are the parents of a new baby girl, Linda Marie.

Brakeman and Mrs. Frank Garcia recently made a trip to Chicago and other eastern points. Conductor George Battleson spent a month at his home town in Minnesota.

Genevieve Campbell, of Spokane, recently visited her parents, Engineer and Mrs. Oakley Burns of Malden.

Working out of Malden now are Engineer F. W. Krebs, Jack Service and J. E. Warner. The Warners are renting the Jack Paris home.

Fireman Herman Sperr of Malden has returned from a vacation trip to Reno, Nev., where he visited his mother. The Sperrs have purchased the Wayne Ferrier home. The Ferriers, in turn, bought the Al Titus home in Malden.

The Leonard Lores (Mr. Lore is with the car department) attended a recent hockey game in Spokane and Mrs. Lore was the victim of a flying puck which broke her glasses. She received a new pair from the management of the arena. Now I won't have to

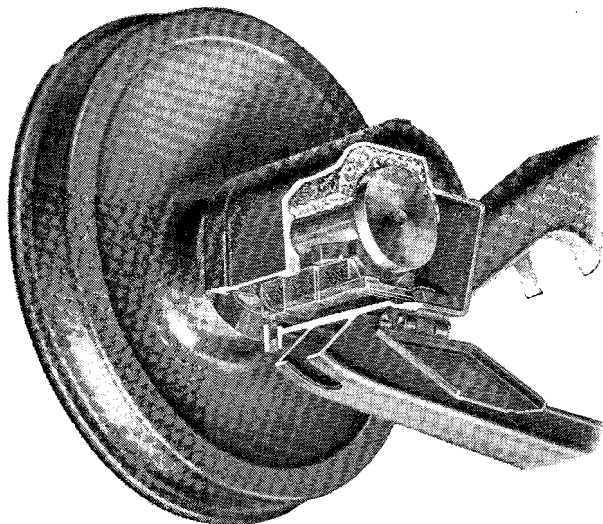
watch so closely where that puck is going to land—I need a new pair, too.

An announcement in the mail told of the recent birth of a baby girl to Mr. and Mrs. Stephen Ross (nee Marjorie Campbell) of Spokane. Marjorie was the steno in the Spokane freight office around 1944-45. Of late she has been employed by the Northern Pacific.

children and nine great-grandchildren.

Henry Coplen, brother of Operator C. H. Coplen and uncle of T. B. Coplen of the Seattle traffic department, passed away suddenly Feb. 1. He had just returned home after taking his son, Henry, Jr., to the depot for his departure to a military base. Mr. Coplen was the car distributor for the Union Pacific and well known to many Milwaukee employees.

STANDARD for Rolling Stock—



This AAR Solid Bearing Assembly!

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

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

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

(Advertisement)

Last rites for L. E. Woods, retired conductor, were held in Spokane Feb. 6. His death occurred on board a train while he was returning to Spokane from a trip with Mrs. Woods. Besides his wife he is survived by eight sons and daughters, including Mrs. C. J. Shook, wife of Engineer Shook, and Conductor Jack Woods of Spokane, 13 grand-

Conductor Jack Ferrell was injured recently in a fall. Last report is that he is getting along fine.

Harold Lewis, father of Fireman Lewis and Mrs. Jack Ferrall, passed away suddenly at his home in Kittitas.

The monthly business meeting of Spokane Chapter of the Women's Club was followed



LEAVE IT TO THE GIRLS. Blonde Ginger Schori of the Milwaukee shops locomotive department and Pat Daly, Fowler Street station, snapped recently by the roving cameraman of the Hotel Schroeder in Milwaukee as they were quizzing Jerry Colonna on railroad magazines. Jerry's dinner companion is the well known entertainer, Art of The Three Suns. The magazine Jerry is scanning is the official publication of The Railway Business Women's Club of St. Louis which Ginger plans to use as a pattern in setting up a magazine for the R.B.W.A. chapter recently organized in Milwaukee.

by a western dance program featuring Mr. and Mrs. Charles Scott and eight members of their dance group. The dancers have a repertoire of more than 60 early American and folk dances and also demonstrate 100 square dances. At the conclusion of the meeting Mrs. C. F. Allen, assisted by Mmes. Nolting, White and Copeland, served refreshments.

— A CLEAN HOUSE IN '51 —

A woman worries about the future until she gets a husband. A man never worries about the future until he gets a wife.

Answers to "What Do You Know?"

1. 150 pounds.
2. Inside height.
3. The percentage which operating expenses bear to operating revenues.
4. The movement of a ton of equipment and contents one mile.
5. A ticket good for a trip over two or more railroads.
6. A narrow footway on top of box-cars; also known as a running board.
7. A small steam switch engine.
8. Andrew Jackson, on June 6, 1833.
9. A device used to prevent rails from creeping.
10. A car on a railroad to which it does not belong by ownership or lease.

Meet Miss Hiawatha, Model Majorette

HERE'S good news for followers of the Milwaukee Hiawatha Service Club Band, as well as for the rest of the railroad family. Miss Hiawatha, the band's present majorette, has flashed into fame among the nation's baton twirlers as a prime favorite for the title of "Majorette of the Year." Picked from a field crowded with 175,000 baton twirling misses between the ages of 2 and 20, her picture smiled from newsstands all over the country as a recent cover girl of Drum Major, national publication devoted to baton twirling activities.

Miss Hiawatha, who answers to the name of Carol Luser, is a student at St. John's Cathedral High School in Milwaukee. She is 16 years old, five feet four and a half inches tall, and is endowed with the blue eyes, blonde hair and personal charms which make male hearts beat faster. The editor of Drum Major, Don Sartell, who as adjutant of the National Baton Twirling Association and assistant chairman of the St. Paul Ice Carnival national majorette contest knows what it's about, has named her as one of the most promising baton twirlers in the United States.

This is all the more remarkable since Carol has been a majorette for only the past year and a half. However, in nine months of competition she has won 10 major awards. She has appeared with the Green Bay Packers Lumberjack Band and her talents were featured recently in an article in the Sunday Milwaukee Journal.

In addition to her aptitude with the baton Carol is an accomplished musician and has made several television appearances, both as a pianist and baton twirler, on station WTMJ-TV. Being photogenic, she is also in demand as a photographer's model. An oil colored photograph of Carol exhibited recently at the state convention of the Wisconsin Professional Photographers Association won a gold award and was set aside for permanent display.

Employees in the Milwaukee area had an opportunity to see Carol perform at the Centennial pageant last year. On all occasions she displays most effectively the skill which has made her a favorite with band players and spectators alike.

Carol Luser



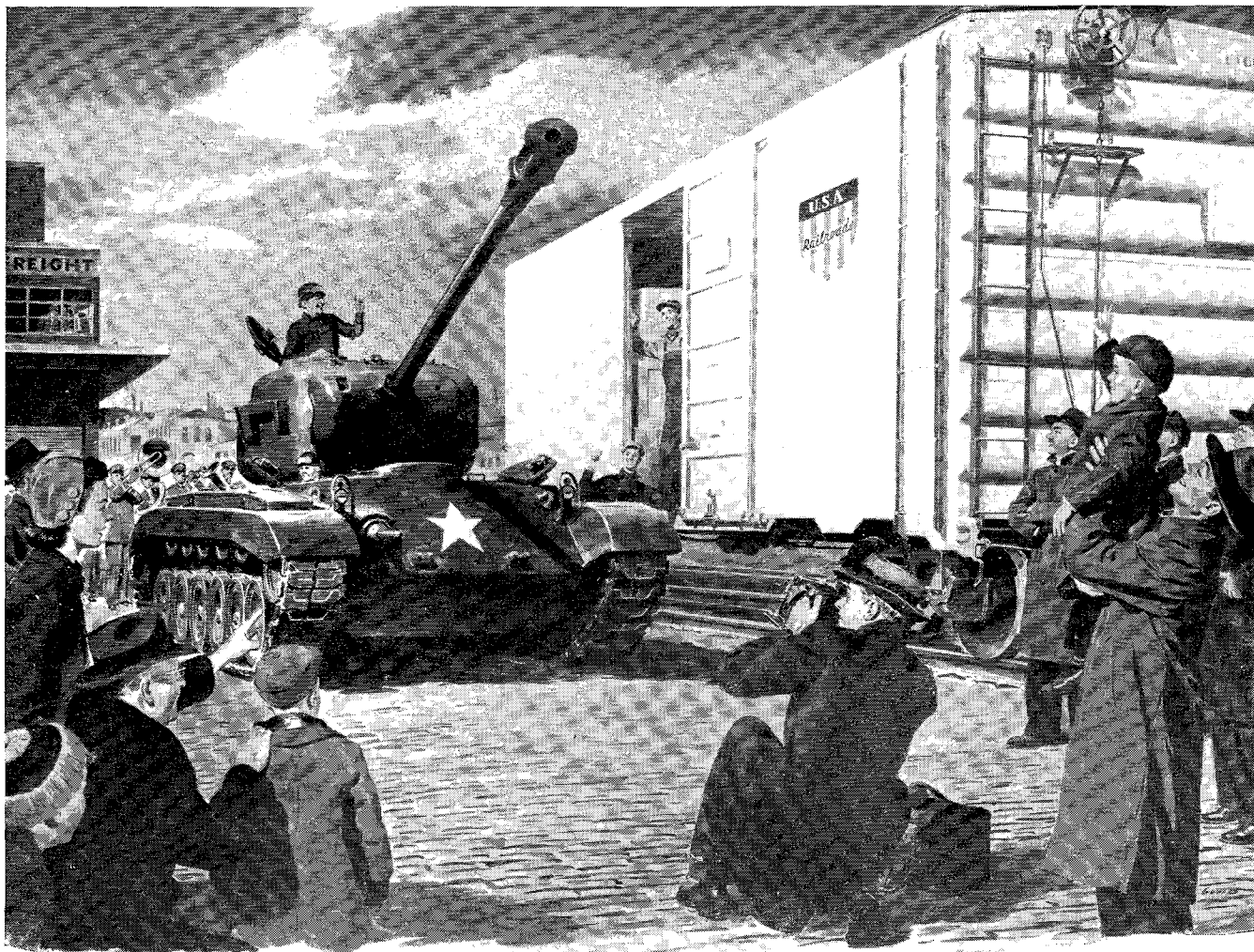
— A CLEAN HOUSE IN '51 —

A woman with a dog in tow was preparing to board a train.

"I suppose," she said to the conductor, "if I pay fare for my dog he will be treated the same as other passengers and be allowed to occupy a seat?"

"Of course, madam", the conductor replied politely, "he will be treated the same as other passengers and can occupy a seat, provided he does not put his feet on it."

The Milwaukee Road Magazine



One shoots, one doesn't

BOTH MEAN A POWERFUL DEFENSE!

These two rugged giants of steel are an important team in your future . . . and America's.

The tank is a powerful front-line slugger.

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Nearly everything we need for defense moves in a freight car. In World War II, more than 90% of all our materiel went by rail! And today, America's railroads are hard at it again, handling the urgent job of defense hauling—which piles right on top of their regular job.

But America's railroads have made a habit of meeting normal demands and emergency demands all through their history of service to our nation. They

have done this despite handicaps in the form of unfair competition from other forms of transportation.

Unfair competition comes from those who use highways, waterways or airports—which are built and maintained largely with the people's tax money. They escape paying the full costs of doing business. The railroads, on the other hand, pay every nickel of the cost of everything they use.

The railroads seek no special favors. They ask only that all forms of transportation compete under the same rules.

When there is fair play in transportation, the railroads will serve you and America better than ever—in peace, preparedness or come what may.

Fair Play for America's Railroads

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THE MILWAUKEE ROAD MAGAZINE

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THE "MILLING SKYLINE." This view, looking southeasterly across the Mississippi River from the Third Avenue bridge in Minneapolis, shows one of the milling districts of the city and a portion of the famous "Milling Skyline."

This busy area is served by the Railway Transfer, with which The Milwaukee Road connects. During 1950 the Milwaukee hauled more flour and feed out of Minneapolis than any other railroad, the total being 13,522 cars.

