

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

1952 ANNUAL REPORT ISSUE

Daffodil Festival page 15

APRIL 1953
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APRIL 1953

THE MILWAUKEE ROAD MAGAZINE

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The Bensenville Retarder Yard

RAILROADS have always been looked to for mass transportation service. The job of *modern* railroads is still to provide that service, *and to do it on fast schedules with a minimum of damage to the contents of the cars.*

The Milwaukee Road has kept itself out in front in today's keen competition by looking constantly for the *better service* possibilities in every situation. That explains the company's decision to spend approximately \$2,500,000 this year on a new yard at Bensenville.

Work began on this project late in January, and the plan calls for construction of 47 of the yard's 70 classification tracks, as well as the gravity system, retarders and controls, by the end of the year.

The best estimate of what this facility will mean to the railroad can be had by noting our experience at Air Line Yard in Milwaukee, which was converted to a gravity retarder system last year. Comparing results since completion of the yard in 1952 with those for similar periods in 1950 and 1951, we found the congestion of cars for classification on peak days practically eliminated. As a fluid condition developed in the train yard, a similar condition was soon reflected at outlying points, thus speeding up our entire operation. It is estimated that the more rapid classification of cars at Air Line Yard will result in the saving of at least 210,000 car days each year. That is a figure which has real meaning to shippers and receivers of freight.

While the new yard at Bensenville may not result in the same large car day savings, it will enable us to improve service to shippers on our railroad. One especially important feature of the new operation will be the rapid assembly of solid transfers for specific districts on connecting belt lines, thus eliminating the delay involved in re-switching by those lines.

I believe all of us will want to watch the development of this project and others designed to keep our railroad out ahead as a symbol of the very best in service.

J. P. Kiley



REVENUES received in payment for services rendered to our customers during 1952 were the highest in our company's history. The higher revenues were received on a lower volume of freight and passenger traffic, and are the result of advances in freight rates authorized by the Interstate Commerce Commission, higher mail pay, and increases in express rates and volume.

Compared with 1951 our revenues for all services in 1952 increased 1.5 per cent, and there were decreases in traffic volume of 2.4 per cent in car loadings, 4.3 per cent in ton miles of revenue freight, and 4.9 per cent in revenue passenger miles.

Our operating expenses in 1952 were also greater than ever before, having increased 1.2 per cent over 1951. This is the result of higher average wage rates, and higher unit prices of material and supplies.

Principal service improvement factors during the year include the installation of automatic switching and speed control gravity retarder equipment in our Air Line Yard at Milwaukee; completion of plans for installing similar equipment in our eastbound yard at Bensenville; introduction of Super Dome Cars on our Twin Cities and Olympian Hiawathas, and the acquisition of additional Diesel-electric locomotive units. Based on the 1952 volume of traffic, when the twenty Diesel-electric locomotive units now on order are placed in service this year, 85 per cent of road freight operation, 92 per cent of passenger operation, and 85 per cent of yard operation will be performed by Diesel-electric and electric locomotives.

April, 1953

annual report • 1952

a brief account of the highlights of the Milwaukee Road's operation in 1952 prepared as information of special interest to employes



RESULTS OF OUR OPERATIONS IN 1952

We took in \$269,465,584, an increase of \$4,065,042 over 1951.

We paid out \$222,122,738, an increase of \$2,667,597. The return on our investment was 2.27% as compared with 1.98%.

We carried 7,245,595 passengers an average distance of 114 miles.

We carried 49,522,089 tons of freight an average distance of 323 miles.

We paid an average of \$4,467 per year to 32,550 employes.

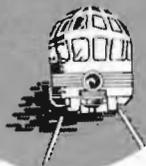


this is where
our money came
from in 1952...



ITEMS	AMOUNTS
Hauling Freight	\$222,399,895
Carrying Passengers	18,863,422
Other Passenger Train Revenue, including Dining and Buffet Car Service	3,361,104
Transporting Mail and Express	13,660,603
Switching	6,028,235
Other Operating Revenues	5,152,325
Total Operating Revenues	269,465,584
Other Income—Net	2,351,083
TOTAL	\$271,816,667

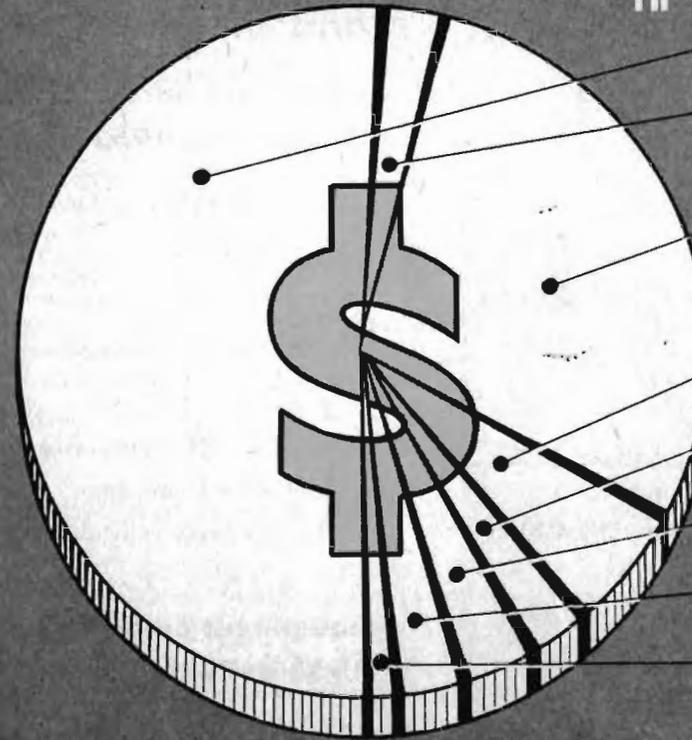
this is where
our money
went in 1952...



ITEMS	AMOUNTS
Materials, contract work, depreciation, etc.	\$ 83,732,237
Property and income taxes	15,208,422
Rental of equipment and joint facilities	7,008,238
TOTAL	\$105,948,897
*For wages and salaries of employes included in operating expense	138,390,501
Payroll taxes for benefit of employes	7,696,578
Total for EMPLOYES	146,087,079
Interest paid SECURITY HOLDERS	8,517,998
Dividends on preferred stock	5,593,260
Dividends on common stock	2,123,214
Total to OWNERS	7,716,474
Payments into sinking funds required by mortgages	1,808,032
Remainder for improvements to property and other corporate purposes	1,738,187
TOTAL	\$271,816,667

*Compensation of all employes totals \$145,546,778 as shown in table on page 8, and includes such items as wages charged to capital improvements, and manufacturing material.

* sharing the MILWAUKEE ROAD DOLLAR
in 1952



- 51c... wages and salaries of employes
- 2¾c... payroll taxes for benefit of employes
- 30¾c... operating expenses other than wages and salaries
- 5¾c... property and income taxes
- 2½c... equipment and joint facility rents
- 3¼c... interest paid security holders
- 2¾c... dividends paid to owners
- 1¼c... retained for improvements and other corporate purposes

SOURCES OF REVENUE

Services and Classes of Traffic	Revenue	% of Grand Total
FREIGHT SERVICE		
FREIGHT TRAFFIC		
Manufactured articles	\$ 98,475,608	36.5%
Wheat, grain, products of agriculture	39,943,305	14.8
Coal, ore, products of mines	28,179,465	10.5
Lumber, products of forests	28,334,587	10.5
Livestock, products of animals	14,875,469	5.5
L.C.L. traffic	6,357,406	2.4
Forwarder Traffic	5,898,328	2.2
Total Freight Traffic	222,064,168	82.4
OTHER FREIGHT SERVICE		
Switching	6,028,235	2.2
Joint facility—Net Cr.	2,025,852	.8
Demurrage	850,530	.3
All other	1,528,708	.6
Total Other Freight Service	10,433,325	3.9
Total Freight Service	\$232,497,493	86.3
PASSENGER SERVICE		
PASSENGER TRAFFIC		
Passengers in coaches	\$ 11,902,477	4.4
Passengers in parlor and sleeping cars	\$ 6,926,986	2.6
Total Passenger Traffic	18,829,413	7.0
OTHER PASSENGER SERVICE		
Mail	9,172,674	3.4
Express	4,317,567	1.6
Dining and buffet	2,210,870	.8
All other	2,437,567	.9
Total Other Passenger Service	18,138,678	6.7
Total Passenger Service	36,968,091	13.7
FREIGHT, PASSENGER & OTHER SERVICES	\$269,465,584	100.0



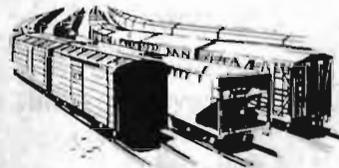
EQUIPMENT

At the close of 1952 our railroad owned a total of 59,760 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars, as follows:



LOCOMOTIVES

Steam	600
Diesel road	140
Diesel switch	209
Electric	54
TOTAL	1,003



FREIGHT CARS

Box and auto	30,400
Gondola and hopper	15,768
Flat	5,344
Others	6,268
TOTAL	57,780



PASSENGER CARS

Sleeping	68
Coaches	320
Baggage, mail & express	452
Parlor	27
Others	104
TOTAL	971
Rail Motor Cars	6

Equipment purchased and on order...

equipment purchased and delivered in 1952...

- 4 — 1000 H.P. Diesel-electric switching locomotives
- 12 — 1200 H.P. Diesel-electric switching locomotives
- 15 — 1500 H.P. Diesel-electric switching locomotives
- 2 — 4500 H.P. Diesel-electric passenger locomotives
- 10 — Dome lounge cars
- 100 — Skeleton logging flat cars

equipment on order for 1953 delivery ...

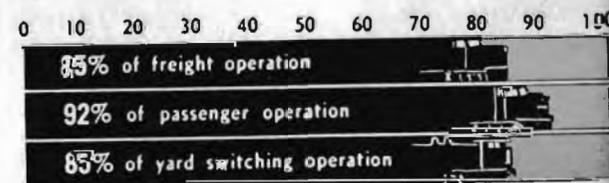
- 11 — 1600 H.P. Diesel-electric switching locomotives
- 3 — 4500 H.P. Diesel-electric freight locomotives

The cost of new equipment and the improvements made to road property and existing equipment during 1952 amounted to \$16,183,058 as follows:

New Equipment	\$ 9,116,912
Improvements to Existing Equipment	1,004,026
	10,120,938
Improvements to Road Property	6,062,120
	\$16,183,058

DIESEL-ELECTRIC and ELECTRIC LOCOMOTIVE OPERATION

In the following chart is shown the extent to which our operations were performed by diesel-electric and electric locomotives at the close of the year. Based upon the 1952 volume of business, when the locomotives on order are placed in service, approximately 85 per cent of freight, 92 per cent of passenger, and 85 per cent of yard switching service will be performed by diesel-electric and electric locomotives.



EMPLOYEES • JOB VALUE • PAYROLL SUMMARY

average number of Milwaukee Road employees during 1952

Transportation Forces: Train and Engine men, Yard and Station	11,893
Maintenance of Equipment and Stores	9,018
Maintenance of Way and Structures	5,529
Professional, Clerical and General	5,718
Executives, Officials and Staff Assistants	392
Total	32,550

job value per employe on the basis of averages

the value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to

\$767,188,300

= \$23,570

investment per employe

32,550

the average number of Milwaukee Road employees during 1952

10 year summary of payrolls, payroll taxes and average compensation

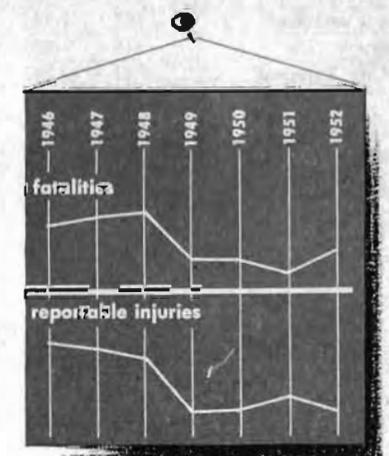
YEAR	*TOTAL PAYROLLS	COMPANY CONTRIBUTIONS—RETIREMENT AND UNEMPLOYMENT TAXES	TOTAL	AVERAGE PER EMPLOYEE	Straight Time Rate	
					AVERAGE PER HOUR	% INC. OVER 1939
1943	\$ 90,305,409	\$ 5,182,267	\$ 95,487,676	\$2,699	\$.836	15.3
1944	104,576,956	6,606,037	111,182,993	2,908	.916	26.3
1945	106,425,149	6,326,545	112,751,694	2,922	.919	26.8
1946	116,746,703	7,085,974	123,832,677	3,329	1.111	53.2
1947	124,724,548	10,095,938	134,820,486	3,552	1.166	60.8
1948	138,490,345	7,707,579	146,197,924	3,820	1.297	78.9
1949	133,117,567	7,421,152	140,538,719	4,000	1.442	98.9
1950	128,201,025	7,234,363	135,435,388	4,023	1.625	124.1
1951	143,260,363	7,774,582	151,034,945	4,463	1.754	141.9
1952	145,397,263	7,696,578	153,093,841	4,703	1.852	155.4

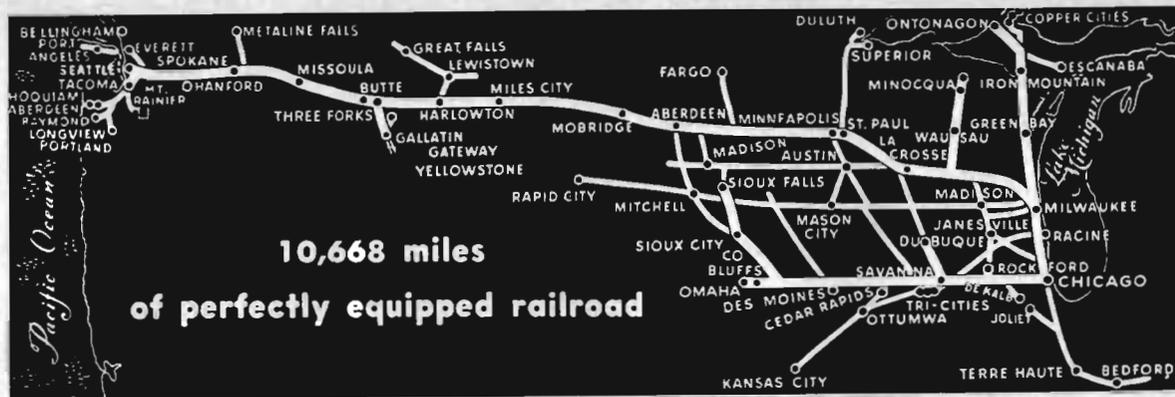
*Does not include compensation of part-time employees.

OUR SAFETY RECORD

The spirit of cooperation and understanding displayed by employees in all branches of the service was an important factor in the reduction of casualties during 1952 on The Milwaukee Road. Wholehearted support of the safety program is vital in order to eliminate the suffering and inconveniences to employees and their families which usually go hand in hand with personal injury accidents.

Comparing the statistical record of employe casualties for the year 1952 with the year 1946, it was found that fatalities had decreased 44 per cent and reportable injuries were reduced 37 per cent. On a casualty rate basis, which is calculated by the number of reportable casualties per million man hours worked, the decrease amounted to 15 per cent, the rate for 1952 being 7.34 compared with 8.65 for the year 1946.





7 YEARS OF MILWAUKEE ROAD OPERATIONS...



**in the states
it served
in 1952**

	Average Miles of Road Operated	Average Number of Employees	Total Compensation All Employees	Property Taxes
Idaho	232.61	271	\$ 1,094,391	\$ 197,795
Illinois	701.10	7,979	36,232,425	1,317,041
Indiana	195.78	852	3,849,699	160,975
Iowa	1,801.95	3,357	14,900,888	1,068,003
Michigan	180.39	207	971,235	98,073
Minnesota	1,362.29	3,950	17,193,052	1,765,387
Missouri	154.56	520	2,326,678	116,379
Montana	1,251.17	2,193	10,202,827	1,182,734
Nebraska	5.62	14	60,054	1,426
North Dakota	366.89	194	738,287	213,138
South Dakota	1,734.69	1,707	7,622,986	894,711
Washington	1,082.65	2,652	11,990,756	719,464
Wisconsin	1,591.04	8,504	37,555,510	1,422,713
All Other	7.05	150	807,990	3,671
Total	10,667.79	32,550	\$145,546,778	\$9,161,510

System Payroll Taxes 7,696,578
 System Income and Misc. Taxes 6,046,912
 Total System Taxes \$22,905,000

†Includes compensation of part time employees.
 *Does not include count of part time employees.

THE 1952 DIVISION OPERATING RECORD

OPERATING DIVISIONS	Miles of Road Opr.	Miles of all Tracks Opr.	No. of Open Stations	No. of Employees (Average Year)	Number of Locomotives Assigned 12/31/52			Loaded Freight Car Miles (1000's)	Passenger Car Miles (1000's)	Avg. Gr. Tons Per Frt. Trn.	Avg. Pass. Cars Per Pass. Trn.	Yard Switching Hours	President's Safety Award Standing
					Fr.	Pass.	Yd. and Other						
Terre Haute	393	695	25	1,023	21	22	31,765	5	3,990	1.13	44,949	16	
Chicago Terminal	37	372	10	4,372			54				306,441	14	
Dubuque and Illinois	777	1,472	79	2,627	61	7	43	102,554	5,561	3,145	113,335	6	
Iowa	891	1,251	108	1,397	22		15	56,808	4,924	2,497	72,554	10	
Milw.-K.C.S. Joint Agency											55,690		
Milwaukee Terminal	23	313	5	4,608			62				308,059	13	
Milwaukee	808	1,150	104	1,582	114	58	34	49,312	14,598	2,732	57,356	11	
La Crosse and River	757	1,386	75	2,239	24	3	20	74,174	26,595	3,294	71,147	2	
Madison	616	860	75	1,055	26	5	21	18,112	1,300	1,792	72,588	9	
Twin City Terminal	42	247	8	2,138			48				204,169	3	
Duluth	209	426	7	24	2			8,240		4,060			
Iowa and Dakota	1,164	1,400	111	1,496	33	5	15	25,349	3,931	1,577	56,003	1	
Iowa and So. Minnesota	954	1,106	111	766	36	4	7	9,781	493	965	26,585	5	
Hastings and Dakota	932	1,217	95	1,148	38	6	4	45,509	9,228	2,681	25,994	12	
LINE EAST—Total	7,603	11,895	813	24,475	378	88	345	421,604	66,635	2,638	1,414,873		
Trans-Missouri	831	1,022	52	1,239	31		6	50,234	8,765	3,176	14,276	15	
Rocky Mountain	943	1,190	39	1,473	46	9	8	40,865	7,371	3,054	30,970	8	
Idaho	580	718	16	718	25	5	2	18,849	3,549	2,798	8,176	7	
Coast	711	1,104	36	1,949	32	5	23	18,869	3,408	2,393	73,015	4	
LINE WEST—Total	3,065	4,034	143	5,379	134	19	39	128,817	23,093	2,922	126,437		
GENERAL OFFICES AND GENERAL OFFICERS				2,696									
SYSTEM—Total	10,668	15,929	956	32,550	512	107	384	550,421	89,728	2,699	1,541,310		

	1946	1947	1948	1949	1950	1951	1952
GROSS REVENUES INCLUDING OTHER INCOME—NET	\$202,889,716	\$233,016,036	\$256,167,133	\$240,157,393	\$257,025,603	\$268,554,625	\$271,816,667
OPERATING EXPENSES	171,823,263	186,135,168	210,276,587	202,111,827	199,650,956	219,455,141	222,122,738
TAXES, INTEREST, RENTS	24,695,524	37,006,774	37,761,056	33,568,584	42,203,454	39,030,494	38,431,236
NUMBER OF EMPLOYEES	37,203	37,955	38,268	35,131	33,668	33,846	32,550
EMPLOYEES RECEIVED*							
Total	\$116,746,703	\$124,724,548	\$138,490,345	\$133,117,567	\$128,201,025	\$143,260,363	\$145,397,263
Per Employee	3,138	3,286	3,619	3,789	3,808	4,233	4,467
DIVIDENDS PAID FOR:							
Preferred	2,804,350	5,608,700	5,608,700	5,608,700	5,608,700	5,608,700	5,593,260
Common					4,246,428	2,123,214	2,123,214

*Does not include compensation of part time employees.

Our Trademark Simplified

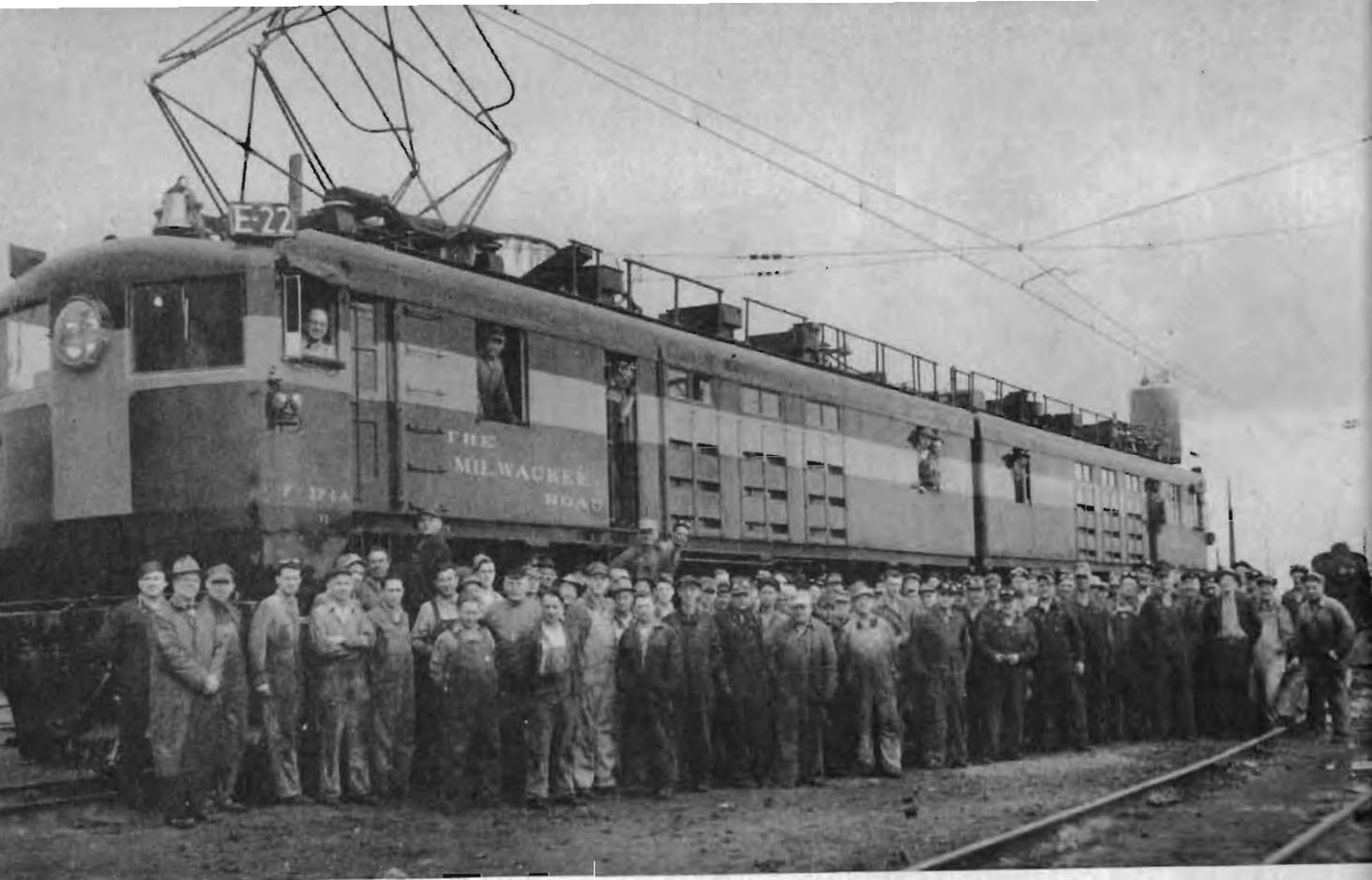


The tilted rectangle bearing the corporate name of our railroad, which has been

the official trademark for many years, was simplified as of Feb. 2. Where the emblem showed the full title, "Chicago Milwaukee St. Paul and Pacific," future replacements will carry "The Milwaukee Road," the name which generally identifies our line to the public.

The oblong block set at an angle and printed with the name of the railroad was designed for our exclusive use by the Riverside Printing Company of Milwaukee, Wisconsin, in 1880. The original trademark carried the name "Chicago Milwaukee and St. Paul Railway."

Michael Sol Collection



General Foreman Roy Kidd and Tacoma shopmen gather around to say farewell to the E-22 as it began a new career on Feb. 27.

evolution of the E-22

a 1915 electric locomotive has its face lifted for speedliner service

by Laurence Wylie
Electrical Engineer,
Seattle, Wash.

AFTER a week of test runs on the Coast Division, electric locomotive E-22, which had been converted from surplus freight units to a two-unit passenger locomotive at Tacoma shops, was moved to the Rocky Mountain Division on Feb. 28 and is now handling passenger trains between Avery, Idaho, and Harlowton, Mont.

When electric train operation was inaugurated on the Rocky Mountain Division in 1915 the planning was done in terms of only one type of electric locomotive for both freight and passenger service. The type selected was a General Electric geared unit with a gear ratio

Above Left: The E-22 was converted from a locomotive of the general type shown here. Purchased in 1915, these were the first electric locomotives placed in service by the railroad.

Left: The E-22 makes a trial run.



of 4.56 on the freight locomotives, and 2.45 or 2.84 on the passenger locomotives. Except for gear ratios and the train lighting and steam heating equipment on the passenger locomotives, the freight and passenger units were identical.

When the Coast Division electrification was begun in 1917, however, 15 electric locomotives of a new design were ordered for use in passenger service only. Five of these were G. E. bipolar gearless locomotives for use on the Coast Division and 10 were Westinghouse quill-drive locomotives for use on the Rocky Mountain Division. Three of the latter have since been retired. When the Westinghouse passenger locomotives were placed in service in 1919-1920 the passenger gears were removed from the G. E. geared type units and they were replaced with gears suited for freight service.

Little Joes "Enter the Picture"

The 12 well-known G. E. "Little Joes", so-called because they were originally built for the Russian railroads, although never delivered to them, made their appearance on the Milwaukee in 1950 and went into service on the Rocky Mountain Division. They created a surplus of both freight and passenger units.

It was first thought that a number of the freight units should be retired and scrapped, but after considering the operating and maintenance advantages of the geared type, it was decided that four of these freight units should be converted to two two-unit passenger locomotives. Four of the freight units originally equipped with water tanks were set aside at the Tacoma shops for this purpose.

Of these four units, two were originally known as No. 10103 and used in passenger service, while the other two constituted No. 10208, a freight locomotive, both originally in service on the Rocky Mountain Division. Here they worked for four years, rolling up a total of 635,770 locomotive miles and a colorful history.

In August, 1919 No. 10208 was transferred to the Coast Division and put into helper service on "Beverly Hill." In 1920 No. 10103 was converted to freight service and also put to work on the Coast Division.

It was also in 1920 that two coupled freight locomotives operating light between Hyak and Cedar Falls, Wash., struck a slide at Change Creek two miles west of Garcia and rolled down the mountain side into the timber, coming to rest about 600 feet from the track. One of these was No. 10208.

April, 1953



"Red Crooks, boiler shop foreman at Tacoma, with the head-end cowl which he designed for the E-22.

After attempting unsuccessfully to recover these units by use of the usual wrecking equipment, they were completely dismantled and the parts were lifted to the highway by means of an overhead cable tramway. Then they were loaded on a truck, moved to North Bend, loaded into a gondola, and moved to Tacoma shops where all units were rebuilt by the railroad shop forces at Tacoma.

In 1936 the 10208, then renumbered 10505, was involved in a snow slide at Bandera, Wash., and went down the hillside. Again it was recovered and rebuilt at Tacoma. It will be noted that the job of rebuilding electric locomotives is not a new one at Tacoma, and it was quite natural to select Tacoma as the place to make the conversion of locomotive E-22.

In subsequent renumbering programs

the 10103 became the E-69 and has now been renumbered the E-22. The 10208 became the E-28 and will soon become the E-23.

Since being placed in service in 1916, and in spite of a rather rough and tumble existence and helping to win two world wars, these locomotives have been operated 205,087 miles in passenger service and 2,642,514 miles in freight service.

The conversion work done at Tacoma on these units is the first complete shopping job that has ever been performed on any of our electric locomotives, making this the first such job in 37 years.

For reasons of appearance and better visibility a change was made in the engineer's cab on the "A" unit. Although the locomotives are equipped with controls in each cab, it is intended that they

A step in the evolution of the E-23, now undergoing conversion. This picture was taken in 1920 when, as No. 10240, it had just been rebuilt at Tacoma.

The shop supervisors shown are, left to right—Top Row: William Morrison, pipe fitter foreman; J. A. Wright, division master mechanic; R. A. Nofke, electrical foreman; William Luebbe, erecting foreman; and W. F. Coors, electrical instructor.

Lower Row: A. L. Pentecost, erecting foreman; Otto Schuetze, blacksmith foreman; Fred Lowert, general foreman; William Strinsky, boiler shop foreman; and J. E. Brady, roundhouse foreman. Only A. L. Pentecost and W. F. Coors are still living.





E. E. North (left) and H. R. Morgan checking dimensions on blueprints of the E-22 at Tacoma.

will be operated regularly with the "A" end ahead. Roller bearing engine trucks from dismantled F-7 steam engines were applied. A steam generator was installed in the rear end of each cab, together with an additional water tank and necessary fuel oil tanks. Engineer's and fireman's seats, and auxiliary equipment such as speed recorders, headlight and air horns conform to the best of modern practices.

The program of converting locomotive E-22 was carried out by the forces of Master Mechanic Barry Glen, and under the general supervision of F. W. Bunce, superintendent of motive power in Milwaukee. The entire shop force at Tacoma worked efficiently and enthusiastically on this locomotive. Space permits only special mention of the following members of the Tacoma shop force: Roy Kidd, general foreman; Maurice Crooks, boiler shop foreman; Merle Gay, electrical foreman; Carl Weingarten, machine shop foreman; Otis Collins,

lead electrician; and Joe Soltis, lead pipe-

man. The engineering work was carried out by H. R. Morgan, J. T. Conn, and G. R. Frazier of the electrification department, and H. H. Melzer, E. E. North, M. J. Fox and J. W. Mulholland of the mechanical engineer's office.

Some excellent mechanical design and electrical design was also worked out independently by the shop force under Master Mechanic Barry Glen at Tacoma shops.

In carrying out the conversion of freight units to passenger locomotives as described above, it is contemplated that locomotives with power and speed comparable to 4500 h.p. diesel locomotives will be secured, and that these units can be operated in heavy mountain passenger service for less than 20 cents per locomotive mile for at least the next four or five years, and that they will be relatively free from failures or breakdowns in service.

Two derricks make a futile attempt to lift the cabs of No. 10208 (soon to be converted as the E-23) following a wreck caused by a slide near Garcia, Wash., in 1920.



Among the many men who helped convert the 1915 locomotive to a high speed passenger locomotive was Electrician Pat Brennan, shown here installing control wiring.



Dividend Declared on Common Stock

AT A meeting of the board of directors in Chicago on Mar. 11 a dividend of \$1 per share on the common stock of the railroad was declared out of the 1952 earnings. The dividend is payable Apr. 30 to holders of record at the close of business on Apr. 7.

Holders of the company's Series A Preferred Stock received a dividend of \$5 per share on Mar. 19.



test your knowledge of railroads and railroading

(Answers on page 46)

1. In railroad slang, what is known as a "side-door Pullman?"
2. In what kind of freight car would you find bunkers—stock cars, tank cars or refrigerator cars?
3. What do the initials AREA stand for—American Railway Engineering Association, American Railway Express Agency or Associated Railway Enthusiasts of America?
4. What are capital expenditures—money spent for (a) maintenance of roadway and track, (b) additions and betterments or (c) the operation of trains?
5. In what city is the Dearborn Street station—St. Louis, Chicago, Boston, San Francisco or Detroit?
6. Which is the less expensive Pullman accommodation—a roomette, a bedroom or a compartment?
7. In what year was the first trans-continental rail route in the United States completed—1869, 1879 or 1889?
8. Who built the locomotive Tom Thumb—Horatio Allen, John B. Jervis or Peter Cooper?
9. In round figures, how many freight cars were owned by the Class I railroads at the beginning of 1953—approximately 1,000,000; 1,400,000; 1,700,000; or 2,000,000?
10. What state was the scene of the capture and recapture of the locomotive "General" during the Civil War—Tennessee, Georgia or Alabama?

The Milwaukee Road Magazine

The Milwaukee Road Magazine Marks Its 40th Year

Forty years ago this month—April, 1913—the first issue of The Milwaukee Railway System Employees' Magazine was published. The event followed within little more than three years the opening of the Milwaukee's extension to the West Coast and established this railroad as one of the pioneers in the field of company magazine publication.

Writing in the April, 1938, issue on the occasion of the Magazine's 25th birthday, the late Malcolm H. McEwen, then general northwestern freight agent and at one time unofficial editorial assistant, called attention to the fact that among other things the first issue antedated the completion of the Panama Canal. The First World War was hardly dreamed of, and most highways were little more than dirt roads. Automobiles were owned only by the well-to-do, the airplane was still a genuine novelty, radio was an experiment, and women did not yet have the vote.

With the opening of The Milwaukee Road line to the West Coast in July of 1909 this railroad became one of the nation's largest. A large number of employees of all departments from various towns and cities on the older lines of the railroad moved to points on the new. Naturally, these pioneering railroad men and their families out in the Dakotas, Montana, Idaho and Washington were keenly interested in happenings back home on their old divisions. And the old timers back home were equally interested in their friends who had gone west.

Recognizing this situation, President A. J. Earling turned his mind to the idea of a publication which would serve as a bond not only between the newcomers out west and the old timers back east, but between the various departments and between the management and the employees as a whole. The Magazine has continued to regard the maintenance of that feeling of unity as one of its principal goals.

Mrs. Isabelle Carpenter Kendall, later to be the organizer of the Milwaukee Road Women's Club, and one of the most active and influential women ever employed by The Milwaukee Road, was appointed editor. As the daughter of V. H. Carpenter, the Road's first general passenger agent, as the widow of conductor George Kendall, and as an

employee herself at various times since 1884, Mrs. Kendall was well qualified for her new assignment. For most of her 27 years as editor her name appeared on the masthead as "Carpenter Kendall", a carry-over of the management's original misgivings about letting it be known that the editor was a woman.

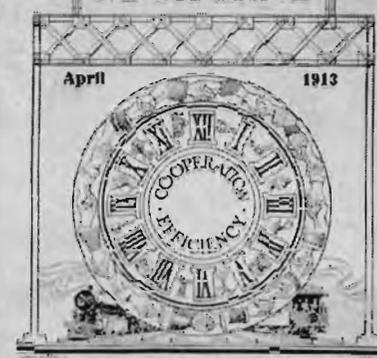
In addition to the editor, the masthead of Volume 1, Number 1 listed Harry Brown as manager, and George E. Waugh of Chicago, J. L. Ginnet, Jr., of Seattle, and Mrs. Anna M. Scott of Libertyville, Ill., as associate editors. From the time of the publication's inception until 1930 when the railroad assumed the responsibilities of publisher, the Magazine was independently published. Mr. Brown, whose name appeared as manager, was the first publisher, but he died before the second issue was ready for press. F. L. Chapman, publisher of a farm paper, quickly stepped in as publisher, got out the late second issue and continued to publish it until 1950, when those duties were assumed by the staff.

During the four decades of its existence the Magazine has carried four different names. Starting as The Milwaukee Railway System Employees' Magazine, the name was simplified in April, 1919, to The Milwaukee Employees' Magazine, and further simplified to The Milwaukee Magazine in April, 1923. The most recent change was made in May, 1950, when it became The Milwaukee Road Magazine, to conform with the name by which the railroad is now most commonly known.

Today, four decades after the initial effort to tie together the loyalties of a great railroad's personnel, the Magazine still steers by the course laid down in the masthead of the first issue—"to promote a spirit of cooperation and teamwork among us all."

Covers of the Magazine for April, 1913, April, 1923, and May, 1950, showing three of the four names under which it has appeared during its 40 years of continuous monthly publication. Each is the first issue bearing the name. Not shown is the cover for April, 1919, first issue to be called The Milwaukee Employees' Magazine. The cover design was not changed, however, except for the substitution of the word "Teamwork" for the words "Cooperation" and "Efficiency" which appeared on the cover throughout the first six years.

THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE



THE MILWAUKEE MAGAZINE



THE MILWAUKEE ROAD MAGAZINE



New Seattle Ticket Office



THE Seattle city ticket office was moved last month to the Vance Building and on Mar. 29 held a grand opening in its new quarters. The public's first view of the new setting was enhanced by a beautiful display of bouquets and floral pieces presented by the city's various travel bureaus, steamship lines, railroads, banks and other personal and business friends of the Road.

Since 1925 the Seattle office has been located in the White Building at Fourth Avenue and Union Street. The new office is less than a block away on Union Street, directly across from the main entrance of the post office.



Views from the front and rear of the new ticket office. There are 10 people employed in the office, including the solicitation force.

The theme of the new office decor is ultra modern. A plate glass front allows for a full view of the interior. Three seven-by-nine-foot murals cover the wall behind the counter. One depicts a scene along the Mississippi in the vicinity of Red Wing, Minn., another is of Yellowstone Falls in Yellowstone National Park, and the third shows a portion of the Clark Fork River near Tarkio, Mont., all in territory served by The Milwaukee Road.

Just beyond the murals, indirect lighting outlines a plexiglass silhouette of the Olympian Hiawatha in color. Counters and furniture are of American walnut, and the floor is covered in a composition of mottled red with the Hiawatha insignia in the center. The decorations were remarked upon very favorably at the grand opening.



Farm Road Program Given Railroad Support

WESTERN railroads, in cooperation with the railroads of the East and the Southeast, have announced their support of a program for improvement of farm-to-market roads throughout the United States.

In making the announcement, Daniel P. Loomis, of Chicago, chairman of the Association of Western Railways, said the carriers of the three regions will actively cooperate with agriculture and other interested organizations in revival of the farm-to-market roads movement.

Farm roads have not kept pace with the new mechanized era in agriculture, Mr. Loomis asserted, and added that "good local roads today are an essential link in the production line for the nation's food supply." A program of research and education in the fields of farm road materials, construction, design and financing has been initiated, he said, and will be carried on in cooperation with educational institutions, state and local units of government, farm groups and others.

As a step in this program the railroads recently made a grant to the Farm Roads Foundation for an educational motion picture on the rural roads problem. The picture is currently being shown to farm audiences.

The railroad industry, Mr. Loomis stated, has traditionally supported farm-to-market roads as a means of developing areas served by the railroads. This program, he said, was allowed to die during the war years, and has not been effectively revived.

One-third of the nation's rural roads are entirely unimproved and all but 10 per cent of the three and one-half million miles are either unimproved or covered with inferior surfacing, Mr. Loomis declared.

Bridge structures on most rural roads are more than a quarter of a century behind the times and many of them constitute a safety hazard.

A nickel goes a long way today—you can carry it around for weeks before you find something to buy with it.

A practical joker in the East wired his friend on the west coast, collect, of course, that "I am perfectly well, thank you!"

Several days later he received an air express package from the coast, collect, which contained a concrete block on which was written, "This is the weight your telegram lifted from my chest."

The Milwaukee Road Magazine

Daffodil picking time in the Puyallup Valley, bulb capital of the United States, where the flower rows stretch right up to the houses. Queen Joan Dennis of Puyallup (right foreground) reigned over the 20th annual Puyallup Valley Daffodil Festival Apr. 6 through Apr. 12 in the cities of Puyallup, Sumner, Orting and Tacoma.



THIS year, as every year, while spring struggled for a foothold throughout most of the Milwaukee Road territory, the Tacoma area burst into bloom with no apparent effort.

The 20th annual Puyallup Valley Daffodil Festival, held from Apr. 6 through 12 in the cities of Puyallup, Sumner, Orting and Tacoma, took on a double meaning, as it was one of the first major activities of the state-wide Washington Territorial Centennial. Those who have seen the beautiful

Puyallup Valley DAFFODIL FESTIVAL ushers in the Washington Territorial Centennial

fields of golden daffodils, the flower-laden floats in the festival parade, and the flower shows held in connection with it agree that nothing could more appropriately mark the establishment of this territory which has grown to national prominence and tremendous commercial importance in the 100 years since 1853.

Graced this year with an estimated 10,000,000 daffodil blossoms, the Puyallup Valley is the heart of the nation's bulb producing area. In this country of tree-studded hills rolling down to salt water and towered over by Mt. Rainier, daffodils, tulips and iris grow in profusion. The farm lands within a 10-mile

radius of Commencement Bay produce more giant-size King Alfred daffodils than does all of the Netherlands.

Festival events are really community affairs, with each city having its own committees. Sumner, on the Milwaukee Road line between Seattle and Tacoma, refers to itself as the nation's bulb capital and puts on its best dress by hanging baskets of fresh daffodils from the light standards. Puyallup makes a welcoming lane of giant daffodils, placing plywood cutouts on the street light poles and decorating its store windows.

Tacoma comes in for its share of glory by being the starting point of the

three-city parade of daffodil decorated floats. More than 1,500,000 flowers are used in the parade alone, many of the individual floats working as many as 50,000 daffodils into unique designs.

According to the schedule arranged this year, Apr. 7 was set for the opening of the festival, when the festival queen and princesses, selected from among the area's most comely young ladies, were the center of colorful coronation ceremonies. The setting was the Tacoma Armory, amid flowering trees and massed beds of daffodils and early blooming tulips and hyacinths which were forced for the occasion.

The coronation also marks the opening of the four-day flower show at the armory, a major event on the calendar of Washington and Oregon bulb growers, who display their choice blooms and more than 200 varieties of narcissi, the family of flowers which includes the daffodil. Garden clubs and juvenile "green thumbs" also take part in the show.

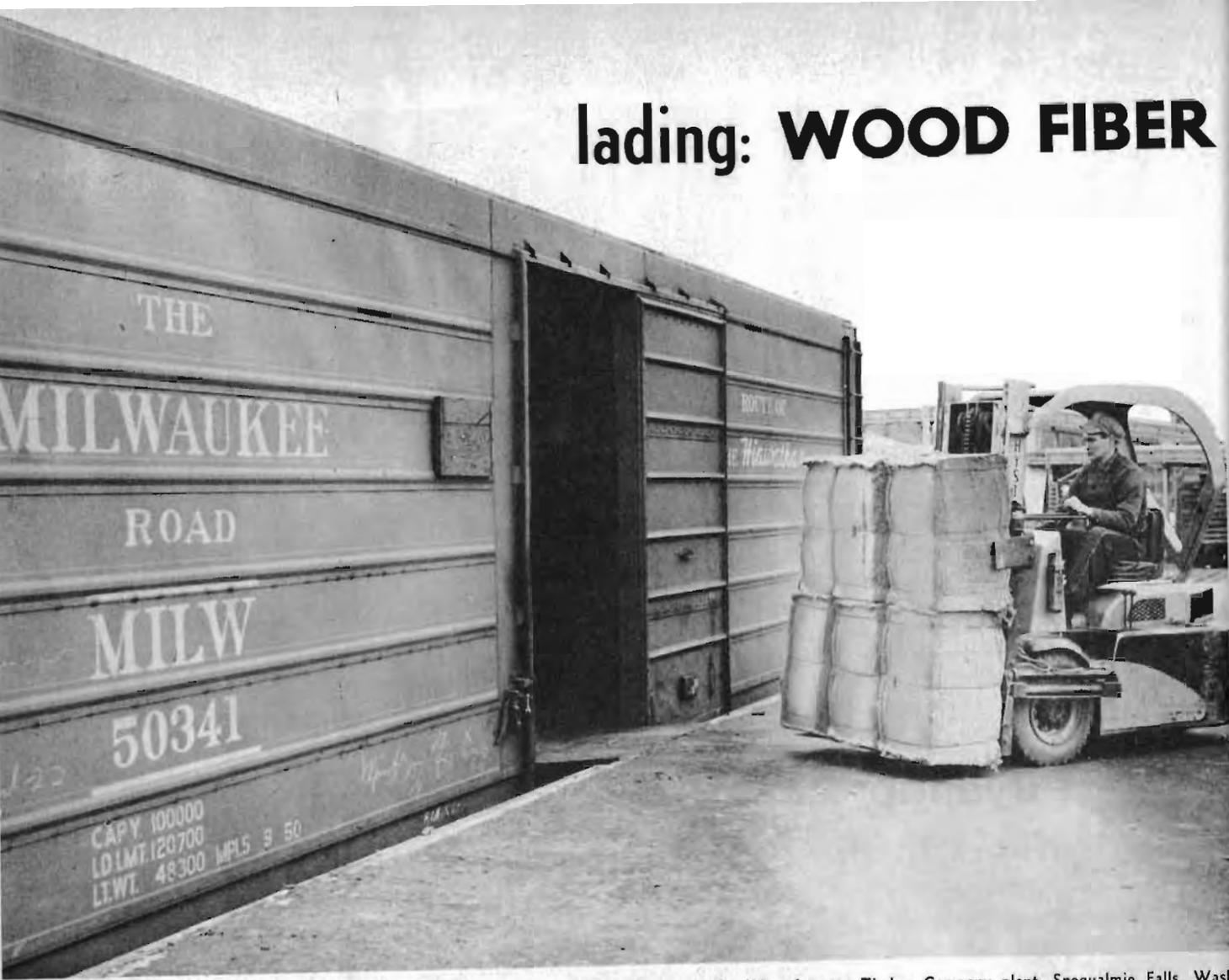
Known for its natural scenic beauty, as well as its many landscaped gardens, the Puget Sound country is more beautiful than ever and its citizens fairly glow with community pride as thousands of visitors from all over the country go to the Puyallup Valley at daffodil time.

Michael Sol Collection



The queen's float moves through Tacoma during the three-city parade as a highlight of the Puyallup Valley Daffodil Festival. More than 1,500,000 fresh daffodils are used to decorate the floats in the parade.

loading: WOOD FIBER



Bales of wood fiber for a growing market. Scene at the Weyerhaeuser Timber Company plant, Snoqualmie Falls, Wash.

LEGEND has it that Mt. Si, which dominates the valley and town of Snoqualmie Falls, Wash., received its rugged outline when old Chief Si, weary and spent from battle, lay down to his last

rest on the summit—and remains there to this day, silhouetted against the sky.

If the legendary chief were brought to life today, he would rub his eyes in disbelief at some of the things being

done with timber from his forested hunting grounds. Weyerhaeuser Timber Company's Snoqualmie Falls branch is transforming wood left-overs from the sawmill into Silvacel, a complete line of whole-wood fibers composed of substantially all of the original wood substances. The plant is served by The Milwaukee Road.

These whole-wood fibers, suitable for many uses, are the result of several years of research and development. The plant at Snoqualmie Falls was designed to be able mechanically to meet any fiber specification for which there might be a call.

Designed for versatility and the ability to custom-make whole-wood fiber products to meet the requirements of customers, this new plant went into production only a few months ago.

Silvacel is made from the left-over material of the sawmill and broken or small logs unsuitable for lumber. These odds and ends of bark-free sound wood are made into chips, exactly like pulp chips. Nine truckloads of these chips

are dumped into the new plant's storage silos each day.

Silvacel fibers go to many special markets. The largest single use at present is to prevent the loss of expensive "muds" (the all-important lubricants which protect the valuable drill heads) into porous strata and cracks in the earth in oil-well drilling operations from Canada to South America. Introduced into drill holes, the wood fibers fill in and cake over porous walls.

Many new uses are being found for the products through research and development under the supervision of Clark C. Heritage, Weyerhaeuser's director of development.

These whole-wood fibers have many excellent properties, Mr. Heritage states. They retain the fundamental light weight, strength, good color and heat-flow resistant qualities of wood. In addition, they are dust-free, permanent, water-resistant, odorless, elastic, resistant to compression, and distasteful to insects.

"Silvacel products today are just like a baby learning to creep," he says. "The baby has to creep before he can walk, and walk before he can run. We feel that Silvacel is another major move toward the company's goal of complete wood utilization."

Mr. Heritage emphasizes the fact that these fibers are not ground-up wood but are the unbroken and unbruised pure fibers just as they are found in a growing tree. The product is made in several different grades of fiber of varying sizes, compressive qualities, treatments and moisture content to do almost any job in which fibers can be used. An important use for these fibers is in home-insulation. Cold-storage warehouses and locker plants have found them a valuable insulator, as have manufacturers of home refrigerators and automatic hot-water tanks.

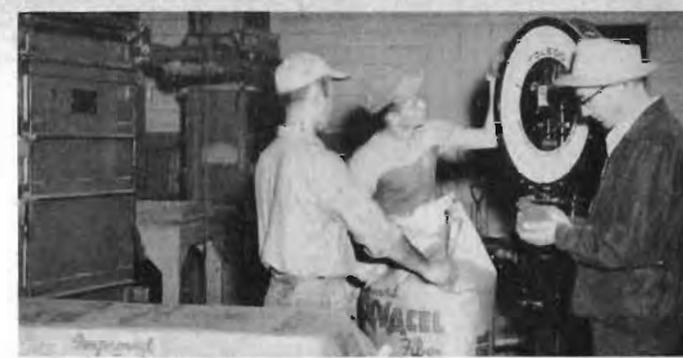
The manufacturing process involved in the production of these fibers is very interesting.

It begins with the chips which were dumped into the plant's storage silos. These chips are fed through a defibrator where they encounter an atmosphere of steam under moderate pressure. They are held in the pre-heating chamber only long enough to soften the bonds between the bundles of fiber. When soft, the chips are rubbed apart by a pair of rubbing discs, without being torn or broken. The fibers are then reduced to the desired moisture content in a drier.

An additive system, using physical elements such as resin, latex or asphalt, and

April, 1953

Elmer Brenden, foreman of the fiber plant, examines a handful of Silvacel as employees weigh 40-pound sacks of the product. The plant is served by the Milwaukee.



The Weyerhaeuser Timber Company's branch at Snoqualmie Falls, Wash., where the fiber plant, only one of its kind in the country, began operation a few months ago.



chemical reagents which modify fibers chemically, adapt them for particular uses.

Fibers coming from the defibrator vary from fine to coarse particles. These can be separated and used for specific purposes, or further additives can be introduced into either to fit the particular need of the customer.

Elmer Brenden, for 27 years an employe at Snoqualmie Falls, is foreman of the new plant and he's proud of it. "I have a hard time explaining what I'm doing when people ask. It's so new. It's the only plant of its type anywhere."

While most of the current uses of Silvacel involve the standard fibers, research is in progress to find more and more uses for the refined (fractionated) fibers and the thousands of combinations made possible through added chemicals or other elements.

Silvacel is sold in tightly compacted

Nine truckloads of wood chips go into the large storage silos each day. From here they are conveyed to the defibrating machines.



bales and in loosely packed, easily handled 40-pound sacks. Interestingly enough, 40 pounds of wood chips make an equal amount of untreated Silvacel, there being no loss in the process.

Development of whole-wood fibers has been an important Weyerhaeuser project since 1937. The first commercial use for the fibers was as pneumatically packed insulation in home refrigerators, a use which has grown substantially.

In 1944, with the delivery of a defibrating machine (a Swedish invention), a pilot plant was set-up at Weyerhaeuser Timber Company's development center at Longview, Wash. A Silvacel team concentrated on the project while trained product engineers went out into the field to explore markets for the new product. At this point it had to be proved economically sound as well as useful in industry.

The first Longview-produced fibers were used in roofing felts and in industrial cold-storage lockers, warehouses and coolers. The development team realized at this stage the need for fire-retardance and dust control. This led to the incorporation of chemicals at appropriate points in the process. From here, the development team's trail led to the needs of the oil-well drilling industry and then wood fiber home insulation was introduced in the Pacific Northwest.

Weyerhaeuser points proudly to its wood fiber products as another step in the direction of complete utilization of the country's forest resources.



Leon Lydic, quality control technician at the Silvacel plant, demonstrates the great volume of fibers produced from an equal amount (by weight) of wood chips. Like the chips used to make pulp, these are derived from wood leftovers, not suitable for lumber manufacture.

Traffic Department

Effective Apr. 1, 1953:



L. J. Kidd

R. B. Birchard

L. J. Kidd is appointed assistant to western traffic manager, Seattle, Wash. Mr. Kidd started with the Road in the operating department in 1915 and entered the traffic department in Tacoma, Wash., in 1923. Subsequently he served on the west coast as division freight and passenger agent, export and import agent, assistant to traffic manager and general agent. He has been general agent in Milwaukee since Oct. 1, 1950.

R. B. Birchard is appointed general agent at Milwaukee, succeeding L. J. Kidd. Mr. Birchard entered service in Milwaukee, his home city, in 1922, and subsequently held various positions in the traffic department there and at Mason City. He was city freight agent in Milwaukee from July, 1951 to February 16, 1952, since when he has been assistant general agent, Chicago.



J. E. Shannon

J. E. Shannon is appointed assistant general agent at Chicago, succeeding R. B. Birchard. Starting with the Road in Milwaukee in 1922, Mr. Shannon left railroad service in 1929 to engage in other work. He returned in 1937 as city freight agent in Milwaukee, where he has been traveling freight agent since January, 1948.

T. E. Wallner is appointed traveling freight agent with headquarters at Milwaukee, succeeding J. E. Shannon. Entering service in Chicago in 1940, Mr. Wallner was in military service from

March, 1941 to January, 1946. He has been city freight agent in Chicago since May, 1947.

R. G. Graham is appointed district passenger agent, San Francisco, Calif., succeeding A. Tansley, retired. Mr. Graham, who started railroading with the Southern Pacific in 1937, transferred to the Milwaukee at San Francisco in 1941. He was in the Navy from November, 1942 until June, 1946, since when he has been employed in the San Francisco office.



R. E. Hollingsworth

R. G. Graham

R. E. Hollingsworth is appointed district passenger agent, Los Angeles, Calif. Following 10 years of service with other transportation agencies, Mr. Hollingsworth entered the employ of the Road in 1946, starting as city ticket agent at Des Moines. He has been city passenger agent there since January, 1948.

M. E. Julich is appointed city passenger agent, Des Moines, succeeding R. E. Hollingsworth. Since 1943 Mr. Julich has been assistant ticket agent for the Road in Omaha.

Office of Assistant to President

Effective Apr. 1, 1953:

Lieutenant of Police Martin J. Noonan is appointed captain of police at Sioux City, succeeding H. H. Harvey, deceased. Mr. Noonan, a former special officer at Sioux City, has been lieutenant of police at that point since June, 1950.

E. J. Pycha is appointed lieutenant of police at Sioux City, succeeding M. J. Noonan. Mr. Pycha has been special officer at Mason City since July, 1947.

Engineering Department

Effective Apr. 1, 1953:

H. C. Pottsmith is appointed superintendent work equipment with headquarters at Chicago.

C. E. Morgan is appointed superintendent track welding, with headquarters at Chicago.

"What a Train!"

MR. AND MRS. AUGUST PAVLIS of Watson, Saskatchewan, Canada, went on a second honeymoon recently after 30 years of marriage, and according to a letter from Mr. Pavlis, the trip was as nearly perfect as any could be, especially that part between Seattle and Chicago on The Milwaukee Road. Here's what he wrote about the Olympian Hiawatha.

"Oh boy, what a train! Herewith we want to thank the personnel and management of the Milwaukee for their courteous service. It was the best train ride we both ever had. Everything was so clean and comfortable, just like a first class hotel."

NOTICE—Voting Members of The Milwaukee Road Women's Club

DISTRICT meetings and get-together luncheons will be held as follows:
Spokane, Wash.—Davenport Hotel—May 26
Sioux City, Ia.—Hotel Mayfair—June 6
St. Paul, Minn.—Hotel Saint Paul—June 13
Milwaukee, Wis.—Hotel Schroeder—June 13

All voting members are invited to attend the business meeting as well as the get-together luncheon. For details and reservations consult local chapter presidents.

Etta N. Lindskog
Secretary General

The Milwaukee Road Magazine

how are we doing?

	FEBRUARY		TWO MONTHS	
	1953	1952	1953	1952
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$20,457,610	\$21,257,354	\$41,245,025	\$42,894,948
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS).....	9,658,675 (47.2)	10,684,238 (50.3)	20,122,621 (48.8)	22,283,312 (51.9)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	590,945	651,492	1,184,020	1,302,338
PER DOLLAR RECEIVED (CENTS).....	(2.9)	(3.1)	(2.9)	(3.0)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest.....	9,287,658	9,373,115	18,360,063	18,612,351
PER DOLLAR RECEIVED (CENTS).....	(45.4)	(44.1)	(44.5)	(43.4)
NET INCOME.....	920,332	548,509	1,578,321	696,947
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	117,157	121,117	240,297	247,634
Decrease 1953 under 1952.....	3,960		7,337	

Guy Sampson Recalls the K. V. & N.

THE OLD Kickapoo Valley & Northern, the little line which operated between Wauzeka and La Farge, Wis., in the '90s, has been a part of the Milwaukee for so many years that few remember much about it. Of those who do, however, probably none is better informed than Guy E. Sampson, "Old Kick" himself.

Mr. Sampson, a retired Chicago Terminals train director, was born in Gays Mills, Wis., in 1876 and spent several years in the newspaper field before yielding to the lure of the iron

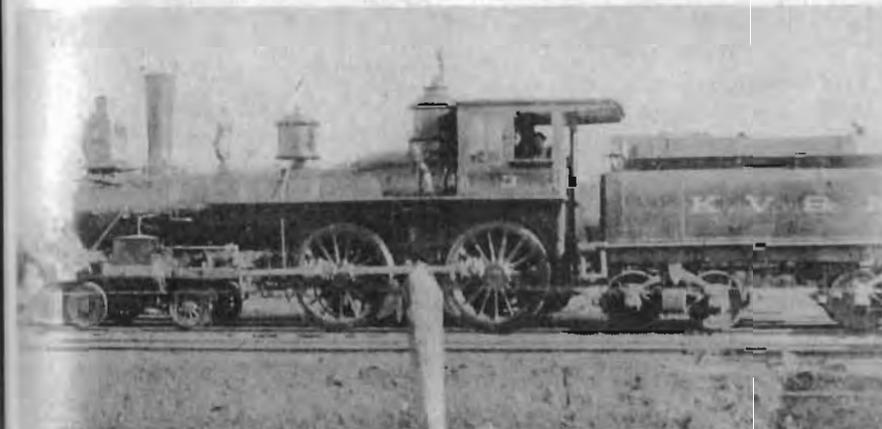
horse. He started as a brakeman on the Kickapoo in 1901, just as the road was being reorganized under the name of the Wisconsin Western. When the latter line was acquired by the Milwaukee in 1909 he remained in service and subsequently became one of the first correspondents of The Milwaukee Road Magazine. As a contributor of feature articles for many years, when he retired in 1937 as train director of the Galewood district he was known to employes the length and breadth of the system.

In Banning, Calif., where Mr. Samp-



"Kickapoo" Sampson at home at 988 West Hays Street, Banning, Calif.

The picture of old No. 3 which hangs above Mr. Sampson's desk. The lettering on the tender was changed after the KV&N became the Wisconsin Western.



son now makes his home he is surrounded by souvenirs of his railroad years. One such is the picture of old No. 3, the locomotive on which he started as a brakeman, which hangs above his desk. "As far as I know", he says, "Fred Siggert, the fireman, and I are the only living men of that crew. Well I remember the day the engineer was called to Chicago by the illness of his sister. Fred, who was then 19, ran the engine that day and I fired for him. We brought the old train in on time, too."

Charter Member, 80, Honored By Tacoma Women's Club

THE 80th birthday of the oldest active charter member of The Milwaukee Road Women's Club at Tacoma, Wash., was observed with a gala tea on Mar. 2. Mrs. Christian Schmidt, who assisted with the organization of the chapter 28 years ago, was honored by almost 100 members and friends at the gathering, held in the home of Mrs. George Quivley.

A committee composed of Mes. Quivley, Earl Tallmadge, L. L. Anderson and E. L. Kittleson arranged the tea as an old-fashioned get-together. Mrs. Schmidt, affectionately known as "Schmitty", was saluted with a chorus



Mr. and Mrs. Christian Schmidt

of "Happy Birthday" and a song written in her honor by Mrs. Clinton Miles and sung by Mrs. Lillian Candler.

Mrs. Schmidt is a past president of Tacoma Chapter and has held other offices continuously ever since it was founded. As current Good Cheer chairman she seldom misses her weekly visits to hospitalized employes and to the homes of railroad family shut-ins. Mr. Schmidt, a former blacksmith who has been retired the past 16 years, attended the party in her honor, together with their daughter, Mrs. Irene Frye of Seattle, their daughter-in-law, Mrs. Lyle Schmidt of Tacoma and four grandchildren.

It is estimated that the cost of eliminating all railway-highway grade crossings in the United States would involve expenditures of \$45,400,000,000, which is greatly in excess of the total present railway investment.

Nothing is of more importance for the public weal than to form and train up youth in wisdom and virtue. Wise and good men are, in my opinion, the strength of a state, far more than riches or arms.

—Benjamin Franklin

E. B. Finegan

EUGENE B. FINEGAN, 72, who retired as vice president in charge of traffic in 1948, died Apr. 1 in West Suburban Hospital, Oak Park, Ill.

Mr. Finegan started railroading in 1897 with the CS&PM&O and was also employed briefly by the Great Northern before beginning his long career with The Milwaukee Road. He entered service in 1904 as a steno-clerk in the office of the commercial agent at St. Paul but two years later transferred to Chicago where he subsequently held various supervisory positions in the traffic department. His appointment as chief of the traffic bureau in 1916 marked the beginning of a series of promotions. Starting in 1917, he served in turn as assistant general freight agent, general freight agent, assistant freight traffic manager, freight traffic manager and assistant chief traffic officer. He filled the latter position from 1938 until 1945 when he became vice president, traffic. He was a past president of the Traffic Club of Chicago.

Mr. Finegan is survived by his widow, Marie; a daughter, Mrs. Mary F. Van Nortwick of Chicago; sons Eugene B. Jr. of Chicago and the Reverend Brother M. Mark of the Trappist Order, Dubuque, Ia.; and a sister, Mrs. C. A. Cross, Chicago.

H. H. Harvey

HOUSTON H. HARVEY, captain of police at Sioux City, Ia., passed away at a Sioux City hospital on Mar. 24 after a brief illness. He was 54 years of age.

Captain Harvey had been with the Road's police department since June, 1934, starting as a special officer at Ottumwa, Ia. He had been a captain since June, 1947. His survivors include his widow; two daughters, Elaine at home and Mrs. Betty Kester of Mason City, Ia.; and two sons, Harold of Ely, Nev., and Robert F., currently with the Army in Korea. Funeral services were conducted in Sioux City.

J. E. Mehan

JAMES E. MEHAN, retired assistant to superintendent car department, Milwaukee shops, passed away at his home in Milwaukee on Mar. 29. He is survived by three sons, the Reverend James A., Edward M. and Quinn T.

Mr. Mehan was born in Milwaukee in 1874 and during his boyhood days lived opposite the Milwaukee Road depot. Entering service in 1888 as a messenger in the store department, he

continued his education at night and subsequently became assistant to master car builder. He also served as general car foreman of the Milwaukee Terminals and assistant foreman of the Davies yard repair track before becoming assistant to superintendent car department in 1927. He held that position until his retirement on Jan. 1, 1946.

Aside from his work for the railroad, Mr. Mehan served on the Arbitration Committee of the Association of American Railroads from 1903 until the day of his retirement. He was very well known to the railroad fraternity in both the United States and Canada as an authority on the AAR Mechanical Division rules governing the interchange of freight and passenger cars between all railroads on the continent.

An Answer to "Two Questions"

IN A LETTER addressed to the Magazine, W. C. Bliss, agent at DeWitt, Ia., gave an interesting reply to the article entitled "Two Questions" appearing in the March issue. The questions had to do with whether railway employes are actively interesting themselves in (1) the matter of federal subsidies to railway competitors and (2) proposals for tax-built and tax-supported airway, highway and waterway facilities.

Mr. Bliss wrote: "Over a period of many of my 50 years with our company, and as conditions seemed to warrant, I have written frequently to my elected representatives, state and national, requesting consideration of my views as a voter on matters subject to their action . . ."

"I have emphasized the fact that maintenance of the nine-foot channel of the Mississippi River, for instance, benefited no one other than the barge lines . . . the subsidization of air transportation competing with tax-paying essential rail service . . . and particularly the fact that increased highway costs paid by the general public are due entirely to the requirements of heavy truck use and not those of the ordinary taxpayer's car or truck . . ."

"I feel that civic obligation includes not only the use of the ballot but the conveying of the voter's attitude on various issues so that the representative may know of viewpoints opposing those of the lobby working on him."

There are eleven stretches of straight railway track in the United States 50 miles or more in length. The longest of these, located in North Carolina, is approximately 79 miles in length.

Recommend No Changes in Retirement Act Now

AT A hearing before the House Interstate and Foreign Commerce Committee on Feb. 27, W. J. Kennedy, chairman of the Railroad Retirement Board, recommended that changes in the Railroad Retirement Act should be held in abeyance for the present. "The board believes," he told the committee, "that no changes should be considered in the act, at least until it has had considerably more experience under the 1951 amendments and until the results of the fifth actuarial evaluation of the assets and liabilities of the present system are available."

A Touch of Finesse

MRS. ROSE S. KELLY of Tacoma, Wash., has traveled extensively by car, plane and train, she says—and prefers The Milwaukee Road to all other transportation means. This unsolicited opinion is quoted from a letter received by S. M. Berg, assistant city ticket agent, Chicago, who helped with her reservations for a recent trip from Chicago to Tacoma on the Olympian Hiawatha.

"I can truthfully say", Mrs. Kelly wrote, "that the trip was the most enjoyable cross country journey I have ever taken. The Super Dome coach is that touch of finesse that makes traveling a pleasure. My eight-year-old daughter was delighted with it."

New Fire Prevention Booklet Issued by A.A.R.

A NEW booklet entitled "Rules Governing Fire Prevention and Fire Protection" which deals with the fire problems of the railroad industry is currently being distributed by the A.A.R. to the operating officers of member roads. The booklet, a pocket size of 148 pages, is based on a recent exhaustive canvass of the industry

Railroad Hour Forecast

IN THE 238TH RAILROAD HOUR on Monday, Apr. 20, the Association of American Railroads will present John Philip Sousa's operetta, "El Capitan." Gordon MacRae, the baritone star, will be featured with Ann Ayars, and Carmen Dragon's orchestra will play the famous march. The next five shows are:

- Apr. 27—The Pink Lady with Nadine Conner
- May 4—Mary with Dorothy Kirsten
- May 11—Rosalinda with Dorothy Kirsten
- May 18—The Circus Princess with Dorothy Kirsten
- May 25—Irene with Dorothy Warenskjold

How Well Do You Know Your Railroad?



THIS location should not be hard to identify, the gimmick being that the view is from a not-too-familiar angle. The town was platted by a Milwaukee Road immigration agent, and today railroad people form the largest segment of its population.

Where is it? For the answer turn to page 23.

under the auspices of the Fire Protection and Insurance Section of the A.A.R.

While the booklet is primarily designed for the use of railway operating officials, it contains one section which is of value to all railway men and members of their families. Headed "Safety to Life," it lists the following rules for preventing the loss of life and property:

1. Always be prepared for fire. When entering a building observe the nearest exit and alternate way of escape. Report any locked or obstructed exits.
2. It is dangerous to remain in a burning building; but if the passageway to exits is impassable due to smoke or flame, it may be safer to remain near a window in a room with the door and transom closed until the arrival of the fire brigade.

3. Take no chances of entering a burning building to save property. Only the saving of a life justifies taking such a risk.
4. If fire breaks out and there is a rush for the main exit, avoid the crowd and attempt to find other means of escape. Above all, keep calm.

5. If forced to remain in a smoke-filled building, remember that the air is usually better near the floor. If you must make a dash through smoke or flame, hold your breath.

6. A temporary refuge may be secured behind any closed door. Even a thin wooden door will temporarily stop smoke and hot gases and may not burn through for several minutes. See that the transom over the door is tightly closed.

7. Do not jump from upper story windows except as a last resort. Many people have jumped to their death even while firemen were bringing ladders to rescue them.

8. If burned in a fire, report for medical attention at once. Burns or smoke inhalations which do not at first seem serious may have fatal results.

Railroading is probably the most dramatic development this country has ever produced. . . . Railroading was principally responsible for the development of this country—pushing out our frontiers and linking east and west, north and south.

—Radcliffe Hall, Commentator
Station WPTZ-TV Philadelphia, Pa.
Michael Sol Collection

THE MILWAUKEE ROAD WOMEN'S CLUB

an account of the activities and membership of local chapters for the year ended Dec. 31, 1952

WELFARE AND GOOD CHEER ACTIVITIES

Chapter	Spent for Welfare and Good Cheer	Value of Donations At No Cost	Families Given Aid and Cheer	Calls Made	Good Cheer Messages Sent	Earned on Ways and Means Activities	MEMBERSHIP		
							Voting Dec. 31, 1952	Contributing Dec. 31, 1952	Total Dec. 31, 1952
Aberdeen, S.D.	\$ 798.89	\$ 25.00	384	695	411	\$ 451.75	509	758	1,267
Alberton, Mont.	35.48	—	18	12	8	—	58	51	109
Austin, Minn.	37.95	103.84	273	174	236	33.76	116	157	273
Avery, Idaho	90.45	300.00	160	212	83	388.50	64	118	182
Beloit, Wis.	174.68	—	103	134	74	—	123	159	282
Bensenville, Ill.	210.16	4.49	302	453	539	168.67	101	177	278
Black Hills (Rapid City)	24.97	—	62	83	41	—	72	89	161
Butte, Mont.	55.42	—	45	—	75	—	68	81	149
Channing, Mich.	25.64	—	22	5	62	32.64	101	76	177
Chicago-Fullerton Ave.	322.25	—	297	89	214	573.19	494	657	1,151
Chicago-Union Station	219.67	—	50	34	32	54.56	272	1,035	1,307
Council Bluffs, Ia.	200.57	—	153	275	134	13.87	91	142	233
Davenport, Ia.	70.03	—	48	26	42	47.14	64	117	181
Deer Lodge, Mont.	69.24	16.25	81	135	68	34.50	121	149	270
Des Moines, Ia.	57.03	3.50	53	135	47	11.93	68	70	138
Dubuque, Ia.	50.44	—	34	36	—	16.09	77	120	197
Green Bay, Wis.	152.42	119.12	30	39	64	48.73	133	181	314
Harlowton, Mont.	112.71	—	45	39	39	135.88	128	80	208
Iron Mountain, Mich.	69.17	3.00	102	104	78	20.11	69	86	155
Janesville, Wis.	534.27	—	317	291	39	401.43	203	251	454
Kansas City, Mo.	118.00	—	277	214	69	—	79	97	176
La Crosse, Wis.	193.50	52.25	231	415	256	31.96	151	284	435
Lewistown, Mont.	34.00	13.00	7	55	37	45.00	124	171	295
Madison, S.D.	50.56	—	96	85	68	—	46	43	89
Madison, Wis.	214.50	29.00	148	88	125	89.60	152	158	310
Malden, Wash.	20.55	—	15	17	30	—	71	82	153
Marion, Ia.	102.81	—	118	46	106	—	138	123	261
Marmarth, N.D.	13.99	—	16	28	70	16.45	40	56	96
Marquette, Ia.	161.61	3.00	43	30	56	19.79	182	213	395
Mason City, Ia.	45.12	—	27	52	82	16.82	165	193	358
Merrill, Wis.	29.16	1.08	40	48	43	10.05	38	30	68
Milbank, S.D.	59.58	70.00	70	40	92	69.13	68	121	189
Miles City, Mont.	144.47	102.00	956	244	90	29.16	260	299	559
Milwaukee, Wis.	208.66	—	26	48	73	192.66	316	1,091	1,407
Minneapolis, Minn.	411.49	20.63	54	89	64	57.01	223	809	1,032
Mitchell, S.D.	116.02	37.90	67	89	49	66.82	70	117	187
Mobridge, S.D.	29.70	—	13	58	66	—	155	143	298
Montevideo, Minn.	17.20	—	1	18	39	36.00	88	144	232
New Lisbon, Wis.	113.77	—	138	145	44	23.90	89	76	165
Othello, Wash.	81.55	51.25	75	50	32	26.53	65	139	204
Ottumwa, Ia.	108.09	10.00	211	135	48	64.04	254	370	624
Perry, Ia.	138.35	16.00	99	71	267	119.03	256	270	526
Portage, Wis.	90.70	5.61	83	49	57	6.75	119	171	290
St. Maries, Idaho	19.36	11.35	126	147	99	49.34	69	95	164
St. Paul, Minn.	415.55	15.00	135	198	100	80.10	112	321	433
Sanborn, Ia.	21.11	—	78	35	17	6.77	83	93	176
Savanna, Ill.	76.97	2.00	33	29	46	45.43	138	86	224
Seattle, Wash.	185.13	—	194	248	135	119.31	154	157	311
Sioux City, Ia.	660.16	70.00	52	45	36	56.20	199	254	453
Sioux Falls, S.D.	87.46	—	52	160	50	56.24	82	129	211
Sparta, Wis.	43.79	16.00	53	36	36	58.15	34	58	92
Spencer, Ia.	9.90	1.02	12	9	3	4.08	43	51	94
Spokane, Wash.	32.03	—	42	16	64	—	86	102	188
Tacoma, Wash.	193.65	100.00	266	643	219	119.81	157	353	510
Terre Haute, Ind.	235.94	47.00	79	41	37	120.64	207	195	402
Three Forks, Mont.	50.00	—	—	23	48	—	72	67	139
Tomah, Wis.	261.61	—	245	187	178	128.98	255	261	516
Wausau, Wis.	51.80	—	41	17	14	97.00	86	89	175
West Clinton, Ind.	—	6.00	29	96	30	—	51	69	120
Yankton, S.D.	28.72	12.25	28	20	28	41.94	45	53	98
Total	\$8,188.00	\$1,267.54	6,855	7,035	5,289	\$4,337.44	7,954	12,187	20,141

Amount donated to local chapters by the general governing board during 1952.....\$6,332.95



did you know?

The 56 Iowa counties in which The Milwaukee Road operates received their first installment of the railroad's 1952 property taxes last month. The Road's assessment for the year in Iowa alone totaled \$1,071,996.70. (Second installment is payable in September.) According to M. L. Boydston, tax commissioner, Chicago, Iowa schools received about half of the payments. The remainder will help maintain branches of state and local governments, police, fire, health and other public services, and public highways, bridges and airports. Clayton County will receive the largest proportion of the 1952 taxes—\$54,410.06.

The month seldom passes in which The Milwaukee Road Magazine does not hear from some true friend who is anxious to point out an imperfection or two he finds in our work. Because friendly and frank criticism is always appreciated and because, too, some people never get all the credit they deserve, we quote from one such helpful letter: "We enjoy the Magazine and always look forward to the next issue. Then we enjoy taking it apart, if we can find something to pick on."

Railroads are the nation's principal mail carriers. In fact, they handle well over 95 per cent of all non-local mail transported. Official reports show that railroads and other surface carriers (land and water) transport over 99 per cent of all inter-city mail. Airlines handle less than two-thirds of 1 per cent. In the year ended June 30, 1951, surface carriers handled over 10,600,000 pounds of mail an average distance of 590 miles.

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

GIVE UP? It's Aberdeen, S.D., largest city between Minneapolis and Butte, platted in 1880 by C. H. Prior, immigration agent for The Milwaukee Road. The four railroads converging at Aberdeen employ the greatest number of workers in the city. The view is the Milwaukee Road yard looking west, with No. 264 being made up.

April, 1953

The Familiar Sign

THE GRADE crossing sign warning motorists and pedestrians to be careful when crossing railway tracks is familiar to every American. Other well known warning devices include the crossing gate, the wigwag signal and the flashing light. Their installation at a highway-railway grade crossing usually depends on the location and visibility of the crossing and the density of traffic.

Just when and where the first crossing signs were used is not a matter of record, but they are probably as old as railroading itself. The first known legislation on the subject was a law passed by the Commonwealth of Massachusetts in 1835 requiring the installation of warning signs at all grade crossings. No specific design was stipulated other than that the words "railroad crossing" should be displayed prominently.

In spite of warning devices and all the care exercised by the railroads, numerous avoidable accidents occur at grade crossings every year. Ninety per cent are the result of disregarding the law. In 1951 one third of all grade crossing accidents in the United States were caused by motor vehicles running into the sides of trains. The prevention of such accidents is within the control of every motorist. Five cardinal rules of safety are suggested by the National Safety Council:

1. Approach all crossings with vehicle under complete control, ready to stop if necessary.
2. Stop, look and listen. Know the way is clear in both directions before attempting to cross.
3. Obey traffic rules and caution others to do so.
4. Support public law enforcement agencies in their campaign of safe driving.
5. Always observe warning signs and signals at grade crossings.





When You Make It Yourself

THE PATTERN for the shrug sweater featured in the Home Department last November would look smart with a sundress, it occurred to Irene Wolf. Moreover, it looked easy to make; something she could tackle by herself.

Irene, a stenoclerk in the office of the general adjuster, Chicago, is one of our young employes who likes to knit, using Home Department patterns. She is pictured here in the sweater which she finished recently after only a few weeks of spare time work.

We like to think that the patterns featured in the home Department stimulate our readers' interest in needlework as a creative craft, in addition to helping extend their budgets. This sweater is an example of what we mean. Irene's dress, a perky gray linen number with a flared skirt, achieves a costume look with the addition of the bolero in soft green. The yarn, bought at a special purchase sale, plus the needles, brought the cost to approximately \$2.50. Not only is this a small fraction of what the retail price would be, but it is considerably

less than the price of a machine-made sweater.

Since the Home Department was started five years ago we have endeavored to offer patterns that suit the majority of tastes. Because our readers have indicated that they prefer home accessories and crocheting above all others, the emphasis has been on that type of work. Small articles such as doilies, handkerchief edgings, potholders and the like, all of which can be picked up in idle minutes, are the perennial favorites.

While our homemakers constitute the largest group interested in needlework, style conscious young people are realizing more and more the possibilities of extending their wardrobes via the accessories they can make. Since starting with the Road two years ago Irene Wolf has made a number of useful articles for herself. With Home Department patterns to guide her, she has also learned how to knit socks, a useful accomplishment, she believes, for any working girl who will soon be a homemaker, too.



New treatment of simple stitches achieves a rib-hugging effect.

Back interest is focused on a deep "V" at the neck and an inverted "V" for waistline flattery.

how to plant roses

GONE are the days when a healthy rose bush was taken as living proof that its owner possessed a rare gift commonly described as a "green thumb." Today life-long apartment dwellers newly transplanted to the suburbs are buying roses by mail and taking for granted the blossoms that continue to appear throughout the summer. And that is as it should be.

What is the secret? A great part of it is careful selection of the plant. Top grade roses are two-year-old field grown plants with strong, healthy canes and well developed root systems. Anything less is not likely to carry a guarantee.

With a plant such as this to start with, the gardener has only to repeat the steps outlined in the following routine, and success will surely follow:

Dig the hole deep enough for the hip of the plant to be level with the ground and wide enough to spread the roots carefully.



Soil Preparation: Select a location for your rose beds which receives at least a half day of sun. An average garden soil will grow roses. For the perfect soil condition mix 25 per cent peat moss with your soil and, if available, 15 per cent well rotted manure. Select well-drained spots for your roses.

1. Before planting unpack the bushes and soak in water 12 to 24 hours. Dig holes deep enough for the hip (or graft) of the plant to be level with the ground and wide enough to spread the roots carefully to assure good root growth.
2. Cover the roots with good soil mix-

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ture. Carefully work and pack the soil around the roots with a blunt stick or your fingers. This is very important as all air pockets must be eliminated to assure successful growth.

3. Fill holes $\frac{2}{3}$ full of good top soil mixture. Use your foot to pack soil firmly around the roots.
4. After packing soil, pour in at least a half pail of water. Complete filling the hole but do not tramp soil after watering.
5. Mound soil 6 to 8 inches high around the new bushes when planting in either the spring or fall. This prevents drying of tops until the roots have taken hold. Remove the soil when all danger of freezing is past and after the new growth starts.

Notice: A free booklet containing detailed planting instructions plus 24 pages of rose lore may be obtained by sending a postcard to Dept. A., Jackson & Perkins Company, Newark, N.Y. Ask for "Home Garden Guide" and give your return address.

Early Vegetable Garden Report

THERE are two good reasons for wanting extra-early crops of spring vegetables. First, of course, is the pleasure of eating fresh new garden lettuce, broccoli, beans or peas. Secondly, the home-grown vegetables harvested early in the spring will save you more money, since market prices at this time are higher than during the regular growing season.

Plans started now will help you get an early harvest. Plant the early varieties of seeds, of course, and treat them to fungicides to prevent rotting. Use plenty of organic material in your soil because dark soil warms up faster than light. And don't be afraid of early seedings, even of relatively tender vegetables. Try about a third of your seed packet until you're sure the frost season is over.

Also, feed the soil early after your plantings. Sprinkle chemical plant food along the rows when the seedlings show their second or third true leaves, and you'll notice the speeded growth.

New plants need shade for the first few days, and a simple device to provide it is a common shingle. Stick the thin edge of the shingle in the ground on the southwest side of the plant. Remove it in about four days, when the plant is well started.

(Better Homes and Gardens.)

April, 1953

The Professional-Looking Paint Job

EVERY day more home owners are tackling the job of doing their own decorating. One reason is economic, the other is that new products are on the market which make painting not only less of a chore, but actually kind of fun. For example, because rubber-base paints dry in 20 minutes, mother can paint the living room after the family is packed off to school and office, and have everything back in place before they are home again.

Certain rules must be observed, however, to achieve a professional looking job—and make it longer lasting. (1) Prepare the surface properly. (2) Use the right equipment. (3) Use the right paint for the right place.

First, have near at hand all the tools needed: a stiff putty knife for scraping off loose paint and flaking plaster; a broad, flexible putty knife for smoothing out filler for holes and cracks; several sheets of fine sandpaper for smoothing filler cracks and holes. (Use a sandpaper holder.) If you're using a roller applicator, you'll need a brush for finishing off wall and ceiling corners and woodwork. Add to these plenty of soft wet cloths for wiping up spots as you paint, and a flat stick for stirring.

When you're ready to start, scrape off loose paint and plaster. Fill the holes and cracks in the plaster with spackle, holes

A roller applicator turns out a professional looking and faster job.



Make sure all cracks are carefully filled with a spackling compound.

in woodwork with wood filler, then smooth with sandpaper. If previous paint was glossy, sand to remove gloss. Wipe down ceiling and walls with a soft cloth dampened with turpentine to remove easily all dust and grease. Cover spackled areas with glue size. When sized areas are dry, you're ready to paint.

Stir paint thoroughly. Line the paint pan with newspaper, taping paper to the sides of the pan. Then pour paint directly onto the paper—this eliminates a clean-up job on the pan when you're through.

The ceiling should be painted first, walls second, beginning from the top and working down. Woodwork comes last. Use flat paint on the walls, semi-gloss on woodwork. Semi-gloss resists handprints and vacuum cleaner scuffs better and is easily washable. In utility rooms like kitchen and bathroom where there are grease and steam, use a hard film semi-gloss enamel.

A 36-page "how-to-do-it" booklet slanted toward helping amateur decorators contains practical advice on mixing paint, caring for the brush, surface preparation, storing paint, and numerous other tips. A copy may be obtained free by writing the Du Pont Company, Finishes Division, Room D-7147, Wilmington, 98, Del.



"Take a Can of Pineapple"

WHAT fruit is found most frequently on pantry shelves? Canned pineapple it is, and for various reasons. One is its unique texture which provides such a desirable contrast with softer textured foods, another is its versatility in menu planning. It can be served alone, it's

equally good for breakfast, lunch or dinner, it can be used in salads or desserts, combined with meat or fish—the possibilities are almost limitless.

The tangy flavor of pineapple juice flavors this salad, crisp with shredded cabbage:

Pineapple-Vegetable Salad

- 1 3/4 cup pineapple juice
- 1 pkg. lemon-flavored gelatin
- 1/4 cup lemon juice
- 1 cup finely shredded raw cabbage
- 1/2 cup grated raw carrot
- 1 3-ounce pkg. cream cheese
- 2 tbsps. light cream or milk
- 3 tbsps. toasted chopped almonds
- 8 slices pineapple

Bring to a boil 1 cup pineapple juice, add to lemon-flavored gelatin and stir until dissolved. Add remaining 3/4 cup cold pineapple juice. Stir in lemon juice and cool until mixture is slightly thickened. Add vegetables. Mash cream cheese and blend in cream and almonds. Form into small balls that will fit into the center of the pineapple rings and press in place. Arrange 2 of the filled rings on the bottom of a loaf pan, 2 on each side and 1 on each end. Spoon in gelatin mixture and chill until firm. Unmold on a bed of lettuce. Serves 8.

Pineapple lends a luscious, fruity flavor and texture contrast to this meat loaf, made like an upside-down cake. It's an inexpensive dinner dish:

Pineapple Hamburger Loaf

- 3 slices bread cut in small cubes
- 1 cup milk
- 1 egg
- 1 small onion chopped fine

- 1 tsp. salt
- 1/4 tsp. pepper
- 1 tsp. Worcestershire sauce
- 1 lb. ground beef
- 3 slices canned pineapple

Place bread cubes in mixing bowl, add milk and allow to stand 2 or 3 minutes. Add egg, chopped onion and seasonings and mix well. Add meat and blend thoroughly. Cut pineapple slices in half crosswise and arrange in a row in the bottom of a loaf pan. Pile meat mixture on top. Bake in a moderate oven

(375°F.) for one hour. Invert on platter. Serves 6.

Here is a main-dish salad of pineapple chunks and shrimp—hearty enough for either luncheon or dinner:

Pineapple Shrimp Salad

- 2 cups cooked or canned shrimp
 - 1/4 cup French dressing
 - 1 cup sliced celery
 - 1 cup pineapple tidbits or pineapple chunks
- Marinate cleaned shrimp in French dressing for 1/2 hour. Combine shrimp with celery and pineapple. Arrange on lettuce and pass additional French dressing. Serves 6.

In this pineapple shortcake, fragrant pineapple chunks are simmered in a light butterscotch sauce:

Old-Fashioned Pineapple Shortcake

- 2 cups flour
- 4 tsp. baking powder
- 1/2 tsp. salt
- 2 tbsps. sugar
- 3/8 cup shortening
- 1 egg
- 1/2 cup milk
- 1/4 cup melted butter or margarine
- 1 No. 2 can pineapple chunks
- 2 tsp. cornstarch
- 2 tbsps. brown sugar
- 1 tsp. grated lemon peel (optional)

Sift flour, measure and sift again with baking powder, salt and sugar. Cut in shortening until mixture is crumbly. Combine egg and milk and stir into mixture. Knead lightly on a floured board and roll out to 1/2-inch thickness. Cut in 8 circles with a large biscuit cutter. Brush tops of biscuits with melted butter or margarine and stack 2 of the biscuits together, buttered side up. Place on baking sheet and bake in a hot oven (450°F.) for 12-15 minutes or until browned. While shortcakes bake, drain pineapple chunks, reserving syrup. Combine cornstarch and brown sugar in a sauce pan and slowly stir in pineapple syrup. Cook over moderate heat until mixture thickens. Add pineapple chunks and lemon peel if desired. Spoon mixture between and on top of hot shortcakes. Serve hot. Serves 4.

retirements

The following employees' applications for retirement were recorded during March, 1953

CHICAGO GENERAL OFFICES

- AARON, LEAH
Typist Chicago, Ill.
- ATWOOD, HENRY C.
Spl. Officer Chicago, Ill.
- CONROY, ELAVI V.
Clerk Chicago, Ill.
- FOUTS, RAYMOND I.
Trav. Auditor Chicago, Ill.
- HOOVER, LESTER F.
D.C. Steward Chicago, Ill.
- LAGERSTROM, ARTHUR O.
Asst. Supt. Bldg. Chicago, Ill.

MAXWELL, ULYSSES

- Linen Man Chicago, Ill.
- MORGAN, ISAAC C.
Waiter Chicago, Ill.
- TANNAHILL, BERTHA A.
Clerk Chicago, Ill.

CHICAGO TERMINALS

- HANSON, CARL
Car Inspector Galewood, Ill.
- HENSEL, FREDRICK E.
Switchman Chicago, Ill.
- HUCHRO, STANLEY
The Milwaukee Road Magazine

- Carpenter Bensenville, Ill.
- KING, DANIEL C.
Driver Motorman Galewood, Ill.
- LARSON, ENOCH R.
Boilermaker Helper Chicago, Ill.
- RAK, ANDREW
Welder Chicago, Ill.
- SARTORI, EDWARD J.
Switchman Chicago, Ill.

COAST DIVISION

- BURT, HENRY W.
Conductor Tacoma, Wash.
- RAITIO, AUGUST
Sec. Laborer Easton, Wash.

DUBUQUE & ILLINOIS DIVISION

- BERLIN, FRED H.
Car Inspector Spaulding, Ill.
- BROOKHART, ALBERT
Custodian Cranston, Iowa
- EOVINELLI, CARLO
Carman Savanna, Ill.
- GERNDT, FRED A.
Lampman Marquette, Iowa
- GORDON, KENNETH H.
Sec. Laborer Marquette, Iowa
- KREIDER, SAMUEL S.
Steel Bridge Erector Shannon, Ill.
- MOGAN, JOHN T.
Mach. Helper Savanna, Ill.
- SCHREIBER, MAX K.
Lead Coach Cleaner Elgin, Ill.
- WADL, MARTIN
Ex. Gang Laborer Kirkland, Ill.

HASTINGS & DAKOTA DIVISION

- ABERNATHY, ALVA B.
Agent Wheaton, Minn.

IDAHO DIVISION

- COBURN, CHARLES W.
Agent & Operator Manito, Wash.
- JOHNSON, JOHN R.
Sec. Laborer Othello, Wash.
- MISTEREK, JOHN C.
Loco. Engr. Spokane, Wash.

IOWA DIVISION

- CLAUSEN, ERNEST F.
Tel. Operator Cedar Rapids, Iowa
- GONZALES, JESUS
Sec. Laborer Council Bluffs, Iowa
- LABORDE, HARRY A.
Loco. Engineer Perry, Iowa
- LEONARD, MARION B.
Agent Monticello, Iowa
- OLSON, ARTHUR O.
Train Dispatcher Perry, Iowa
- ROWE, CHARLES T.
Agent Marion, Iowa
- SMITHSON, ALBERT W.
Brakeman Perry, Iowa

IOWA & DAKOTA DIVISION

- BEVRIDGE, WILLIAM
Sec. Laborer Scotland, S.D.
- IRVING, GEORGE B.
Conductor Mitchell, S.D.
- LARSEN, PETER V.
Switchman Sioux Falls, S.D.

IOWA & SOUTHERN MINNESOTA DIVISION

- BENNETT, HARVEY J.
Agent Madison, S.D.
- BORGEN, HARRY E.



"I didn't get much sleep last night—made the mistake of complaining about my wife's cooking."

- Agent-Oper. Freeborn, Minn.
- COOK, GEORGE M.
Operator Northfield, Minn.
- HANSON, HANS
Loco. Engineer Madison, S.D.
- HOLM, WILLIAM S.
Yard Clerk Austin, Minn.
- KUBAT, FRANK W.
Teleg. & Ticket Clerk ..Northfield, Minn.

LA CROSSE & RIVER DIVISION

- BOHN, WILLIAM F.
Switchman Winona, Minn.
- BORCHARDT, FRANK B.
Crossingman Wausau, Wis.
- DEBIE, PETER
Ex. Gang Laborer Tomah, Wis.
- HINES, WILLIAM
B&B Carpenter LaCrosse, Wis.
- HINTZ, FRANK C.
Engine Watchman Menomonie, Wis.
- LAUTERBACH, BERNARD E.
Hostler Milwaukee, Wis.
- MAGLE, CHARLES H.
Sec. Laborer Hastings, Minn.

MADISON DIVISION

- DIERICKX, ARTHUR E.
Crossingman Racine, Wis.
- ELLIS, ALBERT E.
Frt. Caller Janesville, Wis.
- GABY, THOMAS C.
Agent & Oper. Platteville, Wis.
- HOFF, EDWARD J.
Sec. Foreman Brodhead, Wis.
- PALAZZOLO, LOUIS
Crossingman Beloit, Wis.

MILWAUKEE DIVISION

- BOWEN, GEORGE T.
Conductor Milwaukee, Wis.
- BURNS, LEO L.
Switchman Green Bay, Wis.
- BUSSE, ELMORE R.
Pass. Trainman Milwaukee, Wis.
- FRIESS, IRVING A.
Chf. Train Dispatcher ..Green Bay, Wis.
- ISAACSON, RICHARD N.
Loco. Engineer Green Bay, Wis.
- MEGGERS, HARRY J.
Conductor Green Bay, Wis.
- WALSH, FRANCIS E.
Clerk DePere, Wis.

MILWAUKEE TERMINALS & SHOPS

- BALLERING, FRANK A.
Train Clerk Milwaukee, Wis.
- BERG, SIGURD O.
Oil & Waste Foreman .. Milwaukee, Wis.
- BURTCH, BURDICK V.
Asst. Engineer Milwaukee, Wis.
- CARMICHAEL, LEROY M.
Carman Milwaukee, Wis.
- DONOHUE, DANIEL F.
Loco. Engineer Milwaukee, Wis.
- FEICHTINGER, FERDINAND
Carpenter Milwaukee, Wis.
- HOERL, JOSEPH A.
Yard Clerk Milwaukee, Wis.
- LEWIS, MOSE
Laborer Milwaukee, Wis.
- MOORE, MARY E.
Switchboard Oper. Milwaukee, Wis.
- TOWARD, THOMAS J.
Loco. Engineer Milwaukee, Wis.
- WALISZEWSKI, NICK T.
Carman Milwaukee, Wis.
- YOUNGBLUTH, FRANK P.
Boilermaker Milwaukee, Wis.

OFF LINE & MISCELLANEOUS

- HORN, WALTER L.
City Frt. Agent Pittsburgh, Pa.

ROCKY MOUNTAIN DIVISION

- BOYER, NOEL H.
Switchman Deer Lodge, Mont.
- CUNNINGHAM, LORING S.
Loco. Engineer Deer Lodge, Mont.
- GOSNELL, OWEN M.
Loco. Engineer Three Forks, Mont.
- LONGNECKER, C.
Sec. Laborer Three Forks, Mont.
- MALINOFF, GEORGE
Hostler & Fireman ... Harlowton, Mont.

TERRE HAUTE DIVISION

- NASH, MARTIN L.
Oxweld Cutter Terre Haute, Ind.

TRANS-MISSOURI DIVISION

- ADRIAN, LYMAN J.
Mach. Helper Miles City, Mont.
- BACZUK, ANDREW J.
Sec. Laborer Trail City, S.D.
- CURRY, WILLIAM H.
Mach. Helper Miles City, Mont.
- DOBLER, CHRISTIAN
Coal Dock Foreman Vananda, Mont.
- HARNISH, EARL H.
Loco. Engineer New England, N.D.

TWIN CITY TERMINALS

- BERTELSON, THOMAS
Stockman Minneapolis, Minn.
- CAMPFIELD, CHARLES E.
Yard Foreman St. Paul, Minn.
- COLLIER, HARRISON G.
Usher Minneapolis, Minn.
- ERICKSON, AXEL E.
Carman Minneapolis, Minn.
- FRANSON, CLAU S O.
Carman Minneapolis, Minn.
- FREEBURG, HAROLD T.
Yard Clerk Minneapolis, Minn.
- LUECK, PAUL C.
Blacksmith Minneapolis, Minn.
- SPITAL, JOHN
Crossingman Minneapolis, Minn.
- TUNELL, CHARLES
Mach. Michael Sol Collection

about people of the railroad

Chicago Terminals

WESTERN AVENUE



Cpl. S. Marsala

The track department is proud of one of its junior employes, Sam Marsala, who is on leave to serve with the Marines somewhere in Korea. Sam, a department foreman, was with the Road five years before joining the fighting unit. He expects to return home sometime before the end

of the year. His fellow employes requested the publication of this picture in the hope that he will see it and know they are thinking of him and wishing him well.

GALEWOOD

Norma Gunderson, Correspondent

There is little to report from Galewood this month, other than the fact that F. R. Lewis, who was appointed assistant agent of the platform effective Mar. 1, is in need of a place to live. Mr. Lewis who was formerly at De Kalb, Ill., is preparing to move his family here and will appreciate any information concerning a vacant apartment, four rooms or more.

SLEEPING & DINING CAR DEPARTMENT

Marie Keys, Correspondent

On Feb. 28 Ulysses Simpson Maxwell, after 36 years of faithful and commendable service in the laundry, Western Avenue coach yard, bade farewell to his many friends as he began his retirement. He held many different jobs during his service and at the time of his retirement was sleeping car linen man.

It is hoped that Steward H. A. Smith will recuperate rapidly from his recent operations and that he will be able to return to work soon.

Illness has caused Ferne Fink, stenographer, to request a leave of absence.

Sympathy is extended to Waiters G. Sherman and C. G. Tanner, Cook L. Barber, Porter H. S. Jackson and Steward N. D. Eldridge in connection with their recent bereavements.

In the recreational program of the Great Lakes Training Center, an art contest is held each month. The first award for March was awarded to a former employe of the Road, Richard Keys, who worked during the summer of 1949 as a mail clerk at Fullerton Avenue. Richard received his degree of Bachelor of Fine Arts in painting at the University of Illinois on Feb. 15 and was activated in the Navy on Feb. 24. He would appreciate hearing from his friends at Fullerton, his address may be obtained from this correspondent.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Don Reid won third place in the primary wrestling tournament held by the Chicago Sun-Times on Mar. 20, for the 112-pound class. Dan Reid won second place on Mar. 21, the second day of the tournament, in the 97-pound class. Don and Dan are the 14-year-old twins of Switchman Johnny Reid.

Yardmaster Glen Phillips and his wife Evie are remodeling their kitchen all by themselves. This is their first attempt at making cupboards etc., and they are really doing a bang-up job.

The new hump yard at Bensenville is well under way. There are so many trucks and men running around, the place has started to look like an ant hill. It's worth a ride out to Bensenville, just to see how the work is progressing.

New addition to the Bensenville rip track is Robert Reidel, son of Yardmaster Harvey Reidel.

Agent Edwin McLean, Glenview, raced to the hospital on Mar. 26 to welcome his new grandson, Lloyd Joseph. The parents are Geraldine, Mac's daughter, and Joe McDonald.

The Bensenville office bowlers are slowly running out of steam. The talk is now turning to the Old Gold course, as Special Officer Vern Schroeder, Rate Clerks Wally Hamann and Teddy Pugsek, Yardmasters Bob Lewin and Glen Phillips, PFI Gene Valerugo and Clerk Willy Sullivan get together of a Saturday night. A few more Saturday nights to bowl, and then the golf clubs will get a good workout.

Terre Haute Division

TERRE HAUTE DISTRICT

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

Sympathy is extended to the family of James M. Wilkinson, retired yard conductor, who passed away Feb. 27. Mr. Wilkinson was stricken while operating a tractor on his farm near Terre Haute. Two sons, Merle and Clay, are employed as yard conductors in our Hulman Street yard.

Sympathy also to the family of James D. McFadden, retired conductor, who passed away at Crete, Ill., recently.

Bob Cook, extra telegraph operator and son of Locomotive Engineer Earl Cook, reported for military duty in the air force in March.

J. S. Conn, dispatcher from Milwaukee and Chicago, is temporarily on the division in the capacity of trainmaster.

Mrs. Henry A. Van Brunt, wife of retired locomotive engineer, was in the Mayo Brothers hospital recently for a check-up.

Retired Conductor Steve Eslinger and wife of Terre Haute and Elmer Jenkins and wife of Clay City, and Retired Clerk George Lundwall and wife of Terre Haute all left for Florida in March to escape the balance of our chilly weather.

The following item comes through the

courtesy of former correspondent Earl Lehman, now located at Hulman Street, Terre Haute:

Yardmaster Curt Grigsby is not the only one who is proud of the new Hulman Street yard office—all of the employes are well pleased with it. Located in the front part of the roundhouse, the room has been completely redecorated. The newly acquired desks are ideal for the work here and fluorescent lights have been installed. We also have shades at the windows so that the "stars won't get in Night Yardmaster M. K. Verdeyen's eyes". We especially thank Miss Grigsby, daughter of our yardmaster, for the many hours she spent typing the names of the switchmen and trainmen on new cards for the big new crew board. Thanks also to Chief Carpenter Gadvin and others for their efforts.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

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

D. T. Bagnell, retired general superintendent, dropped into the office recently after his return from California.

Baggage room employes L. H. Stoffel, N. V. Beery and W. H. Weidenhamer have returned to service after a tour of duty with the Army.

Division Engineer N. E. Smith and members of his staff, including E. C. Jordan, Allen Hazen, D. E. Nelson and F. J. Connors, attended the A.R.E.A. convention in Chicago in March. D. E. Nelson is now working on the new Bensenville hump yard, handling engineering matters.

Russell Martinson, formerly stenographer in the assistant general passenger agent's office, has moved to the depot ticket office. He has been succeeded by Howard Johansen.

It takes an expert to keep the radio stations in our Minneapolis and St. Paul yard offices in working order, as well as the mobile stations in our radio cabooses. Elmer Rowekamp is the new electronics equipment maintainer who performs this work.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Employes who have retired recently: Carman Claus O. Franson, after 35 years' service, on Feb. 11; Air Brake Man Axel E. Peterson, following 25 years' service on Mar. 1; and Carman Helper Warren J. Grove, on Feb. 1.

Sympathy is extended to relatives of Patrick Reagan, airman, who passed away Mar. 7 at Superior, Wis. He had retired several years ago.

Carman Daniel G. Erickson and the Mrs. are proud parents of a baby boy born Mar. 19.

H&D Engineer Lyle Lilley retired recently, following 45 years' service.

Mail from New York indicates that "Happy" Justad, retired machinist of Minneapolis roundhouse, is on his way to London to visit his son and family and witness the coronation

The Milwaukee Road Magazine



DITTO. Identical from kewpie curls right down to the tips of their toes are Beverley and Barbara, the twin daughters of Steward W. J. Werner, Chicago. The brown-eyed blondes were three in February.



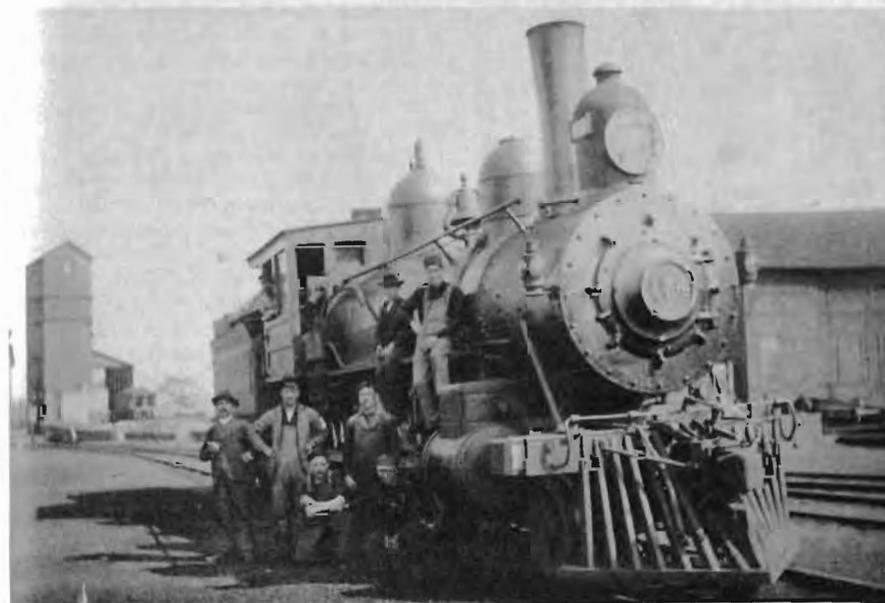
ROYAL SEND-OFF. The freight claim department in Chicago honors a veteran co-worker, W. J. "Bill" Norten, with a bang-up retirement party on Mar. 30. The principals, from left: J. J. Liewald, assistant freight claim agent; L. T. Larson, chief clerk; Vincent Hunt, retired bureau head; Mr. Norten; M. B. Mortensen, retired freight claim agent; and A. H. Ductet, assistant freight claim agent. Starting with the Road in 1916, all of Mr. Norten's service was in the freight claim department. He retired as adjuster of livestock claims.



SILVER STANDARD. Retired employes honored at the annual veterans' party held at Mitchell, S.D., last month who have received their Silver Passes. Seated, from left: Conductor P. C. Gallagher, Engineer Frank Livingston, Machinist William Schirmer, Engineer Robert Montgomery. Standing, from left: Agent H. B. Peterson, Engineer Henry Kissler, Conductor Paul Smock and Machinist John Bohan.



OLDER TIMES, OLDER FOLKS. The year was 1906, the place the Green Bay, Wis., shops, and the men as follows: In front of the locomotive, from left, Steve Rosinski, car department employe; Bob Derwae, oil house man; Jule Roberts, car carpenter; Pete Blesch, coal hoist man; Frank Kelly, roundhouse laborer. On the locomotive, from left: G. Gavin, engine dispatcher (in the cab), Jack Christianson, caller, and Joe Jacquett, hostler helper.



April, 1953

Michael Sol Collection

tion activities, as his son's home is on the route of the parade.

Sympathy is extended to relatives of Frank Turnbull, retired boiler foreman, and Gordon Bennett, retired machinist, who passed away some time ago.

Chief Clerk C. A. Capon of the store department has retired after 41 years of service. He was presented with a wrist watch by his co-workers. Tim O'Connell was appointed chief clerk, vice Mr. Capon.

Tom Bertilson, stockman at the coach yard, is retiring due to ill health. G. C. Glockner will replace Tom.

Joe C. Lugow and wife are vacationing in Florida at this writing. Mrs. D. B. Rivers, widow of former district storekeeper at Minneapolis, passed away on Feb. 27. Her remains were returned to Minneapolis for burial.

From the notes of the Railroad Business Women's Association, we learn that Kay McBride Hudson (former editor of the "Whistle Post") who resides in Miami, is now secretary of the women's division of the Miami Chamber of Commerce. Kay helped organize the R.B.W.A. in Miami and Jacksonville, Fla., and is an honorary member of the Miami Chapter.



S. L. Core, roadmaster at Rapid City, with Mrs. Core at the retirement dinner given in his honor at Sioux City Mar. 27. The details are reported by I&D Correspondent Fay Ness.

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

We were amused at a wire received recently from Dick Carlson, chief clerk at Aberdeen. When Dick was a clerk in this office he had frequent occasion to check on the movement of cars of sugar for one of our firms.

When Dick saw a record on one of these cars the other day he wired us the information, adding, "Suppose you are looking for this". As the wire was being stamped in the phone rang, and it was the shipper. To his surprise we had just the information he wanted, and he was very pleased to learn that Dick was still taking care of him.

When the deadline for this issue arrives, I will be on my way back from a trip to Phoenix, and while I enjoy that very special Arizona sunshine, I will give a fleeting thought to you hard-working individuals in the "north cuntry".

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

H. L. McLaughlin, former general northwestern freight agent, suffered a stroke recently while in LaJolla, Calif. At this writing he is still at Cripps Hospital there.

More Florida visitors from the commercial department include Ray Pfeiffer and Joe Oberhauser.

Corrections and apologies: Jack Anderson, recently reported as the son of former assistant agent, is not! Also, it was Jerry Johnson, not Jerry Anderson, who now has a son named Gregory Jerome.

Dave Egertson has an addition to his family—a new home in the vicinity of 69th and Elliott.

John A. Guzy, assistant general agent passenger department in Minneapolis, has been named to the board of the Twin City Rapid Transit Company. His appointment was announced at the transit company's annual stockholders' meeting on Mar. 9.

I & D Division

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Glenn Maysonholder, telegrapher at Sioux City west yard who retired recently after 44 years of service, all of it on this division, with Mrs. Maysonholder is spending the winter in Florida.

Sioux City Chapter of the Women's Club will be host at the district meeting to be held here June 6. We hope the chapters in this territory will make plans to attend. We would like to have a good turnout.

Section Foreman George Kostis, Sioux City, is recuperating at his home after undergoing surgery.

Switchman A. J. Nystrom is a patient in the sanatorium at Oakdale, Ia. We understand he is coming along fine and feel sure that he would like to hear from his fellow employees.

Bill Brabeny, secretary to Superintendent Weiland, has moved his family from Mason City to the home he recently purchased here.

Mrs. C. F. Johnson, wife of engineer, is recuperating at home from the effects of a bad fall which resulted in a broken leg. We hope this is the last of the streak of bad luck for them, as Frank has been ill most of the winter and has not yet returned to work.

It's a boy at the home of Fireman Joe A. Datri!

At a dinner in the Mayfair Hotel in Sioux City on Mar. 26, 45 employees and their wives honored Roadmaster Stanley L. Core, Rapid City, and Mrs. Core. Mr. Core retired Mar. 31 after 46 years of service, 29 of them at Rapid City, and the consensus is that Stanley Core has really been The Milwaukee Road in that territory. Division Engineer Hornig was the toastmaster at the dinner. Mr. Core was presented with his Silver Pass from the company and a wrist watch from his fellow employees. George Wean, retired roadmaster, presented him with a gadget designed to make fishing a definite relaxation, it being a deal that holds the rod and is then forced down into the ground, making it possible for the fisherman to lean back at his

ease, not even having to hold the rod.

Mr. Core's first job on a railroad was as a section laborer at Two Dot, Mont. He was with the operating department of the Montana Railroad for several years and also held various positions on the Rocky Mountain and Northern Montana Divisions prior to 1916 when he was made general foreman of construction between Great Falls and Agawam. A veteran of World War I, he returned to the railroad in 1922, serving as gang foreman, general gang foreman and assistant roadmaster at various points on Lines East. He was assistant roadmaster of the Chicago Terminals before transferring to the Black Hills line in 1924.

SANBORN—RAPID CITY

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

The annual veterans' dinner and party was held in the club rooms of the Elks lodge at Mitchell last month, with about 100 employees in attendance. Thirty retired veterans and their wives were seated at a specially decorated table. The kitchen committee, with Mrs. Paul Olson as chairman, consisted of Mrs. W. A. Severson, Mrs. C. C. Hill, Mrs. K. W. Gebhart and Mrs. R. J. Dimmitt. Table arrangements and decorations as well as prizes were taken care of by Mrs. D. O. Burke and Mrs. Frank Grace. An enjoyable songfest of old time songs was led by Mrs. Paul Smock and Mrs. E. F. Hatzembuhler, and a humorous reading was given by Ronald Ross. Bingo wound up a very pleasant evening.

Conductor Frank Grace and wife are spending considerable time on the west coast visiting friends and relatives.

Frank Livingston, retired engineer, and wife of Mitchell recently celebrated their 50th wedding anniversary by holding open house. Frank is the father of Orlo, fireman now living at Canton.

The E. F. Hatzembuhler Jr. family welcomed a brand new baby daughter recently.

EAST END

Karen B. Rugee, Correspondent
Asst. Superintendent's Office, Mason City

Charles F. Roack has returned to the I&D as operator at Calmar after receiving his release from the Army. He was last stationed in northern Alaska.

While the Texans were very happy about the break in the long drought, Conductor L. H. Holmes and wife report that they would have enjoyed their vacation trip to Corpus Christi much more without all the rain.

Retired Carman George Beahler's greenhouse has an empty space these days. The Beahlers are mourning the death of Puz, their 32-year-old monkey.

Conductor J. P. Hogan, who has been seriously ill is recuperating at his home in Mason City.

Roy D. Lyman, interchange clerk in the Mason City yard office, is retiring after 45 years' service with the Milwaukee. Kenneth C. Roth, formerly employed in the store department, has been appointed to the job of interchange clerk.

F. L. Brenton has been appointed local storekeeper at Mason City.

Charles E. Mutschler, 68, died March 15

at Los Angeles, Calif., following several weeks' illness. Mr. Mutschler was employed by the Milwaukee for 44 years and was chief clerk in the superintendent's office at Mason City for 31 years. Following his retirement in 1948 he returned to Dubuque where he resided until a few weeks before his death. He is survived by his wife, a son, William J. Mutschler, Clarendon Hills, Ill., two grandsons, a brother and four sisters. Funeral services were held at Dubuque.

Our sympathy to the family of H. H. Harvey, captain of police, who passed away suddenly at Sioux City on Mar. 24.

Chicago General Offices

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Guy B. Bowman returned to work on Mar. 2 after his release from the armed forces, 18 months of which service was spent in Germany.

Eugene F. Krupka of the assistant comptroller's claim revising bureau, has been appointed head overcharge claim accountant, succeeding Albert Wackrow, deceased. Mr. Krupka started with the Road May 13, 1911, as claim checker in the auditor of station accounts and overcharge claims' office, and held various positions in this office prior to his promotion. Congratulations are also in order for Mr. Krupka upon becoming a grandfather Mar. 1.

Newcomers to our central station accounting bureau are Catherine T. Harrity, Tanya Krasnow, Marjorie Travis, Alice Kwiatkowski and Patricia Janke.

The father of J. E. Vraney, auditor of station accounts and overcharge claims, passed away Mar. 3 after a brief illness. He has our deepest sympathy.

We are sorry to report that Eddie Siuda is confined to his home due to illness.

Other members of our force being hospitalized are Hazel Flowers, Marvin E. Kuper, Barney Weichbrod, Charley Dodds and Gene Krupka.

We welcome Myron E. Cedarblade and Donald A. Dunning to our staff of traveling auditors.

Mr. and Mrs. Fred Brink are rejoicing over the birth of Christopher Mark on Mar. 27. He has a brother to help care for him.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

A letter dated Mar. 12 received from Walter Guziec announced his arrival in Suwan, Korea, where it has since warmed up and started thawing. His outfit has two Korean houseboys to clean up their barracks and clothes, for which each G.I. contributes \$2, or total of \$20 a month for each boy. Wally is a cock and enjoys the experience of seeing the other part of the world.

Corp. George Kullowitsh, also serving in Korea, writes that he expects to return home by June 1.

Jean Stark of our key punch section has been hospitalized for treatment.

Elsis and Richard Schmidlein announce the arrival of a baby girl on Mar. 17.

April, 1953



STEWART HOOVER RETIRES. The last run of L. F. Hoover, well known Afternoon Hiawatha steward, was the occasion for this get-together in the diner of No. 100 at Minneapolis on Mar. 13. Seated, from left: General Superintendent F. R. Doud, Mr. Hoover, Superintendent R. F. Fairfield. Standing, from left: Walters Arthur Crozier, Roy Fagan, Thomas Wells and Nathaniel Drew. Stewart Hoover, who lives in Chicago, had been employed in the sleeping and dining car department continuously since 1936. In honor of his retirement fellow employees presented him with a purse and a box of his favorite cigars.

STILL GOING STRONG. Section Foreman Frank Samek of Postville, Ia., and his crew set out to inspect the track between Postville and Monona. From left: Joe Harnack, Harold Flack, Mr. Samek and Leonard Schroeder. Between them, Foreman Samek and Joe Harnack have 100 years of service, Mr. Samek holding up the long end with 60 years. He started as a waterboy when he was 14 and became a section laborer the following year. Still in robust health, he is looking forward to traveling with the Gold Pass presented to him for his veteran service. (Telegraph-Herald photo.)



News of the Veterans

L. A. Sanquist, a veteran of Inwood, Ia., advises that George H. Elton, retired station agent at Canton, S. D., passed away recently. Mr. Elton started with the Road in 1897 with a section gang at Bridgewater, S. D. He became an operator in 1901, working at Geddes and Canton and was subsequently at Chamberlain, Sioux Falls, Mitchell and Marion Jct. before becoming ticket agent at Canton in 1907. He served as agent there from 1938 until his retirement in 1951. He is survived by his widow and his son Francis, the latter of Sioux City.

Special Invitation

ALL EMPLOYEES who have completed 25 years of service are invited to join the Veteran Employees Association. The initial fee is \$2, and the dues thereafter are \$1 per year. Applications for membership should be sent to the secretary and treasurer, Miss Florence M. Walsh, Room 862 Union Station, Chicago 6, Ill.

Note: Miss Walsh calls attention to the fact that the dues for 1953 are now payable, and members should please remit them promptly.

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

Ida Tucker, Gussie Weinrich, Loreta Kuhn, Penny Gooch, Ann Donovan, Myrtle Winkelman and Evangeline Galbreath spent a very enjoyable evening with Lois Reiter recently. We had a very good dinner and the added pleasure of meeting the very new Miss Reiter, who is all her mother said she was.

Dick Fisher is at home on leave of absence due to illness. We all join in wishing him a speedy recovery and a quick return to his duties as file clerk.

Eleanore Auberg will have left us for a time when this goes to press. She is infatigating and we hope she will attain her heart's desire, be it boy or girl, or both.

John Beton, tabulating clerk, has just purchased a new home in Niles.

Herb Maass went to Toledo for the railroad bowling tournament. He did not live up to our expectations as a Blue Ribbon bowler.

It takes a lot of supplies to run a big railroad. Our purchases include fuel for locomotives, lumber for car repairs and for bridges, and rail and fastenings for track maintenance, to mention a few of the larger items. And then there is the stationery used by everyone, which altogether amounts to a tidy sum. Did you know that purchases during 1952 approximated \$45,000,000? However, due to concentration of store work at Milwaukee, which has helped control stock of material to a minimum, this figure is substantially below the figure of 1951. This took cooperation of all departments, and we of the Purchasing Division are proud to be able to say we helped.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

On May 6 the Choral Club will appear at Community Methodist Church of South Elgin.

June 17 is the date of the concert sponsored by the choir of Mayfair Presbyterian Church, located at Kostner and Ainslie.

Soprano Clara Felski appeared on the scene a few weeks ago with a lovely diamond.

Word has reached us that Viola Zechlin is gradually improving. At this writing she is still in Wesley Memorial Hospital. A word of cheer from the Choral members will do a lot for her.

Arrangements have been made to carry on rehearsals in the Harvey cafeteria, due to the pass bureau now being quartered in the Women's Club room in the Union Station.

AUDITOR OF EXPENDITURE'S OFFICE

Jim Merchut, Correspondent

A real honest-to-goodness Irish colleen, Kathleen Sweeney, helped us celebrate St. Patrick's Day with the cutest brogue and smile this side of Erin. Kathleen, a newcomer to the bookkeeping bureau, has been in the United States only nine months since leaving her native Ireland.

Mary Holmberg, our actress-keypuncher, became engaged to Chris Walsh of Dublin, Ireland, during the month of St. Pat. A fall wedding is planned.

Lucille Ball, shop timekeeper, has received a beautiful coronation scarf from her relatives in England. The scarf depicts the royal family and scenes of the forthcoming coronation.

Natalie Dodd, "comp" operator, is on a leave of absence to care for her husband who has just been released from the hospital after a seven-week illness.

Steve Krumpack and Barney Williams visited with Bob Hayden, retired clerk, while on their vacation in St. Petersburg, Fla.

H. C. Johnson, auditor of expenditure, and "Frosty" Akers, traveling accountant, made their television debut on the Quiz Kids' show, singing with the Shrine Chanters.

Milda Urban, keypunch operator, became the bride of Glenn Swanson on Mar. 28. Two other very recent brides in the keypunch section are Angeline Greco, now Mrs. Joseph Mullikin, and Marilyn Mellema, now Mrs. John Gronwick.

A big send-off was given to Dorothy (Doddie) Kulpacka of the typing bureau who recently left the Road to await a visit from the stork in July. Her desk was loaded with gifts from her friends and co-workers.

George Eales vacationed in Denver, where his son Ronald is a student at the University of Colorado. Ronald is in the Air R.O.T.C. and has been writing George about his flights in B-29's and other military aircraft.

Charles K. Pulse, Cincinnati attorney and the husband of Harriet V. Kennedy who was one of our employes before her marriage, was honored last month by the Friends of American Writers. The award committee chose Mr. Pulse's historical novel "John Bonwell", which was published last year, as one of five deserving of honorable mention certificates.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

With deep regret we report the death of our close friend and co-worker, Charlie Piepho. Charlie had gained many friends since starting with the Road on Apr. 30, 1897, when he was first employed to open mail at \$15 a month. During his service he held jobs in the OS&D, the record and sales bureaus, also as traveling adjuster, and most recently as reconsigning clerk. When he married on May 21, 1910, he picked his bride from the freight claim department, the former Meta Keppel. Charlie passed away Mar. 25. Surviving are his wife and a niece, Miss Bernice Brandt.

We understand that Richard Staib became engaged Mar. 14 to a young lady in the building.

Welcome is extended to Robert Ryan, our new office boy.

Julius Frey was hospitalized and at this

writing is convalescing at home.

Rudy Levey and Kenneth French enjoyed a week of instruction in connection with perishables at Purdue University.

A letter was received recently from Pvt. Herbert Muehl, formerly of the recording bureau. Understand the Army is agreeing with him and the meals are something out of the ordinary.

PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent
City Ticket Office

It is this correspondent's regretful duty to report that on Mar. 8, Mrs. Wallace Van Buren, wife of our city passenger agent, passed away after a long illness.

Bob Stack, formerly of the PTM's office, was tapped for military service last month and has written back in amusing Ozark mountain dialect that he is now training with an armored division at Fort Leonard Wood, Mo.

Pvt. Dominic Odierno, ex-ticket seller, writes that after a brief stopover at Camp Stoneman, Calif., and Hakkaido (Japan), he has now arrived in That Trouble Spot.

The reservation bureau passes along word that Pvt. Dick Thomas, who used to work on the wire desk, dropped in on a recent furlough. He had been convalescing in the hospital at Fort Knox; pneumonia. At the present writing he's recovered and is back with his unit.

Gene Dybas of the Monroe Street office was welcomed back Mar. 16. Gene was drafted in February of '51 and sent immediately to Camp Breckinridge, Ky., where he was subsequently assigned to clerical duties. Last summer he was transferred to Headquarters of the Fifth Army here in Chicago and was typist for the commanding general until Feb. 24 rolled around, on which date he was "demobed."

Also from the Monroe Street office comes word that Agnes Schubert has returned from her leave of absence. Agnes passes along the info that she's feeling fine again.

FREIGHT AUDITOR'S OFFICE

Army Cpl. Ralph E. Gatto, we hear from the Army Home Town News Center, has received his orders to return to the States from Korea. Before entering the army in August, 1951, he was employed in this office. Corporal Gatto is a company clerk in the Headquarters and Service company of an Engineering combat battalion and has been in Korea since January, 1952. He holds the Korean and UN service ribbons.

OFFICE OF ASSISTANT TO PRESIDENT

J. J. Kandybe, lieutenant of police in Chicago and holder of a distinguished record for law enforcement on the railroad police force, retired Mar. 31. He had been with the department since June 4, 1913. Mr. Kandybe's long service involved many exciting incidents. One which is still well remembered occurred in the early days of his career when the railroad was suffering heavy losses from a gang operating in the vicinity of Grand and Armitage in Chicago, a locality known as Whiskey Point. It was the habit of the thieves to pull the air at the cut-off and unload the merchandise. In one hold-up they could haul away as much as a five-ton truckload.



VETERAN ARCHITECT RETIRES. A. O. Lagerstrom, assistant superintendent of buildings, Chicago, retired Mar. 31 after 38 years of service. Starting as an architectural designer, Mr. Lagerstrom was appointed architect in 1924 and assistant superintendent of buildings in 1948. During his long service he was responsible for the design of such large structures as the passenger stations at Butte, Mont., Austin, Minn., Elgin and Mt. Carroll, Ill., the commissary building in Chicago and the building now leased by the S. C. Johnson Wax Co. in Seattle. He appears here (left) with K. E. Hornung, architect, and B. J. Orburn, assistant chief engineer—structures (left to right), looking at the plans of his first two jobs for the railroad, the Nashotah, Wis., station designed in 1915 and the station at Butte in 1916.

Assigned with his partner to break the gang's operations, Lieutenant Kandybe planted himself beside the track and the next time the train was hijacked he let go with his .38 and got one of the thieves. The luckless fellow was later identified as Buck Weaver, a notorious safe cracker. Buck never knew what hit him—his gun was still in his hand and he never had a chance to use it. The others were apprehended and sent to prison, and the railroad has never experienced another robbery on the cut-off to this day. This is just one example of his outstanding service.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Margaret Hopp has returned to work after an automobile accident. Mary Jones has also returned, after an extended illness. Ruby Dunaven is back again after an operation. Susan Manasian is on a two-month leave due to ill health. Betty LeMay is on furlough due to an operation.

The Rod Groves moved into their second new home in Villa Park and Rod is accepting all the helpful hints on landscaping and other things connected with a new home volunteered by the home owners' guild of our office.

Lillian and Ray Hackel announced the marriage of their daughter Joan Rosemary to Robert Wilson on Mar. 21 at St. Monica's Church, followed by a reception at the Hotel Orrington, Evanston.

Howie Smith gave the girls in Florida a break by lending his presence there for two

weeks. Katherine Gillespie vacationed in Arizona. Sophia Walker spent her vacation at Miami Beach, Fla. Dolores Check had a three-week vacation in California and Arizona. Bob Rinaldi spent his vacation in New York, New Orleans and Colorado.

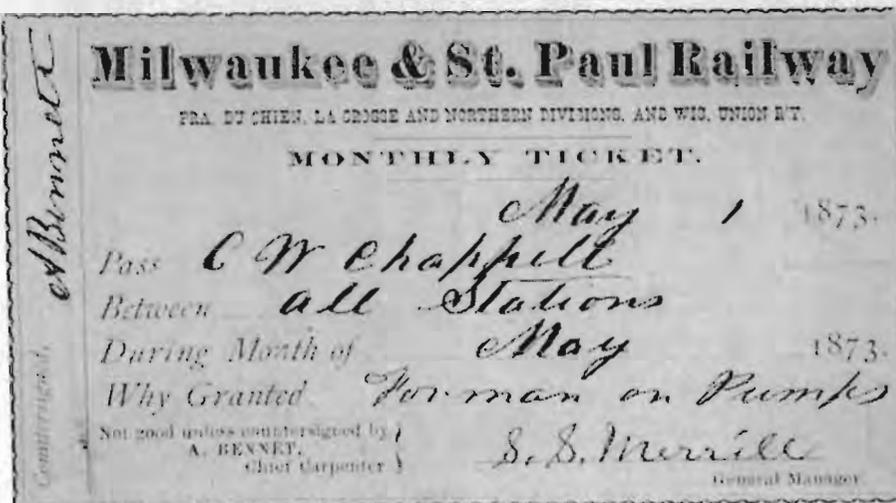
Fae Ann and Bob Kirkwood are the proud parents of a son born Mar. 21. His name is Michael Robert.

The Brocieks have a son born Mar. 12—name, Jeffrey Thomas.

John Voit passed away Mar. 5. His death came as a shock to those of us who worked with him for many years.

Notice—Brotherhood of Locomotive Firemen And Enginemen

THE BROTHERHOOD of Locomotive Firemen and Enginemen has requested the Magazine to publish a notice to the effect that the Tri-State meeting of the Brotherhood and of the Ladies Auxiliary will be held in Aberdeen, S.D., on May 4. Meeting headquarters will be in the Sherman Hotel, with a ball and banquet to be held in the civic arena. This meeting is open to all members in the Minnesota, North Dakota and South Dakota areas.



EIGHTY YEARS AGO! This interesting old pass, dated May 1, 1873, recently came into the possession of William Eggenberger of Rochester, Minn., a retired L&P Division engineer. It was given to him by a friend, the late W. C. Chappel of Eau Claire, Wis., who had retained it from his early years when, as shown on the pass, he was "forman of pumps" for the Milwaukee & St. Paul.

The Milwaukee Road Magazine

Iowa Division

MIDDLE—WEST—DES MOINES

Viola Ranes, Correspondent
Asst. Superintendent's Office, Perry

Assistant Superintendent R. W. Riedl and wife announce the birth of a son on Feb. 15. Paul is the name chosen for the young lad. He is the third boy in the family.

Operator R. C. Bryant has laid off for an indefinite period to work for Uncle Sam.

Our sincere sympathy to Conductor W. J. Wolfe whose father passed away recently.

Agent Ward Locke of Nemaha received word recently that his son, who is a machine gunner in the Marines in Korea, had been injured in the ankle and would be confined to the hospital for a while.

Conductor C. W. Moore of the Des Moines Division has been advised by his doctor to lay off and take a rest.

Engineer Paul Black of Des Moines has been off duty for several weeks suffering from a back injury sustained in an auto accident at Trenton, Mo.

Conductor P. M. Clark of the Des Moines Division is quite ill at his home in Des

Moines at this writing, suffering from virus pneumonia and complications.

Cloyce Neis, who was recently employed as a relief agent on the Iowa Division, didn't get much experience in the work before Uncle Sam called him. He reported for induction Mar. 24.

Proud grandparents are Switchman Ivan Wightman and wife on the birth of their first grandchild, a daughter being born to Mr. and Mrs. James Garland. Also proud great-grandparents are Carl Wightman, retired conductor, and wife.

Retired Conductor Carl Wightman and wife observed their golden wedding anniversary Mar. 18. A celebration was held on the following Sunday, so all their children could be present. Preceding a family dinner at noon, Mr. and Mrs. Wightman renewed their wedding vows in a ceremony performed at their home by the Rev. C. J. Biddle of the Christian Church. Open house was held during the afternoon and evening, and a total of 125 friends and relatives called to express their congratulations and good wishes.

EAST END

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

G. B. McAllen, 94, retired section foreman of Ottumwa who formerly was at Laredo, Mo., passed away in March. He is survived by three daughters and two sons. Burial was in Bremer, Mo.

E. L. Freeman, 50, yardmaster at Cedar Rapids, passed away Mar. 4 at his home in Marion. He had been employed by the railroad for 43 years. Surviving in addition to his wife are four sons: Lloyd V., North Liberty; Ethmer L. Jr., Tecumseh, Kans.; Kenneth H., Cedar Rapids; and Virgil D., Aurora, Colo.; two daughters, Vonda J. serving with the Waves at Seattle and Mrs. Jeannine Nielson of Marion; a brother, two sisters and nine grandchildren.

On Feb. 18 Marion B. (Chick) Leonard retired as agent at Monticello. He entered the service of the company in September, 1900 and was appointed agent at Monticello Nov. 16, 1904. As one of the leaders among Iowa Division employes in the Milwaukee Service Club he made many friends for the railroad. He has been a member of the town council at Monticello for a number of years. R. V. Mullen, who has been operator at that point for some time, succeeds Mr. Leonard.

Charles T. Rowe, agent at Marion, retired Mar. 3. He joined the Milwaukee ranks on Aug. 9, 1902 as a trucker at Marion, worked in the superintendent's office for a number of years and was appointed agent at Marion on Aug. 27, 1917. On Mar. 12 he was honored at a dinner party at the Embassy Club in Cedar Rapids, with 50 guests

present. O. A. Beerman, retired superintendent, was toastmaster and Doctor Gage, retired president of Coe College, was guest speaker. W. H. Robinson Jr., former agent at Fayette, has been assigned to the position of agent at Marion, and G. L. Ireland was appointed his successor at Fayette.

George A. Struck of the clerical force in the Cedar Rapids mechanical department has been appointed night clerk at Marion.

R. E. Noaktgeborgen was assigned as relief clerk at the Marion depot.

In ceremonies at the 647th Aircraft Control and Warning Squadron near Independent Hill on Feb. 11, A/1C Richard L. Wink was presented with the Airman of the Month award. He was cited for good conduct, dependability, exemplary bearing, courtesy and devotion to duty, and was presented with a three-day pass, a check for \$10 and a full tank of gasoline, the latter through the courtesy of the Caton Esso service station, Manassas, Va. He is a veteran of 29 months of service in the Air Force and is currently stock control clerk. His father is E. L. Wink, pump repairer of Marion.

The North Court Baptist Church in Ottumwa was the setting for the marriage of Miss Mary Alice Martin, daughter of Agent Glen Martin of North English, to Robert Hiatt of Lincoln, Neb., on Mar. 7. Dispatcher R. L. Martin of Marion, brother of the bride, sang and his little daughter Charlotte Ann served as a flower girl. The couple left later on a trip to Florida. The bride is on the nursing staff of the Veterans Hospital in Lincoln and the groom is field representative for the board of education school lands and funds in Lincoln.

Frank Tudeen, 82, retired bridge carpenter, died at his home in Marion Feb. 28. He had been employed for 45 years at the time of his retirement in June, 1937. His wife, two sons and five daughters survive.

Word has been received of the death of Mrs. O. E. Clark, 93, at Inglewood, Calif. She was a former resident of Marion and the widow of Locomotive Engineer O. E. Clark, Ottumwa. A daughter, Mrs. Bernice Crawford, survives.

W. E. Failor, chief clerk to superintendent, who has been at University Hospital, Iowa City, is returning for further treatment. V. B. Dvorak has been acting chief clerk.

Conrad M. Maier, retired employe aged 73, died Feb. 25 at his home in Cedar Rapids after a long illness. His wife survives him; also a brother, George. Burial was in Iowa City, his birthplace.

Section Laborer Frank Cervantes died Mar. 9. He had been retired about a year from the section crew at Cedar Rapids, where he entered service in 1944.

COUNCIL BLUFFS TERMINAL

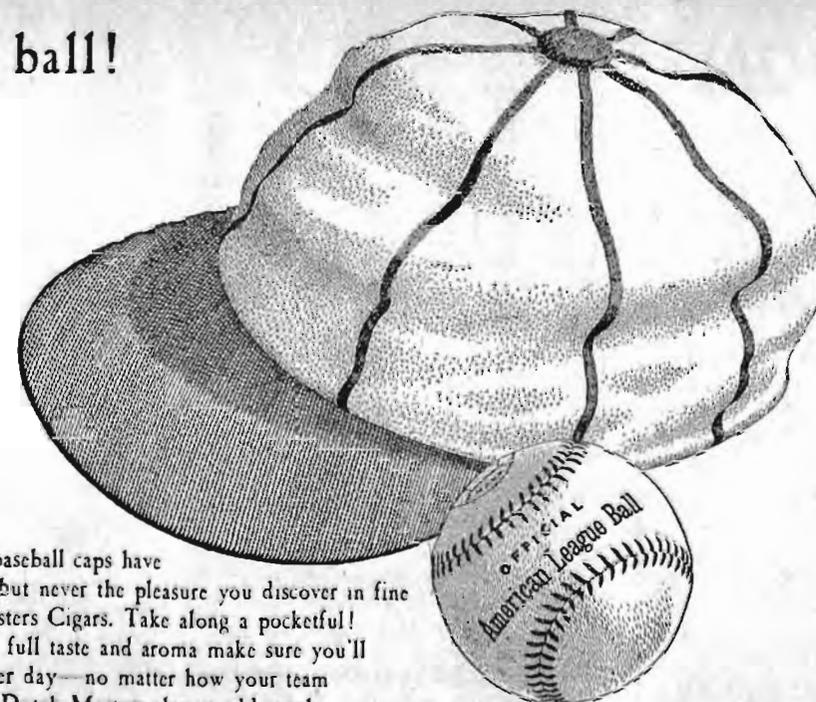
John I. Rhodes, Correspondent
Perishable Freight Inspector

Operator Richard Bryant left for the armed forces Mar. 17. He is the son of Lowell Bryant, freight house foreman at Council Bluffs.

Coach Cleaner Richard Lund is the proud father of Joyce Ann, born Mar. 6. She is his first child.

Carman Elmer Thompson reports a visit

play ball!



Styles in baseball caps have changed—but never the pleasure you discover in fine Dutch Masters Cigars. Take along a pocketful! Their rich, full taste and aroma make sure you'll have a better day—no matter how your team does. Yes, Dutch Masters always add much more to your pleasure. They start at two for 25¢.

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The cigar you've always wanted to smoke



from the stork at his house also; a son, Richard Elmer, born Mar. 16.

Yard Clerk Charles Gue reports that five of his kiddies are recovering from measles.

The Railroad YMCA here is sponsoring a membership drive Apr. 16 through Apr. 27. Lead Carman Carl Schonberg is vice president of the board of directors.

Yard Clerk Sid O'Brien of the east yard office reports that a dinner was held Mar. 20 at the home of his parents, Mr. and Mrs. A. S. O'Brien, to celebrate their 66th wedding anniversary.

Cpl. Edward Swanson, former Milwaukee switchman, surprised his mother, Mrs. Fred Dunow, by calling her from Tokyo Mar. 22. He had been on the front lines in Korea for some time and had just returned to Japan to rest and recuperate.

Rocky Mountain Division

EAST END

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

Joe Wright, former conductor, passed away at De Moines Feb. 26.

A. J. Buchen, retired engineer, passed away at Tacoma Mar. 16.

Brakeman Louis Plett and family have moved to Deer Lodge where he will work as a passenger brakeman.

Bud Allen spent a two-week vacation with his parents, Engineer and Mrs. Rollyn Allen.

April, 1953



O. Gosnell

Engineer Owen Gosnell closed the throttle last Oct. 25 at Three Forks and with Mrs. Gosnell took an extended trip. He has since returned to Three Forks where he plans to settle down and enjoy a life of leisure. Engineer Gosnell began his railway service as a roundhouse laborer on the N.Y.C. at Mattoon, Ill., and later worked on the Illinois Central and the C&E.I. Coming west he hired out as a machinist helper at the Deer Lodge shops of the Milwaukee in 1910. Working at this for two years he then hired out as a fireman on the Rocky Mountain Division. Promoted in 1928, he ran an engine for a short time when the

Bud is in the Navy, stationed at Astoria, Ore.

Mrs. D. A. Robinson, wife of engineer, has returned home from the Townsend hospital where she had been a patient.

Engineer and Mrs. Harry O'Donnell have returned home after a visit with their son and daughter-in-law, Mr. and Mrs. O'Donnell of Long Beach, Calif.

Conductor and Mrs. Tom Fairhurst Sr. visited with their son, Lt. William Fairhurst, who is stationed at Pensacola, Fla. They were to meet at Jacksonville.

depression set him back, and he fired until 1941 when he got the steady run he held until he retired on Jan. 28.

Word has been received of the death of Mark Hite, an agent-operator in the vicinity of Missoula for many years, at Phoenix, Ariz., last Oct. 26. Mr. Hite was born at La Crosse, Wash., in 1895 and worked for the Road from 1916 to 1943. Subsequently he was with the ATSF, retiring from that line in 1946. He is survived by his widow Andromeda, a son, Mark P., and six brothers. A locomotive bell obtained by Mr. Hite's widow from the Southern Pacific, by which she is employed, was recently presented to the Union Congregational Church in Phoenix as a memorial to Mr. Hite.

La Crosse & River Division

THIRD DISTRICT

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

After 30 years in station service at Wausau, Trucker Fred Radant has retired. Fred is finding plenty to do around his home in assisting Mrs. Radant, who has been in ill health for several months.

Miss Ellen Kerr, daughter of Engineer Ray Kerr, has been elected secretary of the Wausau Junior High School student council.

Two of Machinist C. A. Conklin's children participated in the Wausau Winter

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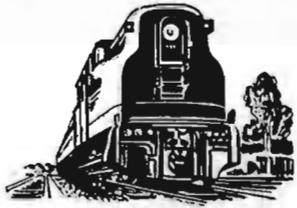
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Frolic "Masquerade on Ice" and were awarded first prizes in the children's group; Sharon as the best dressed and Jimmie as the most original costume. Both are expert skaters.

Miss Judy Callahan, daughter of Yard Conductor J. Callahan and an eighth grade student at St. James School, Wausau, won first prize in the humorous group of the annual declamatory contest.

A. J. Neubauer, retired conductor, passed away Feb. 28 at the age of 76. Funeral services were held at Wausau, where he had made his home since his retirement 12 years ago. Immediate survivors are his widow, a son and a daughter.

Back in Wisconsin after a winter vacation in Florida are Mrs. W. P. Fredrick, wife of conductor, Conductor and Mrs. Ed Gongaware, Agent and Mrs. John Steele, Retired Engineer and Mrs. Gus Raese and Machinist and Mrs. William Swanson. Returned from California are Engineer and Mrs. Charles Conklin, Machinist and Mrs. Lawrence Nowitzke, and Agent-Operator and Mrs. Semmelhack. The Semmelhacks visited with T.B.M. Kerr while in Los Angeles.

Mrs. Russ Henson, wife of carman, passed away recently at Merrill after a long illness. Funeral services were held at Merrill.

Car Clerk and Mrs. Ed Diebel have left for an extended trip through the southern states, with Florida as their final destination.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

March took a large toll of employees on this division, as follows:

Daniel Crowley, retired telegrapher aged 81, passed away in Milwaukee Mar. 21. He started in 1890 as operator, working in Muskego yard at the time of his retirement 11 years ago. Surviving are his wife, three daughters, two brothers and a sister. Burial was in Milwaukee. He was held in high esteem by all he worked with and was one of the fast-disappearing Moose operators who started with the railroad.

William Brannan, retired conductor, passed away in Milwaukee Mar. 10 at the age of 77.

He started as a brakeman in 1892 on this division and had rounded out 61 years of service. Surviving is one brother, Charles, a conductor on this division. Burial was in Milwaukee. Mr. Brannan, known as "Bildad" to all of us, had an enviable record. Both the railroad and the general public will long remember him as a good friend.

Charles G. Shutter, retired conductor, 73, passed away at LaCrosse Mar. 21. He had 50 years of service, most of it on the west end. His home was at Sparta. Retiring two years ago, he had been in poor health for some time. Surviving are his wife, and two daughters, Mrs. Violet Kemp and Mrs. Vivian Samb of Sparta. Burial was in Sparta. Known as "Deacon" ever since he started railroading, he will be greatly missed, particularly by travelers between Sparta and Viroqua. While he was on the pusher job at Sparta during World War I he made many friends among military people.

Charles J. Higgins, retired telegrapher, 76, passed away at LaCrosse after a short illness on Mar. 10. Learning telegraphy at Richwood, he eventually settled at LaCrosse where he was working until his retirement eight years ago. Surviving are his wife, two sons, four daughters, six brothers and two sisters. Burial was in the Catholic cemetery at LaCrosse. During his time at LaCrosse in the old North LaCrosse station and at the BK office he made many friends.

Henry Moody, locomotive engineer, passed away in Milwaukee Mar. 21 at the age of 64 after a long illness. Surviving are his wife, three daughters, one sister and six grandchildren. He was a veteran of 45 years of service. Burial was in Milwaukee. He will be missed by his friends in the engine service and on the road.

Conductor John Eberhardt, aged 62, was taken ill leaving Wisconsin Dells on Mar. 10 and removed to the hospital at Portage where he passed away three days later. Surviving are his wife, one son and two daughters. Burial was in Milwaukee. His death was a shock to all, as he had many friends on our division.

Do It Today—tomorrow there may be a law against it.



ON WISCONSIN. Operator N. J. Semmelhack, Wisconsin Rapids, and F. L. Kerr, retired train baggageman now of Los Angeles, Calif., pictured as they attended the Wisconsin Picnic in Los Angeles.



BEAUTY IS SERVED. Ralph Nilles, clerk at Wausau, Wis., checking the baggage of local beauty queens Janet Deepke and Norma Reetz as they departed recently via The Milwaukee Road for a vacation in Sun Valley, Idaho. Miss Deepke was queen of the 1953 Wausau Winter Frolic and Miss Reetz the runner-up. (Wausau Daily Record-Herald photo)

Off Line Offices

SAN FRANCISCO

Albert Tansley, district passenger agent with headquarters in San Francisco, retired Mar. 31, having concluded 48 years of railroad service. Mr. Tansley started with the Canadian Pacific in Chicago and was also with the Pennsylvania before coming to The Milwaukee Road in 1909. He served in various positions in the Chicago passenger department, including chief clerk, assistant city ticket agent and traveling passenger agent until August, 1959 when he transferred to San Francisco as district passenger agent. It is Mr. Tansley's intention to spend the summer months in Oak Park, Ill., where his daughter and grandchildren and other members of his family make their homes, and to winter in Florida in the vicinity of Sarasota.

NEW YORK

The New York City Association of Passenger and Ticket Agents of which D. W. McCloskey, Milwaukee Road passenger agent in New York City, is president, has just come out with the first number of a new monthly news bulletin. As yet unnamed, a prize of \$25 is being offered to members for suggestions for a title.

The three-year-olds in Sunday School were being put to the test. Teacher asked whether anyone remembered who St. Mark was. None did. Then she tried St. John. No answer. Then St. Matthew. Still no glimmer.

"Well, then, does anyone know who Peter was?"

A bright face from the back of the room showed interest and was recognized.

"I think he was a rabbit."

I & S M Division

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

D. E. Walker, retired agent, Mankato, advises that 11 former employees are now making their homes in Mankato. Shown with their occupations and work locations prior to retirement, they are as follows: Edward M. Hanson, conductor; Chris Pederson, car repairer; J. M. Johnson, agent, Mapleton; Henry Daby, section foreman, Mankato; Harry Nordlund, operator, Mankato; Dan Walker, agent, Mankato; Joe Betlock, conductor, Farmington; George Summers, clerk, Mankato; Mrs. Mamie Soen, agent, Oakland, Minn.; John Born, baggageman, Mankato; and LeRoy Wells, busman and farmer, Wells, Minn. The latter two are not on pension.

R. E. Elmquist, operator at Cresco, died in California on Feb. 25. He had been on leave of absence on account of ill health since last November.

James W. Rewalt, retired clerk, Flandreau, S. D., died Feb. 21.

Andrew O. Erickson, retired switchman, Austin, passed away Feb. 27. His son Alvin is a switchman in Austin yard.

Mrs. William J. Lieb, widow of former trainmaster, died Mar. 23. She is survived by three daughters, Janet, Leslie and Patty.

Sympathy is extended to Carl Hauglum, roundhouse employe at Austin, on the death of his wife Mar. 24, following a long illness.

Clarence Mlenar's son was struck by an auto on an Austin street and suffered a broken leg. At present writing he is still confined to St. Olaf Hospital, Austin. Clarence is a yard checker at Austin.

Engineer Jens Jorgensen, Austin, received

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CENTENNIAL YEAR

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word of the serious illness of his brother in Portland, Ore., and left Mar. 31 to be with him.

SECOND DISTRICT

Death visited several Madison railroad families in recent weeks. Sympathy is extended to Fred Williams who lost his father; to Mrs. Lyle Mathison, whose mother died; to the John Broderick family who lost a daughter; Mrs. George Coonrad, whose father passed away; Merle Nelson on the death of both his brother and mother; and to Mrs. Cecil Nelson and Mrs. George McKinney, who lost their husbands, both of whom were active employes at the time of death. Cecil Nelson, age 52, a trucksmith at the roundhouse, passed away following a week's illness. He is survived in addition to Mrs. Nelson, by one son, Gerald, a granddaughter and a brother.

George McKinney, age 61, passed away Feb. 20 following a heart attack. He is survived by his wife, two daughters and two grandsons.

Conductor Clinton Gregerson has returned to work following a six-week lay-off due to illness.

Kenneth Vogel and his bridge crew are spending some time on the Wessington Springs line.

A baby girl arrived at the Emil Johnson home on Feb. 14.

The engagement of Jack Klopf, son of Section Foreman Leo Klopf, to Miss Ada Flathers has been announced.

Trans-Missouri Division

WEST

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

Marilyn Pyle, daughter of Instrumentman Vern Pyle of Miles City, won first place in the district American Legion oratorical contest held at Custer County High School Mar. 22. Her oration was entitled "Our Constitution, Ordained by Free Men, Sustained by Free Men". By vir-



Marilyn Pyle

tue of her district victory Miss Pyle advanced to the state finals which will be held in Missoula. She is president of the students association of Custer County High School and had a leading role in the recent school musical production of "Sweethearts".

Dr. S. C. Pratt of Miles City was named president-elect of the Montana Medical Association following their recent meeting in Helena. Doctor Pratt is associated with the Garberson Clinic which handles Milwaukee Hospital Association business in the area.

A feature of the Mar. 3 meeting of the Milwaukee Women's Club, which was held at the clubhouse in Miles City was the announcement by Mrs. E. L. Hubbs, membership chairman, that the club was over the top in its membership drive. The hostesses of the evening were Mrs. C. P. Shine, Mrs. Jesse Trafton and Mrs. Vern Jones.

Among the operators on the West TM: Lulu Metzger has returned to work after a 90-day leave of absence. Since the agency at Sumatra, her former assignment, had been abolished she exercised displacement rights to take the agency at Ingomar.

D. G. Mickelson has returned to his job in Miles City Relay after his release from the Army. G. R. Kuni is back on the Roundup relief job.

Joanne Stark and Ray Rask were married in the Sacred Heart rectory Mar. 19. The bride, the daughter of Mrs. Ralph Stark of Baker, Mont., is a nurse at the Holy Rosary Hospital. Ray attended Custer County High School and is a locomotive fireman.

Thomas E. Wilkerson, retired engineer, passed away at a Bellingham, Wash., hospital Mar. 18. He had been in poor health for some time. Mr. Wilkerson was born in Missouri Feb. 7, 1892. He entered the employ of the railroad in 1916 as a locomotive fireman and worked out of Harlowton and Miles City until he retired by reason of disability in 1950. Mr. Wilkerson was a member of the Moose Lodge, the Eagles and the B. of L.F.E. He is survived by his wife, two sons, two daughters and nine grandchildren. Funeral services were held in East-sound, Wash.

The Milwaukee league was one of eight city leagues participating in the Miles City Bowling Association annual tournament the week of Mar. 9. A. W. Wickersham and Ralph Jensen teamed up to take fourth in the doubles, with A. B. Running and J. J. Peschl placing fifth. Earl Brown took 11th in the singles, with Ray Moore placing 13th.



IT'S A GIRL! She's two and a half, her name's Sherry, and her heart belongs to Daddy, otherwise known as Brakeman Dennis Anderson, Montevideo, Minn. Here she's giving the stop signal so he doesn't go right through the family garage.

Other Milwaukee bowlers also rolled with other leagues. Ray Grant was a member of the Elks Stags which placed fourth in team event.

Alexander (Ben) Wilson, 73, retired engineer, passed away at a Miles City hospital Mar. 21 after a long illness. Mr. Wilson was born in New Hartford, Minn., Aug. 13, 1879 and came to Montana about 1900. After working for several western railroads he entered the service of the Milwaukee in 1913. He retired Jan. 1, 1952. He is survived by his wife and two sisters. Funeral services were conducted with the Masonic Lodge officiating. Burial was in Custer County cemetery.

William B. Thomas, 71, retired coal dock operator, passed away recently in Los Angeles after a long illness. He was born in Miles City on Nov. 22, 1881 and lived there until 1950 when he moved to California. He began working for the railroad in 1908 and continued until his retirement in 1943. He is survived by a son, a daughter, two brothers, a sister, four grandchildren and 14 great-grandchildren. Funeral services were held in Miles City and interment was in the family plot in Custer County cemetery.

The fragrant onion may take on a new lease of life in these parts following the recent release by George Wellbrook who farms 35 acres of bottom land on the "island" north of our railroad bridge across Tongue River just west of Miles City. He netted about \$900 per acre on four acres planted to onions last year.

E. H. Stowers was recently appointed chief clerk to the master mechanic at Miles City.

During the nearly eight years that Harry S. Truman was President of the United States he traveled 77,170 miles by railroad. This was equivalent to about 24 trips from New York to San Francisco.

April, 1953

H & D Division

MIDDLE & WEST

R. F. Huger, Correspondent
Operator, Aberdeen

A blessed event occurred at Warner on Mar. 21 when Agent H. J. Walth became the proud father of Sheila Ray; seven pounds and 15 ounces.

F. T. Buechler, retired superintendent, and wife have returned from a vacation in California. Buck Miller, TBM, and family are vacationing in Florida at this writing, as is Conductor Ben Bishop.

Correction: The last issue of the Magazine carried a "Did You Know?" item that should be clarified. The Milwaukee Road Employees Club of Aberdeen was responsible for showing the film "Pacific Northwest Holiday" to passengers of the Columbian who were delayed at Aberdeen during the snow storm the previous month.

The Milwaukee Employees Club is coming into its own at Aberdeen. It plans to sponsor a bowling team at the employes' bowling tournament to be held in Milwaukee in April at Burnham Bowl. The team consists of Richard Carlson, Mel Sonnenfeld, Carl Steinlicht, Bob Tadlock, Jack Seiler, Don Moore and Clarence Hehn. The club meets on the third Friday of the month and any employe interested in joining is invited to attend. The newly elected officers are Carl Borgh, chairman; Bob Tadlock, vice chairman; Carl Steinlicht, treasurer; and Richard Carlson, secretary.

The depot at Aberdeen is coming out "on time" with its spring clean-up. Everything, and I do mean everything, is getting a coat of paint. Fluorescent lights have been installed and everything else is spick and span.

Another blessed event is reported from the home of Agent and Mrs. Schweigert at Hillsview; their first child. The details are not available at this writing.

Relief Operator Duane Hansen left recently to serve with the Navy.

Fireman and Dale Moulton are the parents of their first child, a daughter born around Mar. 18.

EAST END

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

Conductor Jack Hamling is wondering if he'll have a "furriner" in his family when son Don comes home from Japan. Don said in his recent letters that he is getting fluent with the Chinese language.

Talk to any of the kindergarten class members at Montevideo right now and you're sure to get involved in a conversation about trains. As a project sponsored by the school, the class of some 300 children was divided into groups of 30 and each day the school bus took a group to Granite Falls where they boarded the noon Columbian and rode the 15 miles to Montevideo on the train. The train crews and the Montevideo office personnel took turns showing them through the train so they learned how passengers eat and sleep. There has been an epidemic of school children riding the trains this spring and many of our neighboring towns have



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The Milwaukee Road Magazine

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sent delegations of visitors to Montevideo via the rails. The enthusiasm of the youngsters is contagious and the Montevideo employees have exerted considerable effort to make the trips memorable. They are shown the roundhouse, given rides on the turntable, watch the trains move over the division on the dispatcher's board, etc. The climax is reached when each visitor is given a free candy bar from the office candy machine.

We regret to report the death of Passenger Conductor John Gobershock.

Paul Ness is now signal maintainer at Montevideo, taking the place of Stub Klith who passed away suddenly of a heart attack on Feb. 14.

Conductor Tom Monroe's granddaughter presented him and Mrs. Monroe with a great-grandson recently.

Fireman Norman Ronning is back from Korea. Replacing him over in Pusan is Fireman Jerry Ross who will be running the engines of the 712th for a while.

Chaplain Ralph Adamson, son of Engineer H. J. Adamson, has been assigned to overseas duty. Hank had a nice visit at his son's home in California before he left the States.

Mrs. F. R. Nichols, wife of retired conductor, passed away at University Hospital in Minneapolis recently.

Many will recall David Mulcahy, former signal supervisor. Dave had a siege of T. B. several years ago and didn't return to railroading but purchased the City Taxi Company in Beaver Dam, Wis. Recently he had a tough time shaking a case of pleurisy and has returned to the Lakeview Sanitarium in Madison, Wis., for a time. Dave, by the way, does beautiful leather work while he's convalescing, so if you're interested in bill folds, key rings and so on, you can reach him at that address.

"Which way for the train to Milwaukee?" inquired the old lady.

"Walk straight ahead," said the gateman, "turn to the left and you'll be right."

"Young man, don't be facetious with me."

"All right, Madam, turn to the right and you'll be left."

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent



Gerald Straka

managed to forego it the past year while he pursued his course in liberal arts at the college. This was not without its reward as he was also named to national honorary fraternity Kappa Delta Phi.

Beverly Koplien said her farewells to Fowler Street on Mar. 6 after 10 years of service spent in various departments, but most recently in the claim department. We all wish her happiness in her new home, which will be at Green Bay. Husband Lester, traveling representative for the C&O, has established headquarters there following a promotion.

Esther Millard, on leave of absence from the foreman's office at house 11, has departed for Fort Ord, Calif., to visit her son who is stationed there. She expects to return via the scenic northern route, stopping off at Portland and Seattle.

Carol Roelke, former bill clerk and mes-

Gerald Straka, senior student at Wisconsin State College, Milwaukee, and son of Milton Straka, assistant cashier at Fowler Street, is the recipient of the Woodrow Wilson Fellowship to the University of Virginia at Charlottesville. Gerry has long been active in dramatic circles but



C. A. "Doc" Bush, assistant to superintendent of Milwaukee Terminals, who retired Mar. 31. Details are reported by Correspondent Grace M. Johnson.

senger for the Broadway run, has taken a position as secretary in a city law firm. She also finds time to continue instructions at the Patricia Steven's School of Modeling.

Norbert Waldoch, Jr. has taken a position as traffic manager with the LaBudde Feed and Grain Company in this city. The position has been filled to date by Fred Coerper, former inbound rate clerk and son of Cashier F. J. Coerper. Fred is transferring to St. Louis, having accepted the position with Cargill, Inc. which was held by Dick Wank, also a former Fowler Street clerk and clerk in the traffic department. Following his promotion, Dick will move to Minneapolis, locating at the main office of Cargill, Inc.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Sympathy is extended to the family of Arthur J. Reiss, Sr., retired yardmaster, who passed away last December at the home of his daughter, Mrs. G. S. Paul, at Tacoma, Wash. Doubtless many of his friends knew of his death and offered their condolences. However, advice of his passing did not come to the attention of this correspondent until last month. Mr. Reiss started his railroad service in 1903, was promoted to switchman in 1905, and became yardmaster in 1919 at the cut-off at the Milwaukee shops. He remained yardmaster here until his retirement in 1947. Fifteen months of his service were spent as a safety inspector for the railroad. He is survived by two daughters, Mrs. Paul of Tacoma and Mrs.

V. C. Pautz of Kenosha, a son, Arthur Jr., of Chicago and three grandsons in Tacoma.

Dan Crowley, retired telegraph operator, passed away at Milwaukee on Mar. 21. He was a familiar figure at Muskego as he was second trick operator here for many years, his service date being Feb. 10, 1892. He retired in June, 1941. He is survived by his wife and daughters; also two brothers and a sister.

Everyone is happy to see Walter Hilbert, yardmaster at Gibson, back on the job after a siege of illness.

UNION STATION

C. A. Bush, more affectionately known as "Clayt", "Pappy", or "Doc", retired Mar. 31 after 54 years of service. Mr. Bush originally started with the Road as a yard clerk at Beloit in 1897. After working for about five years he went with the Santa Fe for approximately five years, working for them in Shawnee, Okla., and Deming, N.M. He returned to the Milwaukee then, coming back to LaCrosse as yardmaster and general yardmaster. In 1917 he worked in Milwaukee as stationmaster and in 1919 was promoted to assistant superintendent in the operating department at Milwaukee. He served in this capacity until about 1930 at which time he took over the supervision of the Chestnut Street line. He handled that work until he was called upon to become assistant to the superintendent of Milwaukee terminals.

The Bush family, on the whole, has contributed its share to railroad life as there were nine brothers of this family all employed by our railroad at one time. Old timers will recall D. L. Bush, vice president and chief operating officer just prior to J. T. Gillick's term of office. Mr. Bush plans to spend his time after retirement assisting his son Fred, who is head of the Provident Life and Accident Insurance Company at Milwaukee and also operates the Bush Travel Agency and Bush Tours.

Marilyn Zerr, formerly with the signal department at Milwaukee, was appointed as of Mar. 16 to the position of stenographer in Captain Cunningham's office (police department at the depot).

Clarice Capron, medical secretary to Doctor Schulz, will be leaving us in May. She will take her vacation and then will be married to Bob Struthers shortly after.

Engineer H. W. Aepler takes this means of letting the people he has worked with for the past 41 years know that his winter in the south, by doctor's order, has been a great success. He and Mrs. Aepler left their home in Wauwatosa last November and enjoyed a leisurely 1,470-mile trip that ended

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HOME SWEET HOME. Milwaukee Division Engineer George Bauer (right) at the entrance to the home he has just built in Largo, Fla., where he expects to live after his retirement. Others in the group, from left: Edward Klapperich, his son-in-law, Mrs. Klapperich, Mrs. Bauer, grand-daughter Nancy Ann Klapperich, and Mrs. Ensrud, a sister-in-law. With some outside help Mr. Bauer built the house, which consists of a living room, kitchen, two bedrooms and bath, in the record time of two weeks. He will be a neighbor of Frank Walthers, retired switchman.

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at St. Petersburg, Fla. "Folks in Florida on their initial visit are just like first nighters at a play," he reports. "Either they like it a whole lot or consider it a complete flop. I am happy to say that I am in the first category." Milwaukee Road people the Aeplers have entertained since they arrived include Mr. and Mrs. Wilber Gilker and Mr. and Mrs. Eddie Pugh of the L&R Division. A blanket invitation is extended to Mr. Aepler's former co-workers to come down any time and enjoy life where the fish bite every day. The new address is 5139 Tangerine Avenue South.

DAVIES YARD

Charles Pikalek, Correspondent

Harold Millard returned to work Mar. 2, after being off from work for two months due to an emergency operation.

Nancy Houting spent two weeks at New Orleans and enjoyed the Mardi Gras.

Mr. and Mrs. Larry Steubner spent their honeymoon at Oklahoma City, Okla.

Sympathy is extended to Stanley Dec upon the death of his mother who died Mar. 20.

Roman Slewinski went fishing in the Rock River at Hustiford, Wis., and caught nothing but a cold. While fishing from the bank, he slipped and fell in.

Coast Division

T. W. Carscallen, Division Editor
Superintendent's Office, Tacoma

A proud mother is Mrs. Hazel Cardle, clerk in the roadmaster's office, whose daughter, Mrs. Irene Fearn Hopp, will sing the lead in *The Merry Widow*, singing seven of the 14 performances being put on by a duo cast. It opens at the Tacoma Little Theatre in April.

We also have a proud father, namely Yours Truly, whose wife presented him with a girl, the happy event taking place on Mar. 12.

Mrs. Otto H. Beall, wife of machinist helper at Tacoma shops, has returned from San Bernardino, Calif., after visiting with her grand-daughter, and also a new great-grandson.

Walter Felker, retired pipefitter, passed away on Mar. 22.

Jack Jones, machinist helper, and George R. Rickett, electrician apprentice, have returned to work following a stretch in the armed forces.

Drivers in the good old days didn't have more sense than those of today—but the horse did!



IKE AND HARRY? If not actually doubles for President Eisenhower and Mr. Truman, Retired Conductors George McGee and George Johnson resemble them enough to claim close kinship. George McGee, formerly on the Spokane to Deer Lodge run of the Olympian Hiawatha, is now living in St. Maries, Idaho. George Johnson was known to fellow employes on the Rocky Mountain Division as "Chef" when he was a conductor between Avery and Alberton in the '20s. He has been retired from the South Omaha Terminal Railway since 1943. This picture was taken when the veteran railroaders met recently at Avery.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

A farewell dinner attended by officials and friends was held at the Top-Of-The-Ocean in honor of Larry Wean, assistant division engineer, who was transferred to Butte as assistant division engineer, effective Mar. 1. Agent O. R. Powels acted as master of ceremonies and remarks were made by Superintendent J. T. Hansen and Division Engineer T. M. Pajari.

The mother of Messenger George Hopkins, Mrs. Mary Ann Hopkins, died at her home Mar. 3 at the age of 90. She was the widow of the Rev. George F. Hopkins, widely known Pacific Northwest Methodist minister with whom she carried on missionary work in Canada in earlier years.

News was received from Spokane of the death of Trainmaster W. E. Cummins the early part of March. Mr. Cummins retired from the railroad a few years ago. He also served as a major in the Army Transportation Corps during World War II.

Arthur J. Buchen, retired engineer, died recently. He had previously resided in Deer Lodge, Mont.

A motor vacation trip taking them as far east as Cleveland is being enjoyed by Mrs. Velma Wheeler and husband at this writing.

To get certain things done you must do them yourself, and Yardmaster H. W. Montague is doing just that with his interior decorating at home. He plans to make this a hobby when he retires.

SEATTLE YARD

F. J. Kratschmer, Correspondent

Yard Clerk Jim Hartery and wife were called to Minneapolis recently for the last rites of Mrs. Hartery's mother who passed away there in a hospital.

Carman John Hurley was called to Tacoma recently, having received word that his sister passed away there after a short illness.

Electrician Larry Stewart of the round-house is now working in the Tacoma shops, and Machinist George Dolan has taken the three o'clock shift.

Coy Carter has been relieving on the day yardmaster job, on account of the illness of A. L. McDonald.

SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

Myrtle Kruse, who has been with the telegraph and signal department for the past year and a half, returned to the freight office Feb. 9 and has taken the position in Reclaim formerly held by Bernice Facer. Bernice has transferred to the Auburn, Wash., station.

Warren H. Rode, clerk at the local freight for the past 11 years, passed away Mar. 12 after being in poor health for some time. Mr. Rode had worked for the Milwaukee in Moorhead, Minn., prior to coming to Seattle about 12 years ago. Funeral services were held in Seattle and the remains were taken to Hillsboro, N. D., for burial.

Mrs. Dora Anderson, Magazine correspondent at Mobridge, S. D., is spending several weeks in Seattle with her sister and friends.

Another recent Seattle visitor was Patricia Fraher, daughter of Ralph Fraher, veteran Milwaukee conductor of Mobridge. Patsy, who is attending the University at Missoula, Mont., was on tour with the school's a cappella choir.

Sympathy is extended to Carl Wohlers, messenger at the local freight, whose mother passed away Mar. 19. Mrs. Wohlers was a lifetime resident of Seattle.

A baby girl was born to Mr. and Mrs. Wohlers on Mar. 14. The little lady has been named Suzanne and joins a brother and sister in the household.

The first freight cars built for service in New England were just large enough to carry two hogsheads of molasses. The sanity of a director of the railroad extending westward from Boston was seriously questioned when he ventured a prediction that eventually at least 85 cars of that type alone would be needed for service on the line. When longer cars were introduced on the railroad, each car was given two numbers—one for each end—to enable train service employees and freight handlers to locate shipments readily.

Milwaukee Shops

STORE DEPARTMENT

Virginia Schori, Correspondent



W. O. Wallschlaeger

You are no doubt familiar with the old cowboy ditty which says that "21 Years is a Mighty Long Time." However, this is not true when compared with the extraordinary record of 47 years of fine service which W. O. Wallschlaeger has devoted to the stores divisions. Mr. Wallschlaeger became a member of the Milwaukee Road family on Sept. 18, 1906 in the capacity of a clerk in the stores division. Having acquired a fundamental knowledge of stores activities in such capacities as assistant chief clerk, chief clerk, inspector of stores and finally as chief stockman, he has been a most conscientious worker. His friendly and straightforward manner have won for him the respect and love of all who have been associated with him. And so, on the evening of Mar. 27 he was the honored guest of 90 some fellow workers who gathered in the Ranch Room of the Boulevard Cafe to wish him well as he starts his well deserved retirement. Among the speakers introduced by Assistant General Storekeeper L. V. Schwartz, who served as master of ceremonies, were Messrs. V. E. McCoy, G. V. Ireland and D. H. Phebus. Entertainment was provided by Miss Hiawatha and the Miller High Life Quartette. A lovely camera and handsome luggage for both Mr. and Mrs. Wallschlaeger were welcome gifts for their contemplated trip to Germany to visit their daughter and her family.

Joseph Szama, sectional stockman, has been absent from his duties for over a month at this writing, due to illness.

In a letter recently received from Bob

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Schott, retired freight car store employe, he sends best regards to his friends. Bob spent the winter with his daughter in West Bend and is now home at 1036 South 114th Street, West Allis 14, Wis.

W. C. Lummer, district storekeeper, has returned to work after having spent two weeks vacationing with Mrs. Lummer in Key West, St. Augustine and Miami, Fla.

A newcomer to the home of George Schwartz, clerk in the GSK office, is Barbara Ann. Barbara was born on Mar. 22.

Vidal Banazek, padre of Bluefields, Nicaragua, and son of Frank Banazek, stockman, writes in part, as follows: "The padre must be Johnny-on-the-spot to everyone. Someone may ask him to come immediately—and it may turn out to be a snake-bitten boy or a farmer worried about a sick cow. It is common knowledge that most native people have little regard for orderly routine, living more by impulse than by the clock. You may have prepared the man and woman to get married at last Sunday's Mass, and they did not appear. When you meet them a few days later and ask, 'What about the marriage—did you go to the next town to get married?', they may answer like one couple did, 'Oh we were busy last Sunday.' Weighed in human scales, there is in missionary labor very little consolation. Discouragement and deadening unconcern may easily follow, when the spiritual understanding and motivation are dulled, and amid a scarcity of books in his native tongue, and almost no copies in the language of his adoption, his spiritual reading is sometimes neglected or reduced to a minimum."

**CAR DEPARTMENT—OFFICE OF SHOP
SUPERINTENDENT**

Vincent O. Freihoefer, Correspondent



J. Goodwin

John Goodwin, retired painter and recent recipient of a Silver Pass, writes that he is enjoying life in California since he sold his snow shovel here in Milwaukee and moved there with his children a year ago. John retired Aug. 30, 1949 with 49 years of service to his credit.

Douglas Tralmer, a welder in freight shop, became the father of a boy on St. Patrick's Day. The happy occasion was marred however when Douglas was in an auto accident three days later in which he received a brain concussion and five broken ribs. At this writing he is home from the hospital and recovering from the injuries.

William Sloan, carman in the freight shop, was presented with a Silver Pass in March in honor of 45 years of loyal service with the company. Bill was born at Dyersville, Ia., on Apr. 15, 1888, started working as a carman at Dubuque shops on Feb. 22, 1908 and transferred to the Milwaukee shops on Nov. 5, 1936 where he has been employed as a carman since.

Mike Lilach, foreman in freight shop, recently bowled in the "Blood for Korea" tournament which lasted for 10 weeks. Mike came out tops with an average of 674 and won first prize, which consisted of a five h.p. Evinrude Motor and a two-foot trophy. By the way, Mike's son, who is 20, entered military service on Feb. 26 and received the highest I.Q. rating among his group which consisted of inductees from four states. At present he is stationed at Ft. Sheridan, Ill.

Home building seems to be a major topic of conversation around the shop these days as Harry Popek, welder in the freight shop, is waiting for the "mud" to dry up so he can move into his new home. Yours Truly and family are very happy these days, the reason being our moving recently into a new home and now being a "landlord".

Jessie Hemsey is the new clerk in our office, substituting for Alice Nelson who is recuperating at home as the result of breaking a leg when she fell recently.

We have received word from Sig Berg, retired foreman, that he is now settled in his new home in El Cerrito, Calif.

Sympathy is extended to the families of the following who passed away during March: Martin Lewandowski, retired trucksmith, who passed away Mar. 18; John R. Kaiser, retired upholsterer, who passed away Mar. 25; and John Kurath, retired tinsmith helper, who passed away Mar. 24.

Kenneth W. Pezoldt, A.A.R. billing clerk in Mr. Deppe's office before taking a leave of absence in September, 1949 for the purpose of attending college, was graduated from the University of Miami with a law degree on Feb. 4.

*One man with courage makes a major
—Andrew Jackson*

LOCOMOTIVE DEPARTMENT

Arno Bartz, Correspondent

Two former callers in the roundhouse office now serving their country were heard from the past month. 1st Lt. Dick Palmersheim is with a Field Artillery unit of a Marine Division somewhere in Korea and brother Jack is a private attending radar school at Fort Monmouth, N. J. Their father is Joseph J. Palmersheim, assistant to master mechanic at Milwaukee shops.

Former electrician apprentice, now Marine Sgt. Lowell Stipe, stationed in California, was home for a few days during March. The reason he made it all the way home was due to the fact that he flew both ways in a jet plane.

Three teams of the local chapter of the Railway Business Women's Association bowled in the Milwaukee city tournament on Mar. 8. The girls refuse to reveal their scores, but rumor has it that the pinboys never had it so good as that particular day.

Pop Guentner, clerk in the locomotive department office, took a crack at the A.B.C. bowling tournament during March but failed to dent the first ten. Pop is having one of his better years in local bowling circles and has banished all thoughts of retiring, an act he was contemplating the first month of the season when his pumpkin was sour.

We are pleased to report that Machinists Fred Oldenberg and Ken Masch have been released from the hospital after operations and are convalescing at home.

Eugene Mathews, one of the "old guard" machinists in the back shop, has returned with his wife from a month's vacation in Florida.

The occasion for the wing-ding at Charlie Mayer's home last month was a double celebration. Charlie, a machinist, celebrated his 70th birthday as well as the anniversary of 45 years of service with the Road.

Machinist Apprentice Gerald Kohl was inducted into the Army during March.

Summer can't be far off. Harvey Trevillian, assistant chief clerk in the locomotive department office, made the long trek to his summer home at Lake Minocqua the week end of Mar. 14-15 to put everything in tip-top shape.

Two Milwaukee Terminal firemen, Norb Martti and Tom Joda, shed their Army togs during March and resumed firing.

Bill Wing, machinist helper in the diesel house, won't forget Mar. 25 for a long time. His wife presented him with his third daughter on that day.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Miss Jane Baldwin, former file clerk in the transportation depot, retired as of Mar. 15. She was honored by a number of friends and co-workers at a luncheon in the Crystal Room of the Bon Marche Mar. 4, and presented with a beautiful lamp. Miss Baldwin started service with the Road in 1917. She plans to keep busy with her flowers and garden at her home in Bellevue.

W. E. (Eddie) Cartwright, city freight agent, announces the birth of a new baby daughter on Mar. 1. The little miss has been named Deborra Kay.

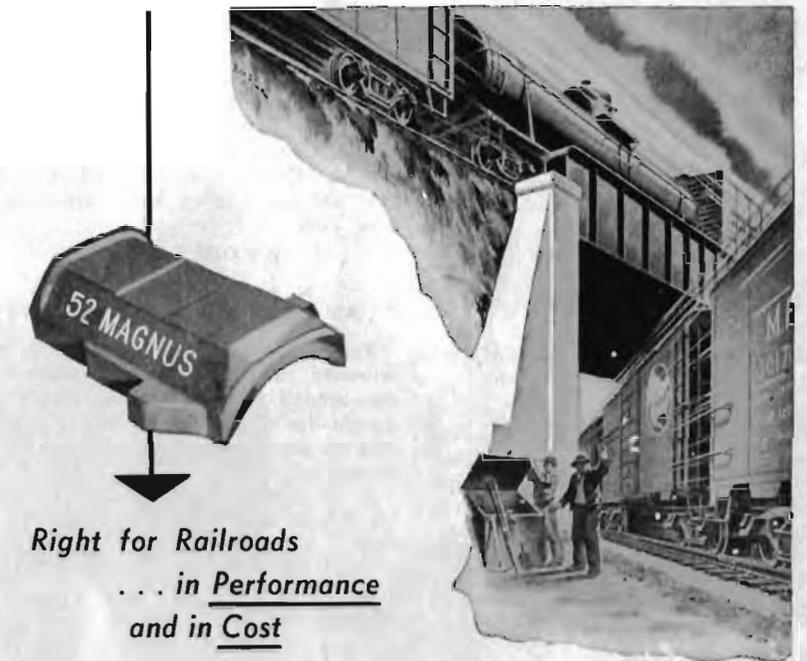
The Milwaukee Women's Club has offered the use of its club rooms in the Union Station to our retired employes once a month, for cards or games or get-togethers. Anyone interested in starting such a club should contact Mrs. Hugo Engel for information, phoning her at Garfield 6562.

mental in getting five families, numbering 15 displaced persons, placed in the community.

Guy Montgomery was appointed assistant chief clerk in the traffic department, succeeding Vern Hinrich, who was promoted to city freight agent.

Roy Newell is the new steno in the general

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(Advertisement)

Among a list of names in a recent newspaper item of persons who were to receive one of 29 plaques from the city of Seattle for outstanding service in their communities were Mr. and Mrs. D. D. Duncan. Mr. Duncan is employed in the office of assistant to general manager. Mrs. Duncan is very active in Girl Scout work, and both she and Mr. Duncan through their church were instru-

agent's office, taking the position formerly held by Andy Windberg who transferred to the western traffic manager's office as payroll clerk.

Wayne Lawson, steno in the traffic department, is now general clerk in the general agent's office. His former position has been taken over by Mrs. Lucille Eaton, clerk in the transportation department. Phyllis Neary



OLD LINERS. The crew of No. 70, stock extra on the Milwaukee Division Third District, pictured recently at Ripon with a couple of pals on the station force. On the foot board, from left: Agent E. A. Kent, Fireman Manthei, Brakeman Tom McQuire, Clerk E. A. Hanson; Engineman M. J. Reilley down front and Conductor John Wilcox on the locomotive.

is the new steno in the general freight department, replacing Pat Quinn who resigned.

Due to the abolishment of the principal assistant engineer's office, the headquarters of Wesley R. Nelson, assistant engineer, have been moved to Tacoma, and Mrs. Sylvia Ferrow, file clerk, has returned to her former position as clerk-steno in the telegraph and signal department, displacing Mrs. Myrtle Kruse.

Miss Leona Murphy, clerk in the transportation department, has taken the position of telephone operator in the Seattle general office.

Miss Jerene L. Brower is the new steno in the purchasing department replacing Mrs. Jane Walters who resigned.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Pete Tzoneff who recently retired as section foreman at Walworth, upon receiving his Silver Pass for service since 1907, wrote us a "thank you" note in which he said: "The Milwaukee Road is one of the best to work for, and every man and woman on the payroll should do their best to keep the road progressing." The application in our daily work of the thought expressed by Mr. Tzoneff will do much to keep our railroad abreast of competition.

A lucky bowler is Adele Hedding, telegrapher in the GO office. On Mar. 17, while bowling with the Railroad Business Wom-

en's Association team, she made the 7-4-10 split which is rewarded around these parts with a case of beer, courtesy of our good patron, the Gettelman Brewery of Milwaukee.

Two retired trainmen at Wood VA hospital, Milwaukee, are reported as being improved. George Bowen is slightly better, while Dan Healy is reported to be making fine progress.

A. W. Smith has been appointed temporary section foreman at Spring Grove, Ill.

Operator Richard Wu at Fox Lake, Ill., has been ill for some time.

The Agents and Station Employees Association held its monthly meeting at a hall west of Wadsworth on Mar. 21 with a good attendance, a fine dinner and two very good speakers.

Sympathy is extended to Operator C. H. Weaseman at Sturtevant whose father passed away Mar. 14.

Brakeman Henry Vandelugt and wife Alice, who is a switchboard operator at Milwaukee, returned in mid-March from a two-month European trip starting in Gibraltar, thence to North Africa and other Mediterranean countries. It included a stop at the Vatican. They also visited relatives in Holland and saw London before returning via New York.

SECOND DISTRICT

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

Engineer Dick Isaacson and his wife have recovered sufficiently to return home from the hospital where they have been many months due to an auto accident, and report they are getting along fine. Dick says he has decided to retire.

A. D. Bruneau has come here to replace Irv Friess, chief train dispatcher, who retired.

Chief Clerk C. Huntley at the freight house has recovered sufficiently to return to his duties after quite a siege in the hospital.

Ray Crim, son of Passenger and Ticket Agent Ed Crim, is leaving his job at the freight office as demurrage clerk to enter the service of Uncle Sam.

Marcine May, general clerk in the freight office who took a three months' leave and went to California, has sent word that she will not be returning, as she has secured a position out there.

L. Nimz, interchange clerk at freight office, has taken a three-month leave to do work for the grand lodge of the clerks' organization.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Malden Chapter of the Women's Club sponsored a potluck dinner at the club rooms Mar. 18 in honor of Wayne Moreland, son of Conductor and Mrs. Marvin Moreland. Wayne had just completed his boot training and was home on leave.

Spokane Chapter of the Women's Club served a potluck dinner Mar. 3. Entertainment included the family of Car Clerk Don Sharpe. Mrs. Sharpe led the group on the fiddle and all six children, from the oldest to the baby, got into the act, either playing an instrument or singing.

Conductor Joe Church has been laid up due to a broken leg and at this writing is getting around the hospital on crutches.

Sympathy is extended to Cora Guthridge, clerk in the Spokane freight office, on the death of her aunt, Mrs. Ada Hallas, who was ill for three months following an operation. She made her home with Cora.

W. E. Cummins, retired conductor and former trainmaster, passed away suddenly at his home in March. He is survived by his wife at the Spokane home and a son in the Service, besides a sister, Mrs. Alice Warn of Spokane. Mr. Cummins served in both World Wars, serving during the second conflict in the transportation offices.

Mrs. Blanche Allen made a guest appearance at the Worley, Idaho, church Mar. 15, giving the Sunday School children and adults a very interesting story, a feat for which she is well known in Spokane. Mr. Allen accompanied her and they spent the remainder of the day visiting with the Charles Lillwitz' in their new home just a short distance out of Worley.

Lawrence J. Nelson has returned to his job as carman helper, following his discharge from the armed forces.

Mr. Medley reports that he frequently hears from Louis Helgert, furloughed carman, stationed in Korea.

Eugene J. Hall, retired trainman, passed away recently in Tacoma where he lived since retiring in 1939.

We recently reported that Mrs. Alta Prudence Campbell had reached her 103rd birthday. She has since passed away.

George Savidis and Bob Kjosness attended the A.R.E.A. convention in Chicago. Mr. Savidis went on to Florida to visit his folks, his father being retired from the engineering department in Chicago.

The fish in the St. Joe River better be mighty smart if they want to escape the expert angling of Nels Stromberg, who just couldn't let recently retired conductor Joe Morris get at the fish, so he joined the ranks of the retired on Mar. 1. Mr. Stromberg was roundhouse foreman at St. Maries.

Misfortune struck the family of one of our employes when their home and its contents burned to the ground at St. Maries. Saved by their mother were the children, but none of their possessions could be snatched from the burning building. This family of eight are game—they have set up tents in which to live temporarily. The name is W. C. DeVault and he is a section laborer at Lotus, Idaho, working for Roadmaster J. W. Loftus.

QUIZ answers

1. A box car.
2. Refrigerator cars.
3. American Railway Engineering Association.
4. Money spent for additions and betterments.
5. Chicago.
6. A roomette.
7. 1869.
8. Peter Cooper.
9. About 1,700,000.
10. Georgia.



FIRST IN LINE. C. E. Vincent of Green Bay, engineer on the Chippewa-Hiawatha, opens the Easter Seal drive in Milwaukee by making the first purchase from Stevie Aken, Easter Seal Boy of 1953. The sale was sponsored by The Milwaukee County Association for the Disabled Crippled children aided by the association annually ride the Milwaukee to Camp Wawbeck at Wisconsin Dells. (Milwaukee Sentinel photo.)

GOOD SCOUT. J. W. Cross of Chicago, retired porter, showing Mrs. Cross a bronze statuette which was presented to him by the Lincoln Memorial Congregational Church for his contribution to Scout work. Following his retirement in 1937, Mr. Cross was Cubmaster of Pack 3541, which the church sponsors, for 11 years during which it held the baseball championship of the Washington Park district. Mr. Cross, who recently observed his 90th birthday, is currently chairman of the Pack committee.



TOP BANANA. Touring with the company of "Top Banana," the big and brassy Broadway musical, star Phil Silvers prepares to relax in the Super Dome car of the Afternoon Hiawatha while traveling from Milwaukee to Minneapolis Mar. 21. The company, shown here about to leave the Milwaukee Union Station, also rode the Milwaukee engagement in Chicago.



RAILROADIANA. It was August, 1882 when bond holders and top brass of the St. Louis, Des Moines & Northern, a narrow gauge line, made this inspection of the road's nearly completed bridge and trestle over the Des Moines River south of Madrid. Over-all length was 2,020 feet and the height above water 101 feet. The railroad was taken over in 1899 by the Milwaukee which changed the track to standard gauge. Bridge and track have since been removed. The picture is owned by E. H. Meyers, Boone, Ia.

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NEW PROFILE. The Union Station in Milwaukee as it appeared on Mar. 29 after the work of shortening the old clock tower had been completed.

