

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

JULY 1951

THE DELLS . . . Page 6

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THE MILWAUKEE ROAD MAGAZINE

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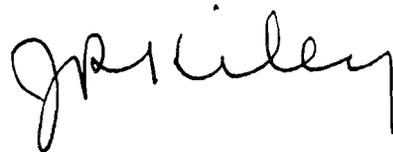
Finding a Better Way

TO ME, one of the most encouraging aspects of our recent general staff meeting was the evidence that here and there our traffic and operating men had approached some old, nagging problem from a new angle and found a solution.

The determination to find a *better way* not only proved successful in these instances but is in keeping with the whole history of progress. Railroads grew from an amusing experiment to a powerful basic industry not by blind devotion to the old but by a never-ending search for the new—new time saving methods, more productive use of facilities at hand, more fruitful cooperation between people and departments. Survival has, in fact, demanded improvement.

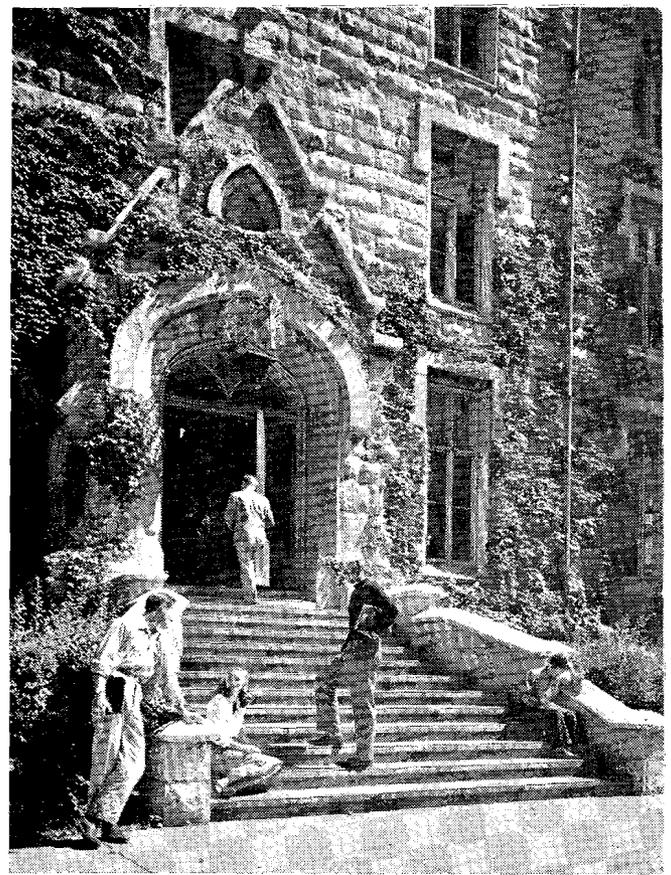
Every day each of us looks at his particular part of The Milwaukee Road: the locomotives, the track, the typewriter and letters on the desk, the stock to be stored, the records to be prepared—the day's stint laid out and ready. *But as we work with these things do we keep our minds open to the possibilities of improvement, of finding a better way?*

Ours will be a better railroad and the individual's work will take on added interest if we all ask ourselves that question and wait for an honest answer.





J. T. Gillick, retired operating vice president



THE J. T. GILLICK SCHOLARSHIP

ALTHOUGH the railroad's sponsorship of the J. T. Gillick scholarship for sons of Milwaukee Road employes has been previously announced, a brief review of the major points of the scholarship program is presented here for the information of those who may not be familiar with the details.

WHO IS ELIGIBLE?

Any high school graduate who is the son of a Milwaukee Road employe who has been in continuous service for two years is eligible to apply, provided the employe's compensation from the railroad in the past 12 months was not in excess of \$6,000.

Also eligible are sons of deceased or retired employes whose last employment was continuously with The Milwaukee Road for not less than two years and whose income from this source did not exceed \$6,000.

To qualify for consideration an applicant must be rated scholastically in the upper 25 per cent of his high school graduating class.

WHO SELECTS THE WINNERS?

The role of the railroads in this program is confined to the payment of the sum specified and the establishment of the terms governing the award. The screening of applicants and selection of a successful candidate is being handled by a scholarship board consisting of the

following recognized individuals in the field of education:

Chairman: Carl Kuehnert, secretary, University Scholarship Committee, Northwestern University. Members: Charles C. Caveny, dean, Chicago Undergraduate Division, University of Illinois; William K. Selden, director of admissions, Northwestern University; and Robert Strozier, dean of students, University of Chicago.

HOW ARE APPLICANTS JUDGED?

Applicants will be judged principally according to academic achievements, as revealed in the application forms (see instructions for acquiring forms at bottom of page). The individual's general character and financial need will also be taken into account.

HOW MANY SCHOLARSHIPS WILL BE AWARDED?

The first scholarship is offered for the school year beginning in the fall of 1951, and a new one will be offered every year for each of the three succeeding years until a total of four annual awards, each in the amount of \$600, has been made. Thereafter a total of four awards will be in effect every year, including renewals. The winner of a

scholarship will receive the award for a year at a time, subject to renewal for succeeding years up to a maximum of four years of undergraduate work if the recipient of the scholarship maintains a satisfactory scholastic record and if the parent remains in the employ of the railroad.

WHAT DOES THE SCHOLARSHIP COVER?

The annual award of \$600 is intended to cover full tuition in any undergraduate school at a university or college of the student's choice. The sum will be paid to the university and any amount in excess of the charge for tuition may be applied toward meeting certain incidental expenses, at the discretion of the school.

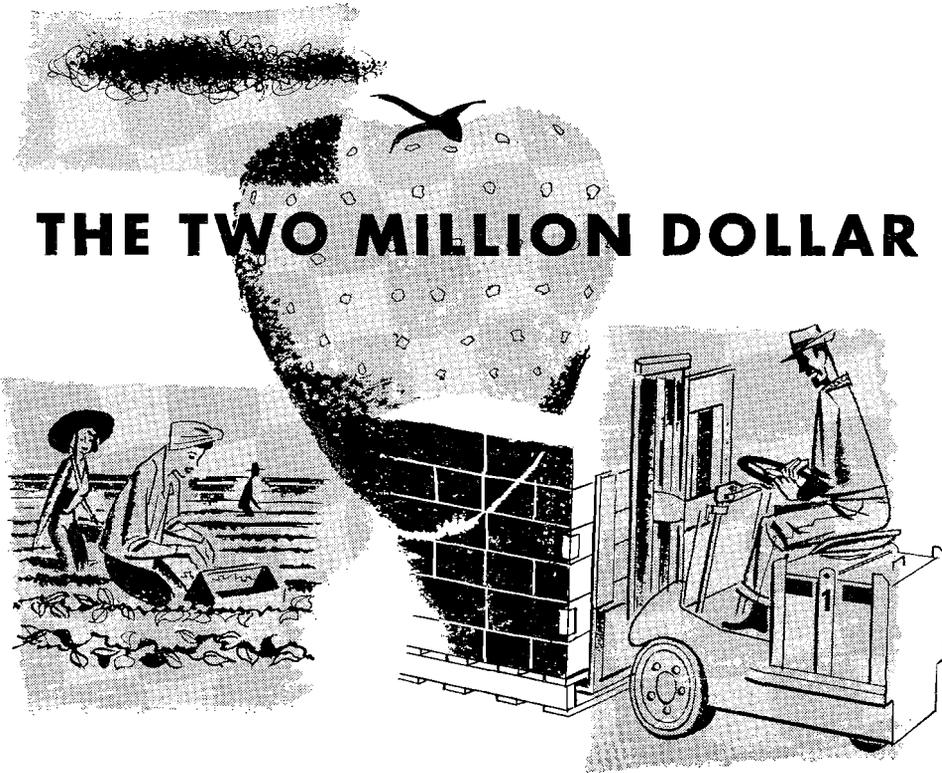
HOW TO APPLY

Requests for application forms should be addressed to:

Carl Kuehnert, Chairman
J. T. Gillick Scholarship Committee
356 Union Station Building
516 West Jackson Boulevard
Chicago 6, Illinois

All applications must be completely filled out and in the hands of the scholarship committee by Aug. 1, 1951.

THE TWO MILLION DOLLAR BERRY



by Evan W. Hall

Agricultural Agent, Spokane, Wash.

IN Lynden, Wash., recently, a visiting official of the Swedish strawberry growing industry was being introduced to a sample of the locally grown product. The civic committee attending him awaited the outcome with buoyant confidence. The verdict, when it came, couldn't have been sweeter: "Yumpin' Yimminy, but they're good," marveled the foreign expert. "This America, it's wonderful!"

A two million dollar berry with prospects for even greater returns in the years to come—that is the status of the Marshall strawberry grown in the Lynden-Bellingham area. Berry growing has become an industry of first importance in this territory, and the chief source of income is the luscious red Marshall.

In 1950, shipments out of Lynden and Bellingham on The Milwaukee Road totaled 100 cars of strawberries (plus another 50 cars of raspberries) and it is expected that the current yield will entail at least as large a movement.

One third of the Washington straw-

berry acreage is grown in Whatcom County, of which Lynden is one of the most important processing centers. This is a long step forward from the first commercial production by Oscar L. Sheets in 1914, on two acres of newly cleared land. At the turn of the century strawberries were grown on a small scale for local markets and Mr. Sheets bought his plants from Chap Bayes, one of the early growers. As early as 1906 Mr. Bayes had recognized the region's possibilities for growing berries and, with the financial support of Lynden businessmen, had tested 108 varieties. The Marshall berry, which he found growing locally, was superior to all others, and in one year demonstrated its value. The plant is known to have been bred in 1890 in Marshfield Hills, Mass., from a chance seedling, but it is yet to be discovered how it came west from its original home.

The history of the Marshall strawberry is Lynden's story and possibly that of Oscar L. Sheets, the community's leading grower. Mr. Sheets, who is credited with being the first commercial producer, came from Missouri to this extreme northwestern corner of Washington looking for an agricultural opening. He sold his first harvest on the fresh berry market in 1915. In 1918, when there were too many berries for the local trade, he began selling to the canneries.



The broad expanse of sandy soil lying between the Cascade Mountains and Puget Sound in northwestern Washington has been found ideal for the growing of delicious strawberries. The above scene shows a strawberry farm near Lynden.

By 1932 he had acquired four acres. In that year he rented an additional 27½ acres and dropped his other farm operations to specialize in strawberries.

The depression years were a setback. In 1933 the sale of berries did not even pay the rent, but the land owners had confidence in Mr. Sheets and told him to go ahead. In 1934 the total acreage in the county was 66, of which 33 acres were being cultivated by Mr. Sheets. The berries were processed by freezing in Bellingham, where an old brewery had been converted into a cold storage



Evan W. Hall, author of "The Two Million Dollar Berry".



Strawberries, the \$2,000,000 fruit which found its real home in Washington.

and freezing plant. County production started from here and built to 600 acres by 1943. In 1948, 2,000 acres were in production, the berries being marketed through 15 different processing firms.

Word of Mr. Sheets' success got back to friends in Missouri and during the years many of them have come to Whatcom County. The biggest movement was during the depression when they were without money. Many of them worked for Mr. Sheets before they were able to start their own farms. The intervening years have worked miracles for these people. Driving through the Lynden area one sees many fine modern homes built and paid for with "strawberry money".

The big factors in the success of strawberry production in this coastal area are favorable climatic and soil conditions. The proximity of the Japanese current makes for cool summers and mild winters, and the sandy soil is ideal for berries when the best methods of soil management are followed. Contributing features are the use of disease-free plants, limitation of acreage in line with the labor supply and the selection of the

right type of soil.

L. N. Freimann, county extension agent for Whatcom County, has cooperated with the growers by studying production methods which will bring the highest yields and at the same time maintain soil fertility. He has been a consistent believer in the Marshall berry as one which can maintain a market in competition with other areas, even during periods of slack demand and overproduction. The Western Washington Experiment Station is very helpful, having done considerable research on disease and pest control.

The area is also famous for its pioneer work in producing certified plants. L. W. King, state horticultural inspector for the county, and Mr. Sheets were leaders in the program for growing disease-free plants. Their experiments, begun in 1929 with 100 plants, resulted in the selection of 50 of superior bearing quality to be used for field work. This planting and selection furnished the original certified Marshall stock for the state.

The growing of green manure crops such as oats and vetch have added materially to the yields. Mr. Sheets plows

under as many as three green manure crops before planting a new stand of berries. The fields are generally renewed after two or three crops to maintain good yields.

One of the biggest items in connection with the strawberry growing industry is the housing and feeding of pickers. At the height of the season several thousand from outside the county must be accommodated. This transient labor is supplemented by help from town residents and school children. Growers have spent thousands of dollars for living quarters. These range from individual cabins to the large Quonset type dormitory mess hall with modern equipped kitchen. W. L. Dodson, one of the large growers, employs only women, for whom he provides a comfortable, well equipped dormitory with an attractive dining room. Many of the women return each year to the Dodson farm, thereby proving the worth of good living quarters as a means of securing dependable help.

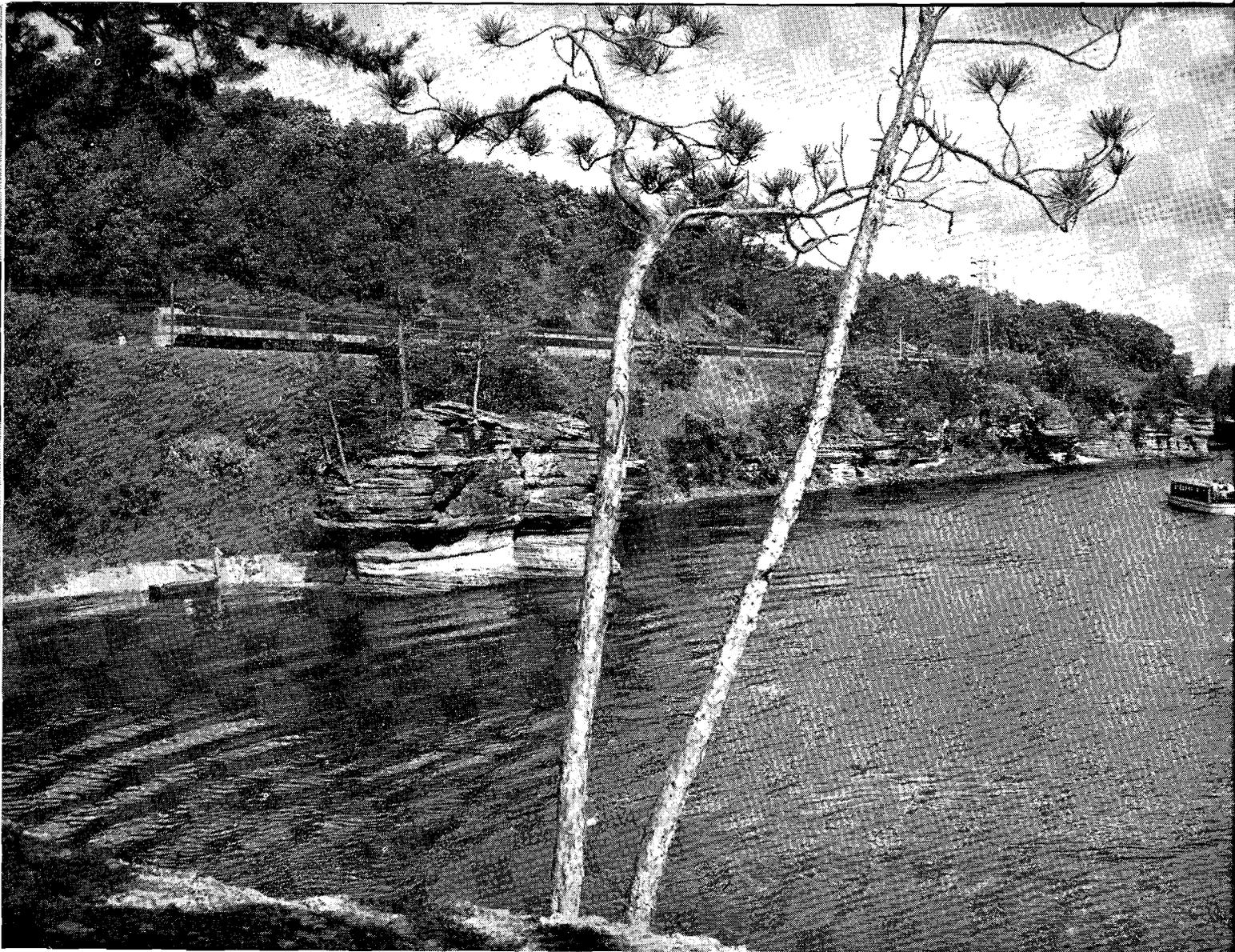
The problems of soil fertility, maintenance of quality, disease control, labor supply, housing and methods of marketing are studied by the growers' own organization, the Whatcom County Strawberry Growers, Inc. This organization works closely with the Western Washington Experiment Station, the Agricultural Extension Service, and any commercial organization which can aid the advancement of the industry.

The Western Washington Experiment Station recently made a valuable contribution along this line with the release of a new variety of strawberry which is

A Milwaukee Road refrigerator car takes on a load of frozen strawberries at a cold storage siding in Lynden, Wash. The railroad expected this year's crop to produce 100 or more carloads on the Bellingham line.



highly resistant to disease. The new berry, known as the "Northwest", combines a glossy crimson color, sweet flavor and high yield with superior qualities for freezing and canning. The supply is still somewhat limited, but in production it is proving equal to the Marshall. As the supply increases it will insure an even larger yield for this already fertile area.



The Afternoon Hiawatha, westbound, following the course of the Wisconsin River about a mile below the Dells.

The Dells

A Telegrapher's Vision Gave Niagara Falls Its Greatest Competition

IT HAPPENS at the Wisconsin Dells all summer long, but most frequently in June. Romancing young couples clambering, camera in hand, up the face of Devil's Anvil or aiming for a picturesque shot of Chimney Rock find the best vantage point already occupied by a hand-holding couple. The young bride is content with pouting prettily, but her husband is a devastating wit. "Let's not disturb them," is his indulgent suggestion, "they're probably honeymooners".

The laugh could easily be on the humorist, for in June almost 100 per cent of the couples who visit this famous

Wisconsin vacation spot are on their honeymoon, and a good portion are reliving the romances of yesterday, anniversaries of honeymoons 10, 25 and even 50 years ago. Unconsciously they are also paying tribute to a man of vision, the young Milwaukee Road telegrapher who set this scenic empire aside for the benefit of vacationing America.

The picturesque little city of Wisconsin Dells, nestling on the banks of the Wisconsin River at the Milwaukee Road bridge, is a gateway to scenic thrills unequalled for grandeur from Niagara Falls to the Rocky Mountains. Its his-

tory started in 1852 when the LaCrosse & Milwaukee Railroad, a predecessor line of The Milwaukee Road, moved north from Portage and crossed the Wisconsin River at this point. The early town was known as Kilbourn City, named in honor of the president of the railroad, Byron Kilbourn. The name was changed to the more descriptive Wisconsin Dells in 1931.

George Humphrey Crandall was a true pioneer of the tourist industry. He was born in Milwaukee in 1869 and arrived in Kilbourn City in his early twenties to work as night telegrapher

for The Milwaukee Road. In 1893 he married Nellie I. Bennett, a daughter of H. H. Bennett, the noted pioneer photographer (the Bennett photographic studio at Wisconsin Dells, founded in 1865, is reputed to be the oldest in the United States), who was the first to capture the exquisite pictorial beauties of the Dells.

Mr. Bennett's new son-in-law was entranced with what he saw about him. The popularity of the Dells dates from that gay period of the '90s when he realized their possibilities as a tourist attraction and conceived the idea of preserving them for posterity. He spent the remaining 45 years of his life making his dream come true.

His first move was to lease from the Southern Wisconsin Power Company (now the Wisconsin Power & Light Company) numerous tracts of land of considerable area adjoining the Wisconsin River. He also took over the company's river equipment, including a stern-wheel steamer called the Apollo No. 1. Gradually he began to acquire farm land and other property adjoining the river, having in mind the preservation of the fine natural timber along the shore. In 1928 he anticipated his long-term lease with the power company and purchased its holdings outright. When he died in 1938 he had succeeded in preserving the breath-taking beauty of the area and—a unique distinction—at no cost to the taxpaying public.

The short span of 50 years has seen the development of the Dells into a vacation resort of national fame which



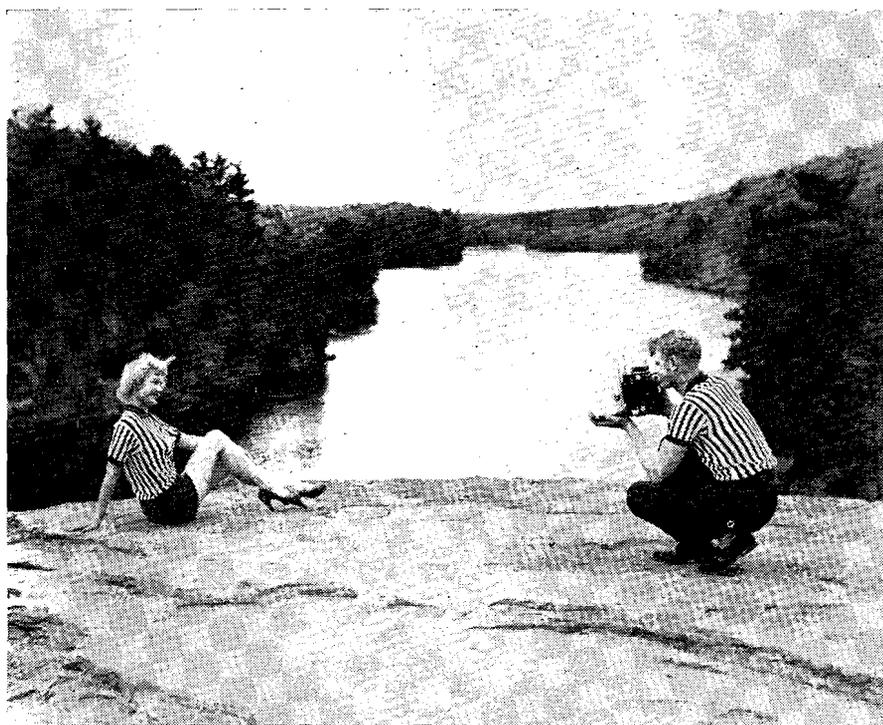
Typical of the thousands of couples who revisit the scene of their honeymoon, Mr. and Mrs. Donald Stewart of Milwaukee are shown as they celebrated their golden wedding anniversary at the Dells a few weeks ago.

every year attracts about 250,000 summer visitors. Due to the ambition and ideals of a young railroad man it is possible for them to enjoy their outings and vacations in one of Nature's most fanciful settings. Mr. Crandall was often heard to say that he did not consider himself the owner of his extensive properties, but rather that he held them in trust for the pleasure and enjoyment of

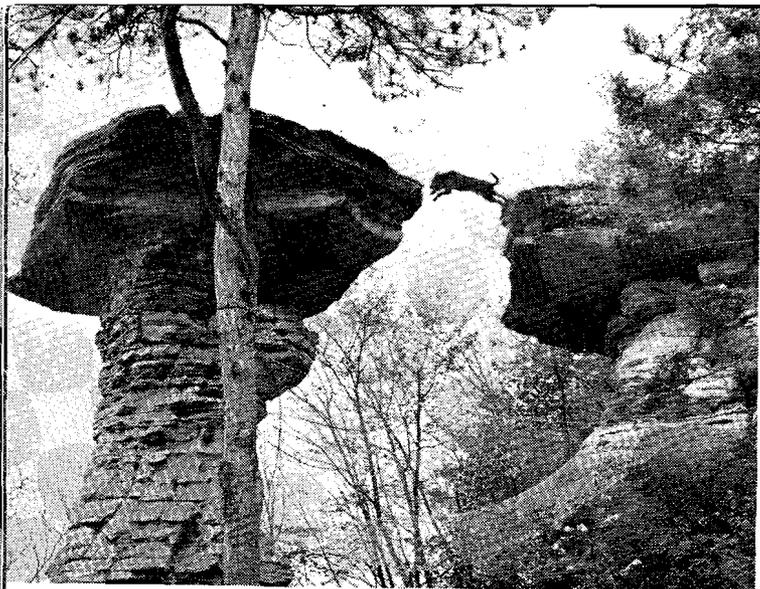
the public. It was his dream that they would one day become a national or state park.

Two circumstances were responsible for making the Dells the success it is today. First, the fact that it is one of the most remarkable exhibitions of sandstone erosion in this country; second, that it is so easily accessible to the thickly populated Midwest area. The latter factor is especially attractive to people who want to save the time and greater expense of traveling to the western parks. Those who travel by train get the best transportation in the country—the Milwaukee Road's streamlined Hiawatha service which brings the Dells within a few hours' ride of Chicago, Milwaukee, and the Twin Cities.

Few places offer summer vacationists a greater variety of recreational facilities. For those who crave the thrill of sports there is horseback riding, hiking over wooded trails, golf, swimming, tennis—the variety cannot be exhausted in a season. Fishermen are lured by the bait of lakes stocked annually with bass, blue gills, sunfish and trout. The area also serves as an outdoor classroom for the study of geology, and many of the

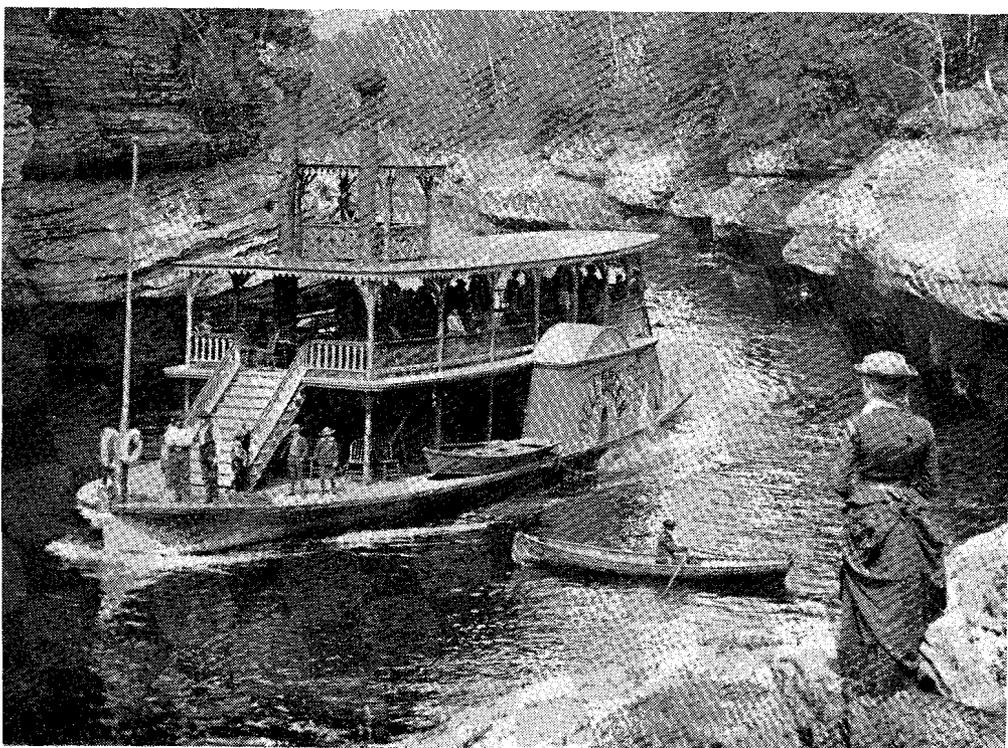
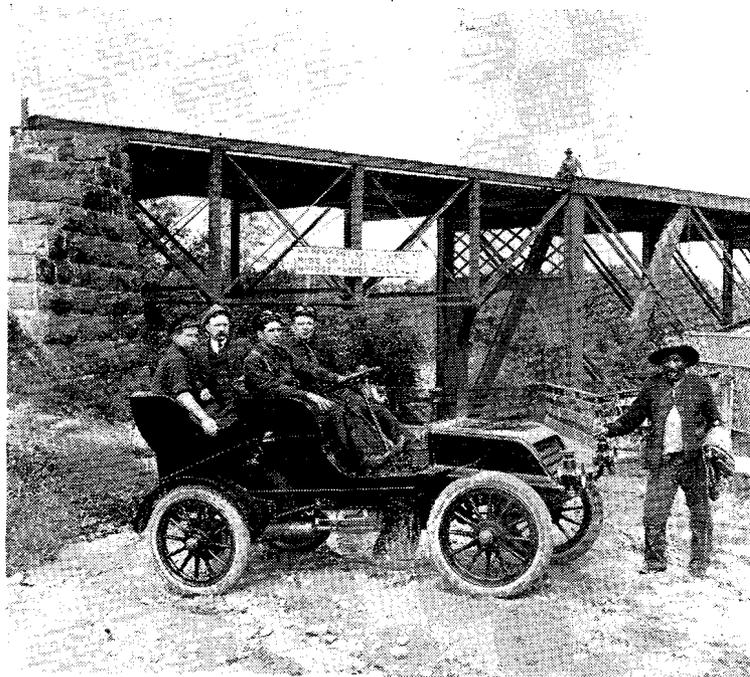


Keeping a pictorial record is an important part of every Dells honeymoon. Here Mrs. Tony Baker of Berwyn, Ill., poses prettily for her husband atop Romance Cliff.



"Watch", famous jumping dog, leaps from the mainland to Stand Rock. This stunt is a favorite subject of amateur photographers.

Below: One of the early pictures of George Humphrey Crandall. Automobiles were a curiosity to the old Winnebago when he (rear seat, left) and other local sporting bloods posed for this picture in a car belonging to his brother-in-law, Ashley Bennett.



summer visitors are geology students from various universities.

Geologist or layman, the visitor must be fascinated by this wonderland, for its history is older than the history of man. For 15 miles the course of the Wisconsin River has carved a sinuous gorge walled with strange rock formations. High among the rocks are great amphitheaters, ledges, table rocks, crumbling ravines that tell the story of an old detour while forces were carving out the present river bed. The silence is unbroken except for the call of birds and the murmur of the wind in the forests that crown the river banks.

Long before the white men came, this region was the home of the Winnebago Indian tribe and the area is filled with Indian lore and traditions. According to legend, the Dells were formed when a giant serpent battered its way through great masses of rock, leaving the land rent and broken. Today excursion boats follow the serpent's path, exploring such rocky formations as Devil's Elbow, Fat Man's Misery, the Navy Yards, Cave of the Dark Waters, the Sugar Bowl, Grand Piano and Hawk's Bill, to name some of the more prominent.

The amphitheater at Stand Rock, with its perfect acoustic properties and seating a thousand people, was once the site of the Winnebago councils and harvest dances. For more than 20 years now it has been the scene of the Stand Rock Winnebago Indian ceremonials, only all-Indian ceremonial in the Middle West, during July and August. The pageant is directed by Phyllis Crandall Connor, a daughter of Mr. Crandall, under the auspices of the American Legion. The authentic dances and rituals provide a program that is not quickly forgotten.

On New Year Day, 1856, Alanson Holly, the Dells' first settler, wrote in his journal: "Our location is beautiful . . . the majestic Wisconsin, catching 10,000 rainbows and throwing them joyously into our windows, the rocks and hills peering up in the distance . . . Live in the cities if you will, but give us the wild, wild woods, the rocks, the hills and the majestic river".

Thanks to George Humphrey Crandall, the Dells country is little changed today and well deserving of its fame as the land of happy vacations.

Early river boat travel, aboard the Dell Queen. This picture is believed to have been taken in the late '80s. The first Dell Queen was put in service in 1873, a second was still operating on the river about 1900. (Photo by H. H. Bennett, Wisconsin Dells, Wis.)

Milwaukee Machinists Mark the First Fifty

SINCE it was chartered in 1901, Machinists' Lodge 234 has grown from a membership of 49 to 340; the hourly pay of a machinist helper has advanced from six cents to \$1.34; and, among a great many other things, the members built 587 locomotives before the railroad discontinued its building program. On June 2 that lodge, consisting of Milwaukee Road men employed at the shops in Milwaukee, marked its first 50 years of progress, and President J. P. Kiley shared with A. J. Hayes, president of the International Association of Machinists, the honor of being guest speaker at the golden anniversary banquet.

It was a gala affair, held in the spacious Fern Room of the Pfister Hotel in Milwaukee and attended by 425 members, wives and friends.

Among the railroad officers for whom the celebration served as a reunion with

lodge members they had known for many years was F. W. Bunce, superintendent of motive power. His apprenticeship at the shops began in 1915, just two years before that of Mr. Hayes. They worked together in the shops where Mr. Bunce today has his office; and on his office wall is a framed certificate awarding him a gold badge as a 35-year veteran of Lodge 234—and signed by the head of the international organization, A. J. Hayes.

Both Mr. Kiley and Mr. Hayes re-

ferred to this long-standing friendship in their addresses, the latter going on to emphasize the fact that the freedom of negotiations which has existed between The Milwaukee Road and the I.A. of M. represents an outstanding example of social progress. He mentioned a number of reforms brought about by organized labor which he said had proved themselves beneficial to every segment of society.

President Kiley, who led off the speaking program, stated that America's



At the speakers table, left to right: A. J. Hayes, president, International Association of Machinists; Frank P. Zeidler, mayor of Milwaukee; J. P. Kiley, president; and L. F. Donald, vice president—operations.

Scene in the banquet room. Paul J. Marnell, president of Lodge 234, is at the microphone.





President A. J. Hayes of the I.A. of M. (left), enjoys a visit with two of his former fellow machinists at the Milwaukee shops: F. W. Bunce, superintendent of motive power (center), and E. J. Libert, who served as toastmaster.

greatness can be expressed in three words, "Keep men free", and pointed to both Lodge 234 and The Milwaukee Road as examples of American freedom.

"In a totalitarian society neither the union nor the railroad could have grown as they have. There might be a union and a railroad, but you wouldn't be running your union and we wouldn't be running the railroad. Some super-powerful bureaucrat would be doing both—just the way he pleased . . .

"The American Federation of Labor has refused to have anything to do with the Communist-dominated World Federation of Trade Unions because it knows that Russian trade unions are not free, democratic organizations."

The first agreement between The Milwaukee Road and the Machinists'

organization, of which Lodge 234 was an affiliate, was made about 1903, a day in which the factors involved in negotiating an agreement weren't quite as complicated as they are today. An odd practice in connection with negotiating those old-time agreements, Mr. Kiley pointed out, was for the labor-management committee to tour the nearby countryside to take a look at the crops.

"It seems," he said, "that the state of the crops had a very direct bearing on the negotiations. Good crops meant more freight; more freight meant higher earnings; and, of course, higher earnings meant management ought to come through with a raise. Poor crops meant—well, you can imagine under what conditions each side was most anxious to take the other out to look the situation over."

The entire philosophy of labor-management relations has changed considerably in the past 50 years, and for the better, he stated. "The principles of collective bargaining are an accepted part of life in America. Settling differences across the conference table is a custom we want to preserve."

He likened labor-management relations to traffic regulations: If the rules are not fairly applied, traffic becomes snarled and the full use cannot be made of the thoroughfare. On the other hand, if the rules are intelligently administered, everyone receives his fair and proper share of the benefits.



Union and railroad officers enjoyed a visit with two of the three living charter members of Lodge 234, Edward Wuestneck and J. M. Bong. Left to right: J. A. Deppe, superintendent car department; O. C. Remy, secretary-treasurer of District 73, I.A. of M. (The Milwaukee Road), and general program chairman of the 50th anniversary celebration; Mr. Wuestneck; Mr. Bong; L. F. Donald, vice president—operations; and G. H. Pedersen, general chairman of District 73, I.A. of M.

What kind of a person is this man or woman who is placed by accidental circumstances on the production lines of industry rather than in an office of management . . . in a classroom of a university . . . or, I might add, in a high trade union office?

Look at them, at work, at play, in their homes or on a holiday. Listen to them talk, examine what they say. Look at them with no veil of any kind before your eyes. What will you see?

You will see America—its strength, its wealth, its independence, and its power.

The above, written by A. J. Hayes, president of the International Association of Machinists, was quoted by President P. J. Kiley in his address before Lodge 234.

"I have always felt," Mr. Kiley said in conclusion, "that whatever our individual jobs may be on the railroad, we are all working together. It is very difficult to separate the interests of one group of employes from those of another. Whatever the task is, everyone on the railroad is benefited if it is done well."

Yard Improvement Begun in Milwaukee

To improve its services to shippers, The Milwaukee Road will spend approximately \$3,000,000 to install a car retarder and signal system in its eastbound yard in Milwaukee. The project got under way the latter part of June.

The area, known as air line classification yard, will be reconstructed to provide for continuous forward movement of cars by gravity. Electro-pneumatic retarders and switches will be used to control the speed and direct the movement of cars.

The yard, as well as the tracks approaching and leaving, will be equipped with a radio system to dispatch the movement of engines; paging and "talk-back" loud speaker system to direct activities of personnel on the ground; teletype communication system to transmit information concerning shipments; pneumatic tube system to transmit way-bills and other records; tape wire recording system to record location and make-up of cars in trains; a pit to permit inspection of the running gear of cars; an oiling system to insure journal box lubrication; and a flood lighting system for night operations.

Form BA-6 Important to Railroad Employees

MOST Milwaukee Road employes have by this time received their *Certificates of Service Months and Wages* for 1950, commonly known as Form BA-6. Some 51,000 of these statements were distributed by the railroad in June to men and women employed sometime during 1950, although about 15,000 to 20,000 of them will likely be returned for forwarding to individuals who were only temporarily employed or who for other reasons have left the railroad's employ.

These forms are prepared by the Railroad Retirement Board each year for every employe who worked in the railroad industry in the last calendar year.

It is to the interest of every employe that he understand the importance of this card form in connection with his claim to unemployment or sickness benefits. The funds for these benefits are provided entirely by the railroad companies.

For the information of anyone who may be wondering why Form BA-6 is important, here are the reasons:

(1) It provides a ready record of how many months he worked in 1950 and how much he earned.

(2) It shows the railroad service and earnings which have been credited to

him during the entire period 1937 through 1950.

Any applicant for unemployment or sickness benefits in the benefit year which began July 1 should attach it to the first application filed. In this way the BA-6 accomplishes two important things: It identifies the applicant to his unemployment claims agent, and it furnishes the Railroad Retirement Board regional office which handles the claim with a statement of his base-year earnings.

It should be observed that the Form BA-6 has a stub showing *retirement service credits only*. Thus a person may retain a record of his retirement credits even after submitting the main part of the certificate with a claim for unemployment or sickness benefits.

Here is what an employe should do upon receiving his BA-6:

Look it over very carefully to be sure it is correct, checking particularly the name, social security account number and service months and earnings. The sample certificate below indicates which items should be checked. If an error is found, the individual should fill out a Form G-70, *Protest of Service Months and Wages*, and mail it, along with the incorrect BA-6, to the Railroad Retirement Board, Bureau of Wage and Serv-

ice Records, 844 North Rush Street, Chicago 11, Ill. In return he will get a corrected statement of his account, but not another certificate.

Two additional points to bear in mind in checking the BA-6 are:

(1) A difference in one's name is not necessarily an error. Because of mechanical limitations in preparing the form, only the first two initials and up to 10 letters of the last name can be shown.

(2) Earnings over \$300 in any one month, military service, and railroad service before 1937 are not included.

How soon should errors be reported? Just as soon as possible. For unemployment or sickness purposes, a correction cannot be made after 18 months, and for retirement and survivor purposes, after four years.

If any employe has not received his certificate, it is probably due to the fact that he only recently joined The Milwaukee Road from another railroad and his last employer does not have his most recent address; or some adjustments may be necessary in his certificate, in which case he should receive it about Aug. 1.

Railroad Retirement News

Some 7,510 men and women who had spent most, if not all, of their years of railroad service with The Milwaukee Road were receiving retirement annuities from the Railroad Retirement Board at the end of 1950, the board recently reported. These employes together were drawing \$598,000 monthly, or \$79.65 each, on the average.

In addition, the board was still paying pensions averaging \$66.00 a month to six persons who were taken over from the company's own pension rolls in 1937.

During 1950 1,300 former Milwaukee Road employes were added to the board's retirement rolls, and 730 annuitants were dropped. This meant that there was a net increase of 570 during the year.

The Railroad Retirement Board points out that all in all 36,000 employes of the Nation's railroads decided to take their annuities last year—66 percent because of old age and 34 percent because of disability. At the end of the year, the board was paying benefits aggregating \$20,523,000 a month to 248,000 annuitants. The average annuity being paid to them was \$82.75.

CHECK YOUR NAME
Do this to be sure the correct certificate has been sent to you.

CHECK YOUR SOCIAL SECURITY ACCOUNT NUMBER
If this is not your number, you may have received a certificate that does not belong to you.

Chairman: William J. Kennedy Member: Frank C. Squire Member: Horace W. Warren UNITED STATES OF AMERICA RAILROAD RETIREMENT BOARD		FORM BA-6 1950	FORM BA-6 1950 UNITED STATES OF AMERICA RAILROAD RETIREMENT BOARD EMPLOYEE'S STUB
CERTIFICATE OF SERVICE MONTHS AND WAGES			
This certifies the service months and wages (not including any amount in excess of \$300 in any one month) reported for you to the Railroad Retirement Board by employers subject to the Railroad Retirement Act and the Railroad Unemployment Insurance Act. If you do not apply for unemployment or sickness benefits, keep this certificate until you receive your certificate for a later year. If you apply for unemployment or sickness benefits during the year beginning July 1, 1951, attach this certificate to your application but detach the stub and retain it for your records. A duplicate certificate will not be issued.			
1. NAME R H ROE	2. SOCIAL SECURITY ACCOUNT NUMBER 999 99 9999	2. SOCIAL SECURITY ACCOUNT NUMBER 999 99 9999	2. SOCIAL SECURITY ACCOUNT NUMBER 999 99 9999
STREET CITY AND STATE			
3. FOR BOARD USE ONLY 0902 1399 4162	4. RETIREMENT CREDITS 1937-50 158 28 200 25	5. BASE YEAR 1950 12 3 500 27	4. RETIREMENT CREDITS 1937-50 158 28 200 25
YOUR BASE YEAR WAGES FOR UNEMPLOYMENT AND SICKNESS BENEFITS: If you earned less than \$150 in 1950, you are not qualified for unemployment or sickness benefits during the year beginning July 1, 1951. An asterisk (*) after wages indicates that employe representative or brotherhood local wage earnings - not creditable for unemployment or sickness benefits - are included in the total. See other side.			
THIS IS NOT A CHECK - IT HAS NO CASH VALUE			
<p>CHECK YOUR TOTAL SERVICE AND EARNINGS FOR 1937-50 Compare this with your own record to be sure it is correct.</p>		<p>CHECK YOUR BASE YEAR EARNINGS If the amount shown is \$150 or more, you are qualified for unemployment and sickness benefits in the benefit year beginning July 1, 1951.</p>	
<p>DETACH AND KEEP STUB If you apply for unemployment or sickness benefits, you should keep the stub and send in the certificate with your claim.</p>			



President J. P. Kiley addresses the joint traffic-operating meeting. Shown, left to right: Harry Sengstacken, passenger traffic manager; L. K. Sorensen, general manager, Lines West; P. H. Draver, vice president—traffic; Mr. Kiley; L. F. Donald, vice president—operations; W. J. Whalen, general manager, Lines East; J. J. O'Toole, assistant general manager, Lines East; M. L. Bluhm, vice president and general counsel; C. L. Taylor, general solicitor; L. H. Dugan, vice president and western counsel; W. L. Ennis, assistant to vice president; and E. J. Hyett, freight traffic manager.

Traffic, Operating Men Talk Things Over

“WHEN reasonable men arrive at an understanding of the other fellow's difficulties, they have taken the biggest step toward cooperation,” President J. P. Kiley told a group of Milwaukee Road officers assembled in Chicago on June 25 for the opening session of a three-day general staff meeting.

The series of departmental and joint meetings attended by 165 of the railroad's top traffic and operating men was a repeat of the cooperative plan initiated by Mr. Kiley last September.

The limitless improvements to be realized when a group of people sincerely attempt to work together for the good of their company was the general theme around which scores of traffic and operating problems were discussed. The complexity of a railroad's business and the absolute interdependence of traffic solicitation and operating performance were never more clearly demonstrated.

Mr. Kiley addressed each of the meetings, outlining the scope and character of problems requiring attention in the interest of more profitable operation. In the discussion periods which followed he was assisted by Vice Presidents J. W. Severs, L. F. Donald, P. H. Draver, and other officers.

As before, the first day's meeting was confined to general traffic officers and representatives from all freight and passenger traffic agencies, both on-line and off-line.

These men were joined on the second day by general and division superintendents and the heads of the locomotive, car, engineering and transportation departments, in addition to various general officers. Here traffic matters

which the previous day's discussion had shown to involve operating practices were discussed.

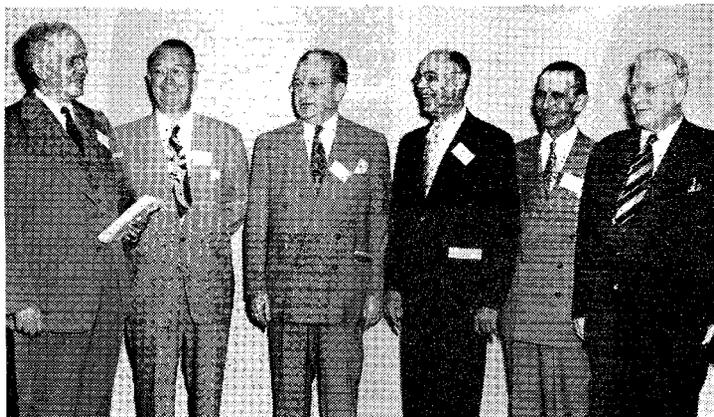
Speaking at the second day's meeting, J. T. Gillick, The Milwaukee Road's well-loved retired operating vice president, sounded an encouraging note when he said that during his long experience he had never known a time when things were on such an even keel within The Milwaukee Road family as they are today. “All,” he said, “are working for one thing—to improve our property and our service to make our railroad outstanding.”

On the third day most of the operating department men mentioned above were present, in addition to all division engineers and key officers from the purchasing, store, law and accounting departments.

In a number of instances remedies for

specific problems were found during the meetings, while with others it was a matter of presenting all of the factors for study and later decision as to the proper course to follow.

Stressing the basic purpose of the meetings, Mr. Kiley reminded the group on the opening day that the railroad is placing increasing emphasis on cooperation between departments. “I am sure,” he said, “that many of you can remember when one department of the railroad thought that it didn't make a bit of difference what any other department's results were. We can't have that on our railroad any more than you can have a football team with a halfback who means nothing except when he is going to carry the ball . . . but I am happy to say that as time goes on I see more and more that Milwaukee Road people are thinking more and more of the railroad.”



P. H. Draver, vice president-traffic, has a word with a few of the traffic representatives from the far ends of the country. Left to right: Mr. Draver; J. O. McIllyar, southeastern traffic manager, Washington, D. C.; J. M. Cunningham, district freight traffic manager, New York City; Paul Wilson, western traffic manager; H. W. Porter, general agent, Los Angeles; and H. S. Zane, freight traffic manager.

They are cooperating between departments, individuals and divisions . . . with that kind of cooperation we will go much farther and faster than we can in any other way."



Above right: The general officers of the engineering department are shown with the division engineers prior to the meeting on the third day. Left to right: (all not otherwise identified are division engineers) K. E. Hornung, architect; E. W. Bolmgren, T.C.T. and I&SM; W. C. Whitham, Idaho; B. J. Worley, Chicago Terminal; I. C. Brewer, Milwaukee Terminal and Madison; R. W. Middleton, Terre Haute; H. C. Minter, Milwaukee Division; T. M. Pajari, Coast; W. E. Ring, Rocky Mountain; F. F. Hornig, I&D; W. Lakoski, L&R; M. L. Bardill, D&I; B. E. Daniels, H&D; W. E. Fuhr, Trans-Missouri; B. J. Ornburn, assistant chief engineer, structures; K. L. Clark, principal assistant engineer; H. B. Christianson, assistant chief engineer, system; W. G. Powrie, chief engineer.



Right: Scene in the meeting room as the traffic representatives assembled on the opening day of the general staff meeting.

J. W. Severs Heads A.A.R. Accounting Division

J. W. Severs, vice president—finance and accounting, was elected chairman of the accounting division of the Association of American Railroads at its annual meeting held in New York on June 11-14. Mr. Severs had been first vice

chairman for the past year. The meeting was the 57th of its kind and was by far the largest on record.

The accounting division is currently engaged in studies relating to a number of complex problems of far reaching

importance to the railroad industry.

Among the subjects being studied are various federal tax matters; mechanization, as far as practicable, of all railroad paper work; simplification of tariff and division publications; study of statistical data required of railroads by government agencies to promote simplicity wherever possible; and development of uniform, simplified and standardized treasury forms and practices.



J. W. Severs (seated, center), newly elected chairman of the accounting division of the A.A.R., with other officers of the division. At his right is I. V. Jessee, comptroller of the Norfolk & Western, 1950-1951 chairman; at his left, Elmer Hart, comptroller, Pennsylvania Railroad, first vice chairman. Standing, left to right: E. H. Bunnell, vice president, A.A.R.; L. F. Ormond, vice president, Atlantic Coast Line, second vice chairman; and E. R. Ford, secretary of the division.

Early Stockpiling of Fuel Urged

A voluntary program of fuel stockpiling by all types of consumers during the summer months is being urged by Defense Mobilization Director Charles E. Wilson as a contribution to the defense mobilization effort.

In an appeal issued June 26, Mr. Wilson said:

"The burden on our transportation facilities will be increasing rapidly this fall and winter. It is therefore highly important that much of the heavy fuel traffic which is normally concentrated in this period be spread over the summer months. This will require the cooperation of government agencies, home owners, and industrial fuel consumers in placing their orders early."

ad program moves ahead

full throttle

THE expression "Full Throttle", borrowed from the headline of an advertisement in The Milwaukee Road's traffic-institutional campaign, provides an apt description of both the ad program and the story of stepped-up railroad performance which it will tell to the American public during the second half of 1951.

"The men in the cabs of The Milwaukee Road's big diesels can highball right along. And everybody else on the railroad can go at full throttle too. The Milwaukee's facilities are modernized to accelerate every operation in the handling of traffic". So runs the theme of the ad series.

Brief but effectively worded to convey

an accurate picture of the improvements which have taken place on this railroad in recent years, the ads are aimed at selling the services of particular trains, as well as building the name of The Milwaukee Road as a service institution.

DELIVERING THE GOODS!

More rapidly, more sure, the 1000-horsepower diesel engine power is built into a modern diesel engine built for 24,000 hours of continuous service. The Milwaukee Road in every phase of railroad transportation, the Milwaukee is delivering the goods. It is the most modern and efficient of the old way, on wheels as fast as the wind, but more certain. With an 8000-gallon fuel tank, it can run for 24 hours.

SHIP-TRAVEL
MILWAUKEE ROAD
ROUTE OF THE HIAWATHAS

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



FULL THROTTLE!

The men in the cabs of The Milwaukee Road's big diesels can highball right along. And everybody else on the Railroad can go at full throttle, too. The Milwaukee's facilities are modernized to accelerate every operation in the handling of traffic.

Traffic managers and other executives interested in shipping and distribution in Milwaukee Road territory are invited to ask us for information. We have agents in principal cities—well-informed, transportation men who are eager to serve.

SHIP-TRAVEL



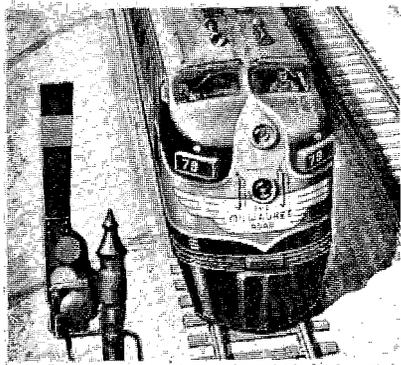
THE MILWAUKEE ROAD

ROUTE OF THE HIAWATHAS

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

ad also includes a strong invitation to the reader to try our service, freight or passenger.

Such invitations, of course, imply that we not only can, but *will* deliver to the



CLEAR BOARD!

This railroad talks for clear track, railroad—let 'er roll! And that sums up The Milwaukee Road. Now in top shape—ready, willing and able to move the nation's traffic with safety and dispatch.

A progressive management and an alert personnel are contributing their share to better railroading. Good plants, good people—a combination that's bound to benefit shipper and carrier.

Travel with pleasure—ship with confidence in The Milwaukee Road. Milwaukee agents are in principal cities. Write, phone or call.

SHIP-TRAVEL



THE MILWAUKEE ROAD

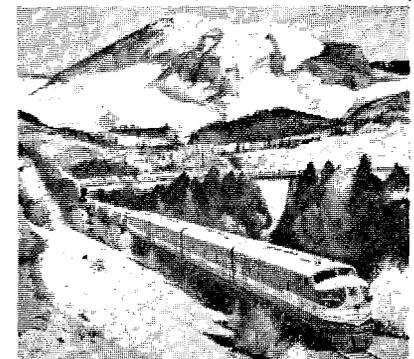
ROUTE OF THE HIAWATHAS

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

The program for the second half of the year opened early this month with an ad in Time magazine. In the weeks and months from now until the end of the year the ads will be appearing in leading national news, business and trade magazines, in off-line metropolitan newspapers from Boston to San Francisco, and in all on-line dailies and weeklies. You'll find a partial list of these publications on the following page.

This new series is a continuation of the "Going Places!" campaign which ran in the same lists of magazines and newspapers during the first half of the year. The same basic theme is used—that our railroad is in better shape than ever before from the standpoint of roadway, equipment and personnel and is performing a bang-up transportation job.

The ads emphasize that the Milwaukee is modern and progressive. The headlines, "On The Way!," "Full Throttle!," "Delivering The Goods!" and "Clear Board!" suggest that we're prepared to give our customers the type of service that will beat competition. Every

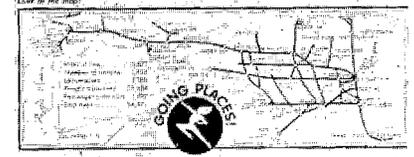


ON THE WAY!

Big timber from the mountains to the rail—raw materials from field and mine to the centers of industry—finished products from factory to consumers everywhere. Yes, the nation is really on the way to stepped-up production for peace and defense.

The Milwaukee Road is on the way, too—on the way forward to even higher standards of transportation service. "It's good, make it better"—that's the word on the Milwaukee Road. Call on the Milwaukee Road agents in principal cities. Call on the one nearest you for transportation counsel.

SHIP-TRAVEL



THE MILWAUKEE ROAD

ROUTE OF THE HIAWATHAS

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

customer's satisfaction. As President Kiley said at the beginning of the campaign, "New equipment, high speed track and extensive advertising are worth exactly what Milwaukee people on the trains, at the ticket windows and in the shops and offices make them worth, no more, no less."

The ads are expected to assist in attracting new customers to the railroad and strengthening our contacts with those we now have. But there is a lot of difference between promise and delivery. We must *deliver* the kind of service the ads say we will.

We want more and more customers to say, "That was the best train ride I ever had," or "The service the Milwaukee gave me on that shipment was absolutely tops."

As the Magazine stated last February, this traffic-institutional campaign to sell both freight and passenger service is one of the most important our railroad has ever undertaken. As was the case in the first phase of the campaign, the second phase is being tied in with our regular passenger department advertising.

The passenger ads scheduled for the last six months of 1951 use appealing human interest approaches and semi-humorous techniques to attract people to our Hiawathas and other trains. They are appearing in leading national magazines as well as in on-line and off-line newspapers. Western vacation ads in national magazines during the first half of the year produced nearly 20,000 travel inquiries.

During the spring and early summer a series of television commercials selling the Hiawathas, our freight service, and on-line vacation areas gave us our first experience in video advertising. A new 30-minute color motion picture travel film to go into production this summer will fill the demand from prospective customers interested in the scenic and recreational advantages of Milwaukee territory.

Naturally, these various types of advertising entail considerable expenditure. This money will be well spent if all Milwaukee Road people bear in mind the simple formula for getting a customer and keeping him—friendliness, courtesy, consideration and the best service of which we are capable.

To quote Mr. Kiley again, "The proof of our success comes only when the reader of our advertisement becomes a satisfied user of our service."

WE'RE TELLING THE WORLD

WHETHER you're on-line or off-line, you'll be seeing our ads in some of the newspapers and magazines listed here. Watch for them. They are appearing in over 100 on-line daily newspapers and 507 on-line weekly newspapers. As you see them, it might be a good idea to call them to the attention of your friends. They may be planning a trip or know someone who is. Or they may be a source of freight business.

In addition the ads are being published in these off-line big city newspapers—Boston Globe, Cleveland Plain Dealer, Detroit Free Press, New York Herald Tribune, New York Journal of Commerce, New York Times, Wall Street Journal (eastern edition), Philadelphia Inquirer, St. Louis Globe Democrat, Washington Post, Atlanta Constitution Journal, Buffalo Courier Express, Cincinnati Enquirer, Dallas News, Denver Post, Indianapolis Star News, Los Angeles Times, New Orleans Times-Picayune and States, Pittsburgh Post Gazette, Salt Lake City Tribune

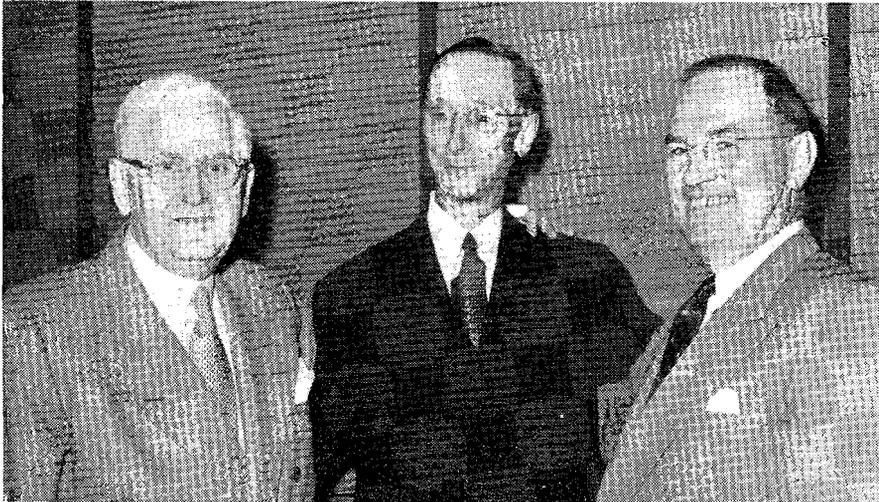
and Telegram, San Francisco Examiner, Tulsa Tribune World and the Winston-Salem (N.C.) Journal and Twin Cities Sentinel.

The total circulation of all these newspapers, including dailies and weeklies, is 15,000,000 per issue—representing a huge group of people in all walks of life—business men, professional men, farmers and millions of "just folks!" In this vast number there is a mine of prospects for more traffic for our railroad.

The ads also will be published in these national magazines—Time, Newsweek, U. S. News & World Report, Business Week, Dun's Review, Nation's Business, Railway Age (shippers' editions) and Traffic World.

The total circulation of these magazines is nearly 4,000,000 copies per issue. Their readers include presidents, general managers, purchasing agents, traffic managers and other leaders in business and industry—the men who have the say-so about America's shipping.





Chairman of the Board Leo T. Crowley (left) and President J. P. Kiley (right) with A. N. Whitlock, retiring vice president, on the occasion of the luncheon in his honor.

A. N. Whitlock Honored at Retirement Luncheon

A. N. WHITLOCK, vice president and general counsel prior to being relieved of the responsibilities of the latter position on Dec. 31, 1950, retired on May 8 and was the honored guest at a luncheon given in Chicago on June 7 by Chairman of the Board Leo T. Crowley. The occasion marked the end of an interesting and significant Milwaukee Road career which, as Mr. Crowley observed, was notable because of Mr. Whitlock's legal ability, integrity and loyalty to his associates.

In addition to general officers, several directors, and members of the law staff, the 40 guests at the luncheon included a number of Mr. Whitlock's professional associates outside the railroad. Among the latter were Hon. Michael L. Igoe of Chicago, judge of the U. S. District Court; Hon. Walter L. Pope, formerly of Missoula, Mont., and now judge of the U. S. Circuit Court of Appeals in San Francisco; and Kenneth F. Burgess and Ray Garrett of the firm of Sidley, Austin, Burgess & Smith who worked closely with the railroad's own law staff in connection with the termination of the Milwaukee Road's trusteeship and the drawing of the reorganization plan adopted in 1945.

Judge Igoe, principal speaker at the luncheon, likened Mr. Whitlock's ambition in life to that of Abraham Lincoln, who once said, "Every man has his peculiar ambition. I have no other than that of being esteemed by my fellow men by being worthy of their esteem." It was in the court of Judge Igoe that

the railroad's reorganization litigation was heard.

He credited the retiring head of the Milwaukee Road law department, who handled those proceedings, with having made as much reorganization law as any member of the American bar. He was, the judge pointed out, the first to explore a number of rights of action under the revenue acts. This was a monumental contribution now fully utilized by every railroad in the country.

"We are all better individuals because we have been privileged to know

and work with this fine individual," he said.

Mr. Whitlock was born in Richmond, Ky., and attended the University of Kentucky and Harvard Law School. Shortly after graduating from law school in 1911, he moved to Missoula, Mont., to affiliate with the law school of the University of Montana, and later became dean of the law school. Continuing this connection, he entered general practice in 1912, and in 1917 became a member of the firm of Murphy and Whitlock at Missoula, which firm, in addition to general practice, handled Milwaukee Road law work in Montana. In 1935 he was appointed general attorney for the railroad, with headquarters in Seattle.

On Sept. 1, 1939 Mr. Whitlock was appointed general counsel, with headquarters in Chicago, and on Dec. 3, 1945 he was elected vice president and general counsel. For many years he was a member of the Montana state board of law examiners. He is a member of the American, Kentucky, Montana and Washington bar associations.

Mr. Whitlock has built a beautiful new home in Lexington, Ky., only 25 miles from his birthplace. It stands on land formerly owned by Henry Clay, the great American statesman, and is within a mile of the old Clay home. There, he told his luncheon audience, he devotes most of his time to his flowers and proposes to follow the example of General MacArthur—to "quietly, but not rapidly, fade away."

How Well Do You Know Your Railroad?



The harder a guessing game gets, the better people seem to enjoy it. For that reason we won't hint about the location of these landmarks, except to say they're in a junction town.

For the answer turn to page 46.

Hiawatha Band Heads Savanna Industrial Day Card

THE second annual Industrial Day observed by the Chamber of Commerce of Savanna, Ill., on Saturday, June 23, featured the Hiawatha Service Club Band in a spectacular civic program. With colors flying and paced by their glamorously costumed majorette, the Milwaukee Road bandmen from Milwaukee, Wis., led the parade which opened the festivities and gave two public concerts.

Thousands of people from Savanna and surrounding towns watched in the early afternoon while the parade marched through the business section. Escorted by city police, the 40-piece band made a colorful showing. The parade included a cavalcade of riders from the Palisades Riding Club, a contingent of men from the Savanna Ordnance Depot, a bomb display, the local American Legion and Hanover High School bands and numerous displays and floats depicting the city's civic and industrial activities.

A capacity crowd attended the first band concert which was presented after the parade at Old Mill Park. Evening activities at the park opened with the second concert, which started at 7:30. The program included selections by the band's Barber Shop Quartette and chorus and a demonstration of baton twirling by Miss Carol Luser. The concert



The Hiawatha Service Club Band in marching formation at the head of the parade; Eugene W. Weber, director, at extreme left.

finale was followed by fireworks and a public dance.

The Milwaukee Road musicians, many of whom were accompanied by their wives, traveled from Milwaukee in special cars. During their stay in Savanna they were treated to home-cooked meals prepared and served by members of The Milwaukee Road Women's Club. Mrs. C. E. Kinney, assisted by Mrs. Charles Bertholf, chapter president, headed the committee which prepared the meals. Mrs. Hal Smith served as chairman of the wait-on-table committee.

Always Time for a Smile

The bustle of a large city terminal hardly seems conducive to neighborly visiting, but one traveler passing through the Chicago Union Station recently found it so, thanks to the kindly interest of Mrs.

Mrs. Anna G. Peterson, matron of the women's lounge. Upon returning to her home in Augusta, Ga., Mrs. B. F. Pierce expressed her appreciation with the following letter, addressed to C. P. Fisher, general manager of the Union Station Company:



Mrs. Anna Peterson

"On May 6 and again on the 10th I passed through your city and had a day's layover both times. I had often heard of Chicago and its people as being too hurried for a 'good morning' or a smile, but how different things were. I noticed that Mrs. Peterson had time to give advice, information, a smile, and to wish people a safe trip. She was extremely nice to me, and when it was almost time to catch my train she woke me, told me what to do next, and finished by saying, 'Have a nice trip home and come again'.

"You and the people of Chicago should be proud of your beautiful station. I am a 'greenhorn' at traveling, but I found it quite the nicest station I've ever been in and your personnel the most courteous. I hope some time to pass through again, because it was like a home visit to talk with Mrs. Peterson."



Blonde and lovely, Miss Carol Luser's appearance as Miss Hiawatha drew applause from the crowd; pictured with Sandra Jontry (left) and Jeanice Radke, drum majorettes of the Savanna American Legion band.

appointments



F. R. Doud



A. J. Farnham

Operating Department

Effective July 16, 1951:

F. R. Doud is appointed assistant general superintendent, a newly-created position, with headquarters at Madison, Wis. Mr. Doud began his railroad career as a telegraph operator, and has been superintendent of the Madison Division since August, 1948. He saw military service in both wars, being a lieutenant colonel in the Military Railway Service during World War II.

A. J. Farnham is appointed superintendent of the Madison Division with headquarters in Madison, Wis. He began railroading as a telegraph operator and was superintendent at Ottumwa, Ia., immediately before going to the Terre Haute Division as superintendent two years ago.

W. E. Swingle is appointed superintendent of the Terre Haute Division. He was assistant superintendent of the Milwaukee Division before being transferred to Minneapolis as superintendent of the Twin City Terminal Division on June 16, 1950.

G. F. Wilson is appointed superintendent of the Twin City Terminal Division. He entered yard service for The



W. E. Swingle



G. F. Wilson

Milwaukee Road in 1913 in the Chicago area, and since Aug. 16, 1948 has been assistant superintendent of the Chicago Terminal Division, with headquarters at Bensenville.

A. O. Thor is appointed superintendent of the Idaho Division. He started in Green Bay, Wis., in 1919, and was assistant superintendent at Spokane, Wash., before being appointed superintendent of the Coast Division on Jan. 1, 1948, which position he occupied until the time of his present assignment.



J. T. Hansen



A. O. Thor

J. T. Hansen is appointed superintendent of the Coast Division. He began railroading with the Milwaukee in Savannah, and following service in World War I, held a variety of operating positions, the last prior to the present appointment being that of superintendent of the Trans-Missouri Division, which position he has occupied since June 1, 1946.

J. T. Hayes is appointed superintendent of the Trans-Missouri Division. He started in Minneapolis in 1926, later worked in the general offices in Chicago and Seattle, and served as trainmaster at various Lines West and Lines East



J. T. Hayes

points. Since Aug. 1, 1950 he has been assistant superintendent of the Milwaukee Division, Second District, with headquarters in Green Bay, Wis.

M. T. Sevedge is appointed assistant superintendent of the Milwaukee Division, Second District, with headquarters

at Green Bay, Wis. Starting in Kansas City in 1937, he served as trainmaster on several divisions, and since Sept. 1, 1950 has been assistant superintendent of the Milwaukee Terminal Division, with headquarters in Milwaukee.

R. R. Brown is appointed assistant superintendent of the Milwaukee Terminal Division, with headquarters at Milwaukee. He has been with the railroad since 1927 and has served as trainmaster at Austin, Minn., since August, 1950.

W. T. Stewart is appointed assistant superintendent of the Chicago Terminal Division, with headquarters at Bensenville. He entered train service in 1922, advanced to conductor and later served as trainmaster at various points. Since Nov. 1, 1948 he has been assistant superintendent at Perry, Ia.

J. D. Shea is appointed assistant superintendent of the Iowa Division with headquarters at Perry, Ia. Mr. Shea started in the engineering department where he advanced to the position of roadmaster. He later served as trainmaster on several divisions before entering military service in World War II, and since June 1, 1946, has been assistant superintendent of the Iowa & Dakota Division at Sioux City, Ia.

R. F. Fairfield is appointed assistant superintendent of the Iowa & Dakota Division, with headquarters at Sioux City, Ia. Mr. Fairfield has served as trainmaster in Minneapolis and Tacoma, and since Oct. 8, 1950 has been trainmaster in Milwaukee.

F. E. Devlin is appointed assistant superintendent of the LaCrosse & River Division, Second District, with headquarters at LaCrosse, Wis. The position of trainmaster at LaCrosse is abolished. Starting in Maple Falls, Wash., Mr. Devlin has served as trainmaster in Moberge, S.D., Miles City, Mont., and Spokane, Wash. Since January, 1948 he has been assistant superintendent at Lewistown, Mont.

J. O'Dore is appointed assistant superintendent of the Rocky Mountain Division with headquarters at Lewistown, Mont. Mr. O'Dore began railroading in Butte and has been trainmaster and assistant superintendent on various divisions. Since Aug. 1, 1950 he has been superintendent of the Idaho Division.

L. V. Anderson is appointed special representative to vice president, with headquarters in Chicago. Mr. Anderson started in train service in 1941, and upon returning from military service worked as a train dispatcher and chief dispatcher. Since Jan. 1, 1951 he has been trainmaster at Marion, Ia.



L. V. Anderson

W. T. Hjorth is appointed trainmaster of the Iowa Division with headquarters at Marion, Ia. He started in St. Paul in 1943 and has been trainmaster at that point since Sept. 10, 1947.

W. F. Plattenberger is appointed trainmaster of the Twin City Terminal Division with headquarters at Minneapolis. He started with the railroad in Savanna in 1941 and has been trainmaster in Terre Haute since Nov. 1, 1948.

Martin Garelick is appointed trainmaster of the Terre Haute Division, with headquarters at Terre Haute. He entered the engineering department in LaCrosse in 1947 and later worked in Miles City and Savanna. Since Nov. 1, 1950 he has been assistant to general manager with headquarters in Chicago.

R. H. Jensen is appointed trainmaster of the Milwaukee Division, Third District, with headquarters in Milwaukee. Mr. Jensen started in Miles City in 1935, was later transferred to the general offices in Seattle and returned to Miles City in October, 1942. Since October, 1950, he has been special assistant to general manager in Chicago.

L. H. Walleen is appointed trainmaster with headquarters in St. Maries, Idaho. He started at Milan, Minn., in 1932, served as agent-operator and train dispatcher at various points and as trainmaster at Milwaukee. Since Sept. 1, 1950 he has been trainmaster at Davenport.

G. J. Barry is appointed trainmaster of the Dubuque & Illinois Division, with headquarters at Davenport. He started in Milwaukee in 1948 and has been trainmaster of the Milwaukee Division, Third District, since Sept. 1, 1950.

J. J. Nentl is appointed trainmaster of the Hastings & Dakota Division, with headquarters at Aberdeen, S.D. Starting at Wheaton, Minn., in 1935, he has worked as operator, train dispatcher and trainmaster at various points. Since September, 1949 he has been trainmaster in St. Maries, Idaho.

R. W. Riedl is appointed trainmaster of the LaCrosse & River Division, First District, with headquarters at Portage, Wis. He started in the engineering department in 1941 and later served as trainmaster at various points. Since Sept. 1, 1950 he has been trainmaster at Aberdeen, S.D.

T. E. Witt is appointed trainmaster of the Milwaukee Terminal Division, with headquarters in Milwaukee. Since starting in Chicago in 1937 he has served as traveling car agent and trainmaster. Since Nov. 1, 1949 he has been trainmaster of the LaCrosse & River Division at Portage, Wis.

G. W. Riley is appointed trainmaster of the Iowa & Southern Minnesota Division, with headquarters in Austin, Minn. Mr. Riley started in Milwaukee in 1938 and since Aug. 1, 1950 has been trainmaster at LaCrosse.

Purchasing Department

Effective June 15, 1951:

V. E. McCoy is appointed assistant chief purchasing officer, with headquarters in Chicago. Following his graduation from Montana State College with a Bachelor of Science degree in mechanical engineering, Mr. McCoy was employed as an apprentice in the Road's shops in Minneapolis in 1925. He was combustion engineer in charge of power plants, with headquarters in Milwaukee, from 1928 to 1931, at which time he engaged in railway mechanical engineering work and supervision of railroad service engineers on various roads, including The Milwaukee Road. In November, 1950, he returned to the Milwaukee as assistant to vice president.



V. E. McCoy



K. L. Clark

Engineering Department

Effective June 16, 1951:

K. L. Clark is appointed principal assistant engineer with headquarters in Milwaukee where he will be in charge of construction in connection with converting the present Airline Yard to a retarder hump yard. A graduate of the University of Missouri in 1929, Mr.

Clark was in the employ of the Wabash Railroad from 1929 to 1934, and for the following three years was employed by the War Department as inspector and engineer on the Fort Peck project in Montana. He entered the service of The Milwaukee Road as an instrumentman in 1937 and was promoted to assistant engineer the same year. He has since served as division engineer in Aberdeen, S.D., and Chicago, and since Oct. 1, 1950 has been assistant engineer in Chicago.

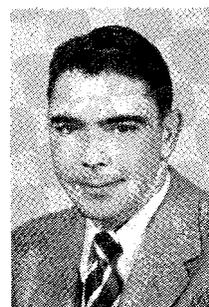
Traffic Department

Effective July 1, 1951:

G. C. Kronberg is appointed traveling freight and passenger agent at Mason City, Ia., succeeding R. B. Birchard who, at his own request, is transferred to Milwaukee as city freight agent. Mr. Kronberg started with the railroad in Detroit, Mich., in 1934, and was traveling freight and passenger agent in Atlanta, Ga., from 1946 until his present appointment. Mr. Birchard started with the railroad in Milwaukee in 1922 and was appointed traveling freight and passenger agent in Mason City in March, 1951.

E. P. Schilling is appointed district passenger agent in Philadelphia, Pa., succeeding W. E. Lutz who has retired after more than 40 years of service. Mr. Schilling started with the railroad in Chicago in 1936 and since April, 1949, has been city passenger agent in Cleveland, Ohio.

Gene Henderson is appointed city passenger agent in Cleveland, succeeding E. P. Schilling. Mr. Henderson was first employed by the passenger department in Chicago in 1943.



Gene Henderson

An optimist notes the green lights. A pessimist sees the red. A philosopher is color-blind.

Rehoboth Beach (Del.) Press

Of the 40 billion people who have lived on this planet since the birth of Christ, probably not more than three per cent have lived under a government giving them personal rights and where they might call their souls their own, where they were something more than herded cattle to be ordered about by someone in power. And a large share of that tiny three per cent who have had any real liberty have lived in the United States, under our Constitution.—Frank Gannett



Luncheon scene in the Winthrop Hotel. Approximately 120 area members were present.

WOMEN'S CLUB HOLDS DISTRICT MEETING AT TACOMA

WESTERN hospitality in the grand tradition provided a homelike background for the Lines West district meeting of The Milwaukee Road Women's Club held at Tacoma, Wash., June 14. The one day session was the second of two district meetings scheduled for 1951 with the aim of reviewing the broad program of club activities. Lines East chapters convened in Milwaukee May 25-26.

Under the direction of Mrs. A. O. Thor, chairman of the hostess committee and general director of the club, events moved along at a brisk tempo. A fleet of family cars identified with the Milwaukee Road emblem and driven by a volunteer crew of club members and retired employes met the delegates who arrived on the Columbian in the morning and drove them to headquarters at the Winthrop Hotel. Mrs. C. C. Steed of Mil-



Making the leis was fun for the local committee. Seated, from left: Mmes. C. Schmidt, F. Linville, J. H. Speck, N. B. Lupton. Standing, from left: Mmes. A. O. Thor, L. G. Taylor, C. P. Miles, R. C. Schwichtenberg, V. E. Straus, R. Smith and E. Tallmadge. (Tacoma News Tribune photo.)

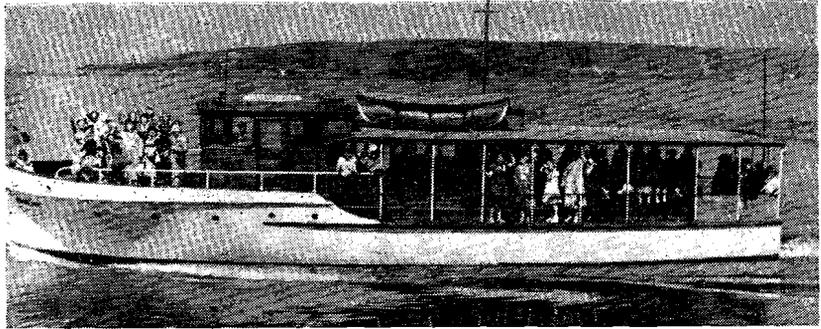
waukee, president general, presided at the meeting held in the Wedgewood Room of the hotel.

Launching immediately into the business discussion, reports were read by the

representatives of the following chapters: Washington—Malden, Othello, Seattle, Spokane, Tacoma. North Dakota—Marmarth; South Dakota—Mobridge; Idaho—Avery, St. Maries; Montana—

Alberton, Butte, Deer Lodge, Harlowton, Lewistown and Miles City. In addition to Mrs. Steed and Mrs. Thor, the general governing board was represented by Miss Etta N. Lindskog and Mrs. W. R. Dolan, secretary general and recording secretary general, respectively, Chicago; and Mmes. A. W. Wickersham, Miles City, and G. H. Hill, Spokane, general directors.

The statements of individual chapter activities revealed an intimate picture of welfare and good cheer work. At Harlowton, for example, the club assisted 10 families who suffered the loss of clothing and home possessions in a local flash flood. Miles City Chapter reported supplying food and care for the aged, assisting mothers when new babies arrived,



It's bon voyage as the Gallant Lady heads into Puget Sound.

General governing board members and chapter presidents who were honored at the meeting. Seated, from left: Mmes. L. R. Kirchoff, G. H. Hill, A. O. Thor, A. W. Wickersham, C. C. Steed, Miss E. N. Lindskog, Mmes. W. R. Dolan, L. G. Taylor, E. L. Hopkins, P. Bridenstine, C. E. Godon, H. Sweeney. Standing, from left: Mmes. L. Plybon, C. M. Bertz, E. W. McKinnon, S. P. Byrne, J. J. Nenti, W. G. Byrne, J. O'Dore, C. E. Welch, P. Yates and W. Koester.



and giving financial aid to a member with five dependent children whose husband died as the result of an accident.

The members of Deer Lodge Chapter were instrumental in sending a delegate to the American Legion Girls State and reported serving refreshments to the crowd of 700 who attended the opening of the Road's new electrical shop at Deer Lodge.

Outstanding work was also noted in civic projects. Several chapters had gone on record as sponsors of Girl Scout troops in their towns, and Lewistown Chapter claimed the distinction of sponsoring a Red Cross mobile unit which had collected 231 pints of blood, the largest amount ever donated in Montana in one day.

The general activity and financial reports read by Miss Lindskog were equally enlightening, opening on the

optimistic note that 45 of the club's 60 chapters had topped their 1950 membership quota by Apr. 30. The total on that date was 19,094. Local chapters were reported as spending \$7,785.33 for welfare work during 1950 and \$2,304 in the first four months of the current year. A total of 6,241 families were given aid in 1950 and welfare committees made 7,685 personal calls and sent 5,298 messages of good cheer. This work was supported in part by ways and means activities, on which local chapters realized \$3,528.05.

After the business meeting a luncheon was served in the hotel dining room which had been decorated in the Hawaiian motif. Approximately 120 attended. Hawaiian leis had been provided for everyone and the guests of honor were presented with corsages. For the occasion club members picked choice flowers

from their gardens, and Point Defiance Park contributed a handsome floral centerpiece and prime specimens of the Pacific Northwest's famous roses. The visitors were welcomed with a song composed by Mrs. Clinton Miles and sung by Mrs. Roy Kidd, with Mrs. Betty Dorsey as accompanist. The Hawaiian atmosphere was further enhanced by the entertainment which consisted of a musical program by teachers of the Honolulu Conservatory of Music.

At the conclusion of the luncheon visitors and member groups were taken to the docks where they boarded the boat Gallant Lady for a cruise on Puget Sound. Meanwhile refreshments were in preparation in the club rooms and after the cruise a supper was served. Those who stayed to dine were entertained by Mrs. Hill, who gave a talk on her recent trip to Mexico.

As the day moved to a conclusion there was every evidence that the meeting was a successful venture. The finale came at train time, when the Tacoma members accompanied their guests to the station and bade them farewell by singing "Aloha".

The carefully planned program had the cooperation of a large committee. Prominent among those who assisted Mrs. Thor as chairman were Mmes. L. G. Taylor, president; J. H. Speck, supper chairman; C. P. Miles, program; R. C. Schwichtenberg, ticket committee; and V. E. Straus boat trip chairman.

Engineering Department Honors P. G. Savidis



The guest of honor, P. G. Savidis (second from right), accepts a congratulatory handshake from H. B. Christianson, assistant chief engineer, system; Mrs. Savidis and son George L., assistant division engineer, Spokane, are at the left.

P. G. Savidis, office engineer in the office of chief engineer, Chicago, was the guest of honor at a retirement dinner held in the Harvey Cafeteria in the Chicago Union Station on June 27. Members of the engineering department and representatives of other departments on the railroad comprised the party which numbered upward of 80 persons. Mrs. Savidis and son George, who is assistant division engineer at Spokane,

Wash., were among those present.

The dinner, arranged by R. F. Spars, assistant engineer, and with B. J. Mitchell of the engineering department acting as master of ceremonies, brought together many of Mr. Savidis' intimate associates. Among those who spoke, lauding their good friend, were C. E. Crippen, general superintendent of terminals; G. E. Engstrom, auditor of expenditure; F. Austerman, assistant chief

engineer, Union Station Co.; T. H. Strate, retired division engineer; V. E. Glosup, principal assistant engineer, Lines West; L. W. Palmquist, superintendent, L&R Division; W. Lakoski and E. W. Bolmgren, division engineers; B. O. Johnson, assistant engineer; E. C. Adams, chief clerk to general manager; and F. L. Clark, chief clerk to chief engineer.

H. B. Christianson, assistant chief engineer, system, spoke of Mr. Savidis' excellent record and presented him with a pen and pencil set suitably engraved and a substantial cash gift. His stated wish for a long and happy retirement expressed the sentiment of the entire group.

Pericles G. Savidis, known on the railroad as "P. G." or "Perry", was born at Nigde, Turkey, in July, 1886, and received his education at Anatolia College in the Near East, and at Ohio State University. He started his railroad service with the Pennsylvania in 1909 as a rodman, transferred to the Rock Island in 1911 and entered the employ of the Road in 1917 as a draftsman.

Mr. Savidis is held in high regard by all with whom he has been associated. He retires knowing that he has been a loyal employe and carrying with him the esteem and affection of many friends.

how are we doing?

	MAY		FIVE MONTHS	
	1951	1950	1951	1950
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc....	\$22,428,461	\$19,950,470	\$105,637,710	\$90,805,825
PAID OUT IN WAGES				
	11,536,473	9,660,711	55,460,607	47,516,631
PER DOLLAR RECEIVED (CENTS).....	(51.4)	(48.4)	(52.5)	(52.3)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	677,726	586,568	3,250,198	2,882,257
PER DOLLAR RECEIVED (CENTS).....	(3.0)	(3.0)	(3.1)	(3.2)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	9,854,406	8,640,162	45,805,834	41,593,449
PER DOLLAR RECEIVED (CENTS).....	(44.0)	(43.3)	(43.4)	(45.8)
NET LOSS				
				1,186,512
NET INCOME				
	359,856	1,063,029	1,121,071	

HOW TO MAKE FRIENDS BY TELEPHONE

when receiving a call . . .

ANSWER YOUR TELEPHONE PROMPTLY

When your telephone rings you get the conversation off on the right track by answering promptly . . . within the first ring if possible. Otherwise your caller may hang up and take his business elsewhere.



when receiving a call . . .

GREET THE CALLER PLEASANTLY

A pleasant, friendly voice on the telephone makes friends for you and your company. By being enthusiastic and yet sincere, you'll find your customers like you and will call again.

—from *How to Make Friends by Telephone*, published by Illinois Bell Telephone Co.



Remembers First Aid Lesson; Saves a Life

THE victim of a recent highway accident near our Bellingham-Glacier line finds life very sweet these days. C. W. Callahan is again able to conduct his business as head of a Seattle brokerage firm, drive his car and enjoy the society of his family. He is frank to say that he owes his good fortune to Edward Cave, Milwaukee Road section foreman at Maple, Wash., and to the Road's safety program instruction. Here's why:



C. W. Callahan

Driving from Seattle to Canada in a

convertible with the top down, Mr. Callahan decided to take a road about 18 miles out of Bellingham to Sumas. There were no signs to indicate a hazardous condition and he was proceeding at normal speed when the right front wheel apparently dropped onto a soft shoulder below the road level and the car went out of control. He was thrown into a ditch filled with about two feet of water, with the car coming to rest on top of him.

Section Foreman Cave, working nearby, witnessed the accident and rushed to the scene. The situation couldn't have been worse—all that was visible of Mr. Callahan was his left arm. Mr. Cave lost no time in attracting the attention of Harold Tilton, section laborer

of Everson, Wash., who incidentally is his son-in-law, who happened to be operating a tractor a short distance away and with it they succeeded in lifting the car sufficiently to pull Mr. Callahan out. By that time he had been under water about 10 minutes and was no longer breathing.

In 1927, Mr. Cave, working out on the track, had heard a safety talk which included a demonstration of artificial respiration. The instructors, incidentally, were Charles Musson, division engineer, Tacoma, now retired and living in Seattle, and J. P. Kneuhman, division lineman and assistant to roadmaster at Bellingham, now supervisor communications, Lines West. Mr. Callahan's condition would have justified calling the coroner, but instead Mr. Cave went to work on him, doing his best to recall every detail of the instructions he had heard twenty odd years ago. Thanks to his skill and perseverance, Mr. Callahan was again breathing by the time an ambulance arrived.

A short hospitalization was sufficient to put Mr. Callahan back on his feet, after which gratitude prompted him to contact railroad officials. He says he will never lose sight of the fact that two Milwaukee Road employees—Ed Cave in particular—saved his life.

Foreman Cave, however, disclaims all personal credit: "I just happened to be in the right place at the right time", he says. "Also, if it had not been that Harold Tilton had the tractor working a short distance away we could not have pulled the car over. I think the railroad deserves a share of the credit, too. I had been with the Road about a year when I watched the first aid instructions and until the time I tried artificial respiration on Mr. Callahan I had never had occasion to use it. I think it would be worth the time of all employes to take one lesson. Perhaps it would save a life."



Edward Cave (left) and Harold Tilton

How to Mix Good Concrete

ONE of the most useful construction materials to the handyman home owner is concrete. Good concrete is largely a matter of following a tested formula. No matter what you are planning to build—a sidewalk, an outdoor fireplace or a flagstone terrace—your concrete mixture must be carefully proportioned and mixed.

The four ingredients of concrete are sand, coarse aggregate (gravel or crushed stone), portland cement and water. The cement and water form a "paste" which, when it hardens, acts as a binder between the particles of sand and coarse aggregate. For this reason it is essential that they be used in proper proportions. In general, the less mixing water used, the better the quality of the concrete, provided the mixture is plastic and workable.

The easiest way to figure the quantities of portland cement, sand and gravel needed for a specific job is to jot down the amounts in the form of a numerical relationship. For example, "1:2 $\frac{3}{4}$:4" means 1 part cement to 2 $\frac{3}{4}$ parts sand to 4 parts gravel. The proportions of ingredients for some of the more common concrete improvements around the home are shown in the table on this page.

The recipe for mixing quality concrete by hand, keeping in mind, of course, the proportions needed for the purpose, is this: Spread the measured amount of sand out evenly on a tight floor or wooden platform.

Add over this the required quantity



A pail marked on the inside at different heights to indicate quarts and gallons will be found handy for measuring water. A pail may also be used for measuring portland cement, sand and coarse aggregate.

of portland cement evenly distributed.

Fold the cement and sand with square pointed shovel to produce a mass of uniform color, free from streaks of brown and gray. Such streaks indicate that the cement and sand are not thoroughly blended.

Measure out the required amount of coarse aggregate (crushed stone or gravel) and

Spread in a layer on top of the cement-sand mixture.

Fold continuously until the crushed

stone has been uniformly distributed throughout the mass.

Make a depression or hollow in the middle of the pile and add the correct amount of water while the materials are folded.

Continue the mixing until the cement, sand and pebbles have been thoroughly and uniformly combined.

After the concrete is thoroughly mixed it must be placed in previously prepared wooden or metal molds called forms within 30 minutes after mixing. It should be well tamped or spaded as it goes into the forms. This operation forces the coarse aggregate back from the face, making a dense concrete with smooth surfaces.

Do not permit the freshly placed concrete to dry out. Protect it from the sun or drying winds for a week or 10 days; otherwise the water necessary for proper hardening will evaporate, resulting in the loss of strength. Sidewalks, porch floors and similar surfaces can be protected by covering with earth or straw kept moist by occasional sprinkling as soon as the concrete has hardened enough so it will not be injured. This precaution will add greatly to the durability of the surface.

New Railroad Stories for Children

"The Roundhouse Cat and Other Railroad Animal Stories", published this spring by Whittlesey House, should appeal to all children who love to read about railroads. It is a collection of seven stories based on actual incidents, but dramatized for easy, exciting reading. The title story, for instance, concerns a cat that saved a train, and the others describe equally intriguing situations.

The author of "The Roundhouse Cat" is Freeman Hubbard, who wrote the popular "Railroad Avenue" several years ago. Mr. Hubbard knows his railroads, being the son of a Pennsylvania freight clerk and statistician. In addition to being raised in a railroad atmosphere, he has held railroad jobs all over the country and from 1929 until recently was on the editorial staff of *Railroad Magazine*.

Kind of Work	Cu. Ft. Wet Sand (Av. Dampness)	Cu. Ft. Wet Gravel	Bags of Cement
Foundation walls which need not be watertight; footings, retaining and garden walls, etc. 1:2 $\frac{3}{4}$:4	1 $\frac{1}{4}$	2	2 $\frac{3}{4}$ (or 11 qts.)
Watertight basement walls and floors; walls above ground, sidewalks, flagstone walks, driveways, outdoor fireplace base, porch floors, garden pools, etc. 1:2 $\frac{1}{4}$:3	1 $\frac{1}{8}$	1 $\frac{1}{2}$	2 $\frac{1}{2}$ (or 10 qts.)
Fence posts, flower boxes, lawn benches, bird baths and other garden furniture. 1:1 $\frac{3}{4}$:2	$\frac{7}{8}$	1	2 (or 8 qts.)

Chicken and Spice

Chicken, one of the best meat buys on the market now, is a good source of economical variety meals. Equally important to the meal planner is the fact that it has a high protein content and is a good source of iron and phosphorus and of vitamins which promote general good health.

The number of recipes for preparing chicken is almost endless. For a new way, try Chicken Cacciatore, an unusual combination of chicken and tomatoes and spices, tested and recommended by the General Electric Consumers Institute.

Chicken Cacciatore

½ cup shortening, fat or salad oil
 1 3-pound frying chicken cut in pieces
 1 medium onion thickly sliced
 1 large green pepper cut in ¼-inch strips
 1 clove garlic peeled and minced
 1¾ cups drained canned tomatoes
 ½ cup canned tomato sauce
 2 teaspoons salt
 ¼ teaspoon pepper
 ¼ teaspoon ground allspice
 1 bay leaf

¼ teaspoon leaf thyme
 dash of cayenne pepper

Heat shortening in large skillet on high heat. Fry chicken until golden brown on all sides. Place chicken to one side, add onions, green pepper and garlic on the other side, and brown lightly. Redistribute chicken, peppers and onions in skillet. Combine tomatoes, tomato sauce and spices and add to chicken. Switch to low heat and simmer, covered, for 30-40 minutes or until chicken is tender. Serve with sauce poured over it. Makes 4-6 servings.

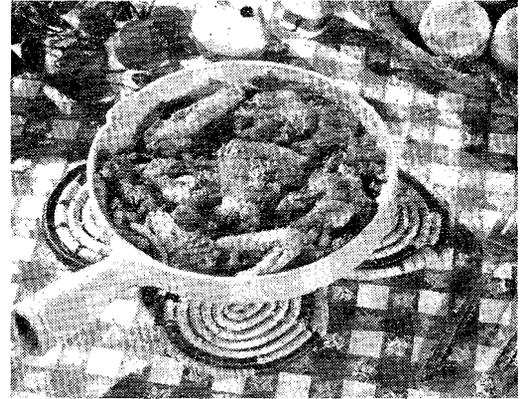
Chicken thighs baked in butter and spices is for special occasions or just plain good eating any time. Here's the recipe:

Deviled Chicken Thighs

2 lbs. fryer-chicken thighs or legs
 ½ cup butter or fortified margarine
 1 tablespoon paprika
 2 teaspoons salt
 1½ teaspoons dry mustard
 ½ teaspoon chili powder
 dash of cayenne

Dip chicken in melted butter. Save remaining fat. Lay pieces 1 layer deep in a baking pan. Bake covered in a moderate oven (350°F.) for 30 minutes. Mix spices with remaining fat and spread over chicken. Continue baking until tender, 45 minutes to 1 hour. Turn and baste with any remaining fat. Serves 5 to 6.

Chicken Cacciatore



Railway Business Women Meet in Minneapolis

The National Association of Railway Business Women, which has approximately 3,750 members in 14 key cities of the East, Middle West and South, held its seventh annual convention at the Nicollet Hotel in Minneapolis June

22-23-24. Delegates from the Milwaukee Road chapters in Chicago, Milwaukee and the Twin Cities were among the 400 who attended.

The Milwaukee Road is well represented in these three chapters. Mil-

waukee, Wis., Chapter, chartered this year, elected Esther Paul, Minnie Walters and Leona Esser, all Milwaukee Road employes, to serve as president, treasurer, and recording secretary, respectively. Iona DeCamp, of the office of chief disbursement accountant, was installed June 5 as president of Chicago Chapter—the first employe of the Road to hold that office—and Martha Prestin, of the auditor of capital expenditures force, serves the chapter as corresponding secretary. At the Twin Cities, Ruth Lindgren, a Milwaukee Road employe, is recording secretary.

The entertainment arranged for the convention included a trip to Somerset, Wis., for a smorgasbord dinner, a luncheon in the ballroom of the Nicollet and a brunch in the Nicollet Terrace. The highlight of the program was a formal dinner at the hotel Saturday evening. Miss Sarah Barker of Minneapolis, president of the national association, presided and G. A. MacNamara, president of the Soo Line, Minneapolis, made the principal address. The Milwaukee Road was represented on the speaking program by D. T. Bagnell, general superintendent, Minneapolis.



Leaders of R.B.W.A. groups who attended the banquet. From left: Iona DeCamp, Milwaukee Road employe, president of Chicago Chapter; Sarah Barker, Rock Island employe at Minneapolis, national association president; Irene Burchard, former Milwaukee Road employe and past president of Twin Cities Chapter; and Esther Paul, Milwaukee Road, president of Milwaukee [Wis.] Chapter.

about people of the railroad

D & I Division

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

An instructive claim prevention meeting was held at Savanna the evening of June 5, with Mr. Ennis as the principal speaker. The 1950 World Series movie was shown and refreshments were served. Employees were present from Albany, Fulton, Port Byron, Dubuque and Savanna.

Wedding bells rang out in June for Wilbur Lartz, caller at Savanna roundhouse, and Miss Dorothy Engleking of Savanna, the ceremony taking place in the Lutheran Church in Dubuque.

Miss Ann Brkljack, daughter of Mr. and Mrs. Dan Brkljack (car department), Savanna, became the bride of Maynard Decker June 23 at a nuptial high mass in the Catholic Church in Savanna. Steve Brkljack (store department) served as one of the ushers.

Frank Peter Pazour, retired Iowa Division conductor, passed away at his home in Savanna June 23, following an illness of many months. Surviving are his widow, two daughters, four sisters and four brothers.

Max Henninger, retired Iowa Division conductor, passed away in the Moline Public Hospital on June 18. Mr. Henninger started his employment with the railroad in 1911 and retired as a freight conductor on Oct. 1, 1941. Surviving are a daughter, Mrs. T. F. Brennan of Savanna, and three sons.

Patricia Kinney, younger daughter of Chief Clerk C. E. Kinney, Savanna, graduated from Northwestern University, Evanston, Ill., on June 11 with the degree of Bachelor of Science. She plans to return in the fall for her Master's degree. Mr. and Mrs. Kinney attended the graduation exercises, then C.E.K. went on to Boston to see their daughter Marion and husband and sort of "tour the East" before returning to Savanna.

Mary Ellen McGinn, daughter of Assistant Superintendent McGinn, Savanna, graduated from the eighth grade of the Catholic school and received the American Legion Award which is presented to students graduating from junior high school. She will enter the Savanna Township High School in the fall.

Fireman and Mrs. Jack Reilly, Savanna, are the parents of a boy born June 4. This makes Conductor Mat Pollock a "grandpa."

Brakeman J. R. Crutcher of Laredo, Mo., enjoying a few leisure hours of fishing in the vicinity of Dawn, Mo., on May 25, observed that No. 86 passing by had a hot box 39 cars from the rear. He signalled Conductor Hatchitt on the rear of the train, and when it was brought to a stop, they found a hot journal which might have caused serious trouble—it could not have been detected from a running inspection, due to a heavy downpour of rain which occurred at that time. Brakeman Crutcher's off-duty alertness was reported for commendation by Superintendent Kiesele.

QUAD-CITIES AREA

Tom Lonergan, Correspondent
Yard Office, Nahant

A severe electrical storm recently hit Davenport and among the casualties was the brick chimney atop Engineer Walter Dehning's house. Walter reports that when the bricks started tumbling down the roof, it sounded like one of the "K" engines taking coal.

William (Oley) Olson, popular helper at Nahant roundhouse, returned to work recently after being absent on account of illness.

Switchman Carroll Richardson returned to Mercy Hospital in Davenport recently for post-surgery treatment.

Claude Clark, veteran cashier in the East Moline depot, was confined to City Hospital in Moline for surgery.

S. E. (Pete) Crouse, switchman, is still ill at this writing.

"Doc" Santee, long-time conductor on Nos. 3 and 8, local motor-car run from Davenport to Kansas City now discontinued, tells of a lady passenger who apologized to him because her little dog had eaten her ticket. Doc, the unimpressed ticket-taker, suggested that she buy the dog a second helping.

Carl Monson, Moline freight house, is pinch-hitting for Claude Clark, cashier at East Moline station, during his absence.

A vacation, says the dictionary, is a period of freedom from duty, business or activity. The popular notion is that it is supposed to be for rest and relaxation, but it has also been described as something from which father returns weary and broke, and very glad to go back to work. Whatever it is, almost everyone who works for a living gets one these days. Among the Milwaukee personnel who have recently enjoyed this privilege are the following: Earl Harper, Gaines Street yard foreman, and family who enjoyed the breezes off the Gulf of Mexico in the vicinity of Taft, Tex.; Russel Tubbs and the Mrs. visited the Northwest, namely Seattle, Wash., and reported a delightful trip—Milwaukee Road all the way; Harry Caniff and wife enjoyed a motor trip to Pennsylvania; Yardmaster Art Kelsey and family visited relatives in Iowa and Wisconsin; Switchman Howard Harrington and family (including the dog) spent a few days at their comfortably furnished cottage on the banks of the Mississippi near Davenport; Ann Murphy, Davenport freight office, and her husband recently returned from an extended vacation covering interesting places in the Southwest—among the scenic spots visited was the Lake of the Ozarks where they enjoyed some thrilling speed boat rides.

Harry Sales, veteran switchman, now retired and living in Los Angeles, visited the Davenport terminal and renewed old friendships in June. Mr. Sales asserted that he is enjoying every day of his retirement.

SECOND DISTRICT

Announcement is made of the recent marriage of Miss Martha Elizabeth Duffy, daughter of Agent Frank Duffy, Dubuque, to Robert E. Harris of Milwaukee, in the Dubuque First Congregational Church. The bride was attended by her sister, Mrs. Robert Anderson, and her niece Barbara Anderson, both of Waialua, Hawaii. A reception for 250 guests was held at the Duffy home.

Madison Division

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

The marriage of Miss Geraldine Marie Kerin, daughter of Engineer James Kerin, and Ralph M. Haffey of Beloit was solemnized in St. Raphael's Cathedral, Madison, on June 9. Following a wedding dinner and reception at the Park Hotel, the newlyweds departed for a trip to northern Wisconsin and Canada. The bride's mother will be remembered as Florence Bischel who was secretary to Superintendent MacDonald for several years.

Chief Carpenter and Mrs. W. M. Cameron, Madison, have moved into their new home at 507 Lakeview Avenue, Morningside Heights.

Carman and Mrs. R. W. Graves, Madison, announce the arrival of a son, Gregory John, on June 27. The little fellow is the first



AND SO THEY WERE MARRIED. Miss Myrene Facer, daughter of Mrs. Bernice Clausen, PUG&D clerk at Seattle, leaving St. Margaret's Church, Seattle, with her bridegroom, Jerome Driscoll, following their marriage on June 2. Myrene, known to Milwaukee Road friends as "Mickey", was at one time employed as a messenger in the White Building offices.

grandchild of Assistant Superintendent R. W. Graves of Beloit.

A son, Joseph Michael, arrived at the home of Switchman Leo J. Cooper on June 12.

Gertrude Brandes, retired agent, is confined to the New Sanitarium, Prairie du Chien, with a broken hip.

W. E. Smith, retired engineer, paid us a visit in June, after spending the winter in Florida.

Engineer and Mrs. Ollis J. Johnson vacationed recently in the East.

Mrs. W. P. McDonnell, wife of retired agent of Spring Green, passed away at her home on June 10 following a short illness. Besides her husband, she is survived by sons W. J. McDonnell, train dispatcher at Madison, and Glenn McDonnell, agent at Spring Green.

A recent letter from Fireman Jerry Stuckey, stationed at Ft. Eustis, Lee Hall, Va., states that he is with a railroad operating battalion and that Fireman Bob Hodgson is with the same outfit.

Conductor Henry Taylor retired June 26, closing a perfect railroad record of 47 years.

Maurice Goggin, retired engineer, passed away at a Madison hospital June 11. Mr. Goggin retired Nov. 1, 1947, because of failing health.

Switchman C. B. Corcoran is ill at his home at this writing.

Section Laborer P. M. Peterson, Cross Plains, succumbed to a heart seizure while working in Madison yard recently.

Telegraph Operator P. H. Zander paid us a visit on June 27 while on furlough. He is stationed at a camp near Washington, D.C.

Roundhouse Laborer Elsworth Porter passed away at a Madison hospital on June 20 as the result of an injury incurred the latter part of April.

Mrs. Edward Fogarty, widow of crossing flagman, died at St. Anthony's Home, Dubuque, on June 18.

Freight Service Inspector Mahaffey and Mrs. Mahaffey, who is employed in the freight department, made a motor trip recently, stopping at points in Missouri.

Assistant Division Engineer and Mrs. F. R. King recently entertained their son-in-law and daughter, Dr. William Bond and Dr. Virginia Bond (Peggy King), of Indianapolis.

Coast Division

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

Frank Buchanan, retired traveling engineer, passed away May 28 at the age of 78. Frank was really an old timer on the Milwaukee, having started his railroad service on Lines East in 1887, and coming to Lines West in 1908. During World War I he served with the Army in Russia and Asia, and attained the rank of major. After the war he returned to the Road as engineer and was later promoted to traveling engineer. He retired in 1939.

Another old timer, Mike Krenik, locomotive engineer, passed away June 10 following several months' illness. Mike started to work for the Road in 1909.

Harvey Snyder, another well known old

timer, passed away June 13 following an illness which confined him to the hospital for several months. Harvey started to work for the Road in 1903 as a caller in Green Bay, Wis., and came to Lines West in 1909, working at Miles City and Deer Lodge, Mont. He came to Tacoma in 1914 as chief clerk to master mechanic.

May Brown, chief dispatcher's steno, took a vacation trip to California. Mrs. Leo Jensen took care of her job while she was away. Margaret Longpre, telegraph operator, has

SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent
Local Freight Office, Seattle

Mrs. Emil Nielsen, wife of rate clerk, passed away May 25 after a long illness. Funeral services were held in Seattle and the remains were taken to Chicago for burial. Mrs. Nielsen was born in Chicago, coming to Seattle 23 years ago. Besides her husband, she is survived by a son and daughter of this city.



HOMECOMING. Harold E. Stassen, University of Pennsylvania president and former governor of Minnesota, with Mrs. Stassen and children Catherine and Glen, ready to board the Morning Hiawatha in Chicago June 27 for a trip to St. Paul, Minn.; Earl Edmond, Union Station ticket examiner, does the ticket punching. Several years before becoming a national figure, Stassen was employed for a time as a sleeping car conductor on The Milwaukee Road.

returned from a vacation that covered a lot of territory on the west coast.

Mary Lynch has returned to her work as secretary to Superintendent A. O. Thor, after several weeks of illness which followed an operation.

Frank McConnell, retired hostler, was seriously ill in the hospital for several weeks, but is now home and doing fine.

Barbara Ellis, daughter of Lester Ellis, chief clerk to superintendent, graduated from Lincoln High School with honors that included a four year renewable scholarship to Parkland Lutheran College. Understand that she intends to study for the teaching profession.

Henry Hotchkiss, retired conductor, passed away June 21. He had been in service since 1918.

Sentry: "Halt! Who's there?"

Voice: "American."

Sentry: "Identify yourself by reciting the second stanza of 'The Star Spangled Banner'."

Voice: "But I don't know it!"

Sentry: "Sufficient proof. You may proceed."

Olive Swift is back at work on the switch desk after a vacation in Colorado where she visited her father at Longmont; also a sister and brother-in-law and a new little niece in Denver.

Mr. and Mrs. Jewell Campbell are the parents of a baby daughter, Joyce Louise, born May 24 at Holton, Kans. Jewell is OS&D clerk at the freight office. The Campbells have another daughter, Marcia.

A baby daughter arrived at the home of Verlie and Bud Erickson the latter part of April. They have named her Maren. Verlie was employed at the local freight for about seven years prior to resigning last August.

Mr. and Mrs. Henry Schirmer and son Stanley were recent Seattle visitors from Mitchell, S. D., where Mr. Schirmer is an employe of the Road. Mrs. Schirmer's sister, Helen Hasslinger, rate clerk at our LCL warehouse, enjoyed showing the Schirmers points of interest around Seattle. Everything was fine except the fishing. Helen says it never fails. When you want to show off those darn fish, you can't find 'em.

Team Track Clerk Frank Walker is ill and in the hospital at this writing.



AT THE W.I.B.C. The Olympians, of the Milwaukee Road bowling league at Tacoma, Wash. Front, Juanita Modglin (left) and Helen Ivory, captain. Rear, from left: Darleen Poulson, Ethel Jennings and Edna Schoenbachler. This picture was taken at Seattle on June 8 when they represented the railroad league in the Women's International Bowling Congress.

TACOMA

R. A. Grummel, Correspondent
Agent, Tacoma

John Edward Scott, veteran Redcap at the Tacoma passenger station, died at a local hospital June 5. Mr. Scott was 67 years old. He was born in Kansas and came to Tacoma 10 years ago from Chicago. Surviving are his wife Ethel and two sons, Orville Ray Scott of Chicago and Kenneth of Los Angeles. Mr. Scott's duties have been taken over by Benjamin Harris.

Russ Gates, formerly chief clerk at the Tacoma city office and now city freight agent at Butte, arrived in Tacoma June 22 to attend the 40th wedding anniversary celebration of his parents at Auburn, Wash. He stayed with his brother John, outbound revising clerk, Tacoma freight office.

We are pleased to report the many letters of thanks and appreciation Ticket Clerk Glen Russell is receiving from various schools in Tacoma for the way in which he handled the ticket situation when the school children made trips on our Olympian Hiawatha. Some of the children had never been on a train before and it helped a lot to have a jovial man at the ticket window.

Ticket Clerks Glen Russell and Carl Tveter, Cashier Ivar Berven and Dispatcher Clinton Miles attended the Shrine convention in Vancouver, B.C., June 9. Their wives were along, of course.

Among the 502 graduates of Lincoln High School were T. E. Norwood's daughter, and Judith, granddaughter of Mrs. Densmore and the late Bill Densmore.

Charles Snure, who was a messenger in 1947, has returned to work as a yard clerk.

Alfred C. Buhre, who is helping out in the warehouse during vacations, is city golf champion of 1950. He placed second this year. Mr. Buhre is one of the two scratch handicappers in Tacoma.

Vacationing: CYC Bob Shipley, devoting much time to his seven-year-old daughter;

Board Clerk Bob Huntsman painting his new home; Assistant Cashier John Lucchesi gardening; Counter Clerk Tom Norwood and family at the beach.

Ticket Clerk Carl Tveter and wife have returned from an interesting vacation in the wilds of northern Canada. Carl reports some of the scenery as being the most beautiful he has ever seen.

Mrs. John R. Stevenson of Los Angeles spent the month of June with her sister, Hazel Gottlieb, and father, E. B. Shults, in Tacoma—Hazel is relieving on the assistant cashier's job during Mrs. Velma Wheeler's absence. The trio took week-end motor trips to interesting points around Tacoma. It was all new and beautiful scenery to Mrs. Stevenson and Mr. Shults, who is making his home with Hazel.

SEATTLE YARD

F. J. Kratschmer, Correspondent

Jack Leroy, Jr., is my name. I'm a seven pound baby boy, and I was born in Virginia Mason Hospital, Seattle, on May 24. I am the first baby to arrive in our family. Congratulations to Yard Checker Jackie Werner and wife.

Coach Cleaner Coleman Larkin took off two weeks starting May 25 and traveled through the Middle West.

The old Pontiac got to the point where it could not stand those frequent trips to Tacoma, so Car Foreman Russell Wilson turned her in and is now driving a new Studebaker.

Jim Hartery, yard clerk, took two weeks off starting June 5 to do some needed work around his home. Danny Cartwright relieved.

Carman Emery Dutrow has been "batching", as his wife was in Aberdeen, S. D., visiting relatives.

Carman Jack Beaulieu made a trip to North Dakota during June. He said there was a drought there until he came, then it rained for two days and all the farmers came to town to celebrate.

Harry Fordyce, of the B&B force, returned to work June 6 after being off for two months with pneumonia.

Roundhouse Foreman R. W. Janes and wife took off June 6 for Chicago where they visited with relatives. Mr. Janes then picked up a new De Soto car at Wausau, Wis., and they drove back to Seattle by way of Bryce Canyon and Salt Lake City.

Locomotive Engineer E. S. Johnson returned to work June 7 after spending six weeks visiting at Appan, S. D., and other points. He and his wife made the trip by automobile.

Milwaukee Terminals

FWLER STREET STATION

Pearl Freund, Correspondent

Joe Jendusa, car inspector, returned from his recent vacation more tired than when he left. He painted some parts of his home, which is a new kind of work for Joe.

Steve DuPay Jr. passed the examination for the Coast Guard Reserve.

Check Clerk Ed Decoreau spent part of his vacation in the old home stamping grounds in northern Michigan trying to catch some fish, but no luck—too much rain and cold.

Check Clerk Gerald Sweeney went on a

vacation recently only to leave again on a 90-day leave of absence.

John Lustig, our tow motor operator, has left the service. Ed Stoeck of house 7 replaced Steve Raginski, check clerk at North Milwaukee station, who was on vacation.

Mrs. Steve DuPay Sr., who underwent surgery recently, is coming along very nicely.

Tractor Operator Walter Schoenherr, on vacation at this writing, reports that fishing at various places in Lake Michigan has been very gratifying.

Michael Kurth, assistant foreman at house 7, and George LaDew, a neighbor with a kindred hobby, have combined their wood-working talents to work on various projects. Especially decorative are their wooden figures for gardens and lawns.

On June 26 Milton Straka, assistant cashier, and Mrs. Straka observed their 25th wedding anniversary. A small gathering of family and friends celebrated the occasion at the Saxony. Son Dick, an engineer at General Motors, Dayton, Ohio, was home for the event.

Herman Kopplin, yard clerk at Grand Avenue, has received an appointment as night traffic manager for the Miller Brewing Co.

Gregg Allan Gromacki is the newest arrival at the Harold Gromacki home, weighing in at 7 pounds 2 ounces. He was born on May 26. Sister Cheryl Lynn is now three years old.

Marge Hagberg, equestrienne, has been putting her mount Harbor Light through his paces in preparation for the summer horse shows. At Union Grove, Wis., he placed fifth in the 3-gaited stake class and at Janesville, sixth in the open (gelding) class.

New messengers since the close of school are Ralph Richter, Sylvia Ann Wolverton, John Gradecki and Richard Freund, the last bearing quite a resemblance to Yours Truly.

Happiest girl in the office could just naturally be Kathleen Nowak, whose husband will



MOM HAS ALL THE LUCK. Mrs. Helen Hesperich, auto messenger at Fowler Street, Milwaukee, shown here with her son Richard, 15, would have us know that it took skill to land this muskie. Before she could reel him in, he almost overturned the boat. She caught him while vacationing at Woodruff, Wis., the only member of the family party to catch one, too!

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soon be home on furlough from Aberdeen Proving Ground, Md.

Mary Truitt was hostess at a miscellaneous shower for Beverly Geisinger prior to her marriage to James Kemp on June 23. About 15 girls were there to extend their good wishes and enjoy the fun and delicious refreshments.

MUSKEGO YARD

Grace M. Johnson, Correspondent
Office of General Superintendent

Stanley Jakubowski has returned from a vacation trip by auto to Baltimore, Md.

Charley Stammeler is taking an extensive trip through the West.

Floyd E. Smoot, retired chief carpenter, Milwaukee terminals, has been a visitor in Milwaukee recently. He is looking fine, and the Florida climate around St. Petersburg where he now makes his home evidently agrees with him.

Switchman Ed Wroblewski was injured in an automobile accident and is confined to Milwaukee Hospital at this writing.

R. T. (Dick) Fisher is convalescing at St. Anthony's Hospital at this writing, as the result of an automobile accident.

"Rocky" Todd, Muskego train clerk, was married June 9 to Miss Betty Ann Wolff at St. Matthew's Church.

George Lawrenz vacationed for two weeks in northern Wisconsin.

Yardmaster Walt Dreyer planned a two-week fishing trip and tour of upper Minnesota and the Lake Superior area.

Hats off to Trainmaster Norman Soergel for his new safety publication, "Your Safety News—Mr. and Mrs. Milwaukee Terminal". It's a real newspaper published twice a month, containing safety items for the major portion of the paper as well as news items of personal interest, want ads, joke sheet, lost and found column, and a comparative chart. Each issue shows standings on safety records for various departments. The paper is mailed to the homes of employees.

G. Arthur Brown, general car supervisor, who has been ill for several weeks, is improving and is allowed to see visitors now.

CHESTNUT ST., NORTH MILWAUKEE & NORTH AVENUE

Dick Steuer, Correspondent
Chestnut Street Station

Elmer Keller, chief clerk at North Milwaukee, reports a rather newsy item. Four "little stinkers", orphaned when their mother was killed in a traffic accident, were found huddled under a trackside building recently. After an easy capture they were presented to the zoo at Washington Park. Zoo officials, old hands at this sort of thing, reported no trouble in feeding the hungry baby skunks.

Vacations are naturally the chief topic of conversation these days. Up North Milwaukee way, Oliver McKagan journeyed all the way to the west coast and back by Pullman. Lefty Eckhart demonstrated to the boys near Stanley, Wis., how to catch those big northern pike—photographic proof was supplied for the office skeptics. Bill Warner found St. Louis, Mo., a restful spot for his vacation. From the Chestnut Street office force, Tony Stollenwerk and Harvey Corbet stayed near home for the most part; Bette Whitford entertained her sister and family here; Eddy Kurtz spent a week at Half Moon Lake (no fishing success

July, 1951



SCHOOLHOUSE ON WHEELS. Interior of the brake school car which is being sent over the system to provide employees with the opportunity to inspect and operate the 13 types of handbrakes used on Milwaukee Road cars. This picture was taken while the car was in the Milwaukee, Wis., area in June. From left: E. L. Klein (kneeling) and P. C. Brandenburg, Milwaukee; F. W. Johnson, Chicago, brake instructor; and George Beaty, Waterford, Wis. (Milwaukee Journal photo.)

reported); Mary Jean Briski spent a few weeks in her home neighborhood of Hibbing, Minn.; and Yours Truly saw a bit of the home state via the family car.

The relief position at Capitol Drive and A. O. Smith has been assigned to W. D. McIntosh. Mary Jean Briski has been assigned as clerk to Ed Nowicki, P.M.R.R. accountant at Fowler Street; her former position was that of yard clerk at Blatz yard. Danny Kugler, who held the position of rate clerk at North Milwaukee, has transferred to the traffic department at the Pabst Brewing Co. Mrs. Rose Liebhauser is helping out at North Milwaukee, and Ann Kowalski and Carol Kettner are filling in at Chestnut Street.

Edward Laabs, retired crossing watchman, passed away June 20 after a long illness. Mr. Laabs retired just two years ago after serving the Road as crossing guard since July 7, 1917. He was assigned to the Cammeron Avenue crossing at North Milwaukee in 1936 after quite a spell at the Hawley Road crossing. Prior to his retirement in 1949 Mr. Laabs worked at the Hampton Avenue crossing.

Mrs. Frank Thielke, wife of retired demurrage clerk at Chestnut Street, passed away recently. She was the mother of Ralph and Norman Thielke, who worked as rate clerk and yard clerk in the Chestnut Street area a few years ago.

The annual output of hard coal would fill a train longer than the entire distance around the U.S.A., and on top of that, a truck convoy from New York to Texas. Piled vertically, this anthracite mountain would cover five square city blocks and tower as high as the Empire State Building.

Milwaukee Shops

CAR DEPARTMENT—OFFICE AND SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

Everyone had a gay time at the Milwaukee Road Foremen's Association annual picnic held at Jaeckles Resort at Pewaukee Lake June 24.

Carman Donald Dysland, who has been ill since September, 1949, being confined to the Veterans Administration Hospital at Wood, Wis., recently paid us a visit and appeared to be in fine physical condition. He expects to be released from the hospital in August and we hope to see him back on the job afterward.

As Frank Beno, welder, passed out cigars recently he said, "Good things come to those who wait." Frank became the father of a 9 pound 8 ounce baby girl on June 5 after an eight-year wait. He and his wife were extra happy, as they were about to adopt a child prior to this blessed event.

Ed Stelter and William Stapleton, welders, will challenge anyone in the freight shop to a game of golf. They say it includes our star golfer, Foreman Vernon Waterworth.

General Foreman E. H. Poenisch is recuperating at home after undergoing a lung operation. Also ill, since May 10, is Carman Robert Blume.

Charlie Kreil, car checker, has extra duties at home these days, as his wife returned home recently after being confined to the hospital for several weeks. She is doing fine at this writing.

Fred "Soapy" Glaser, welder, recently

supervised the re-railing of a car here at the shops. "Soapy" also wants everyone to know that his pigeons are bringing home the money these days. In recent races they have come in close to first place, and he anticipates even bigger things from them in future races. Reports on their accomplishments will be made from time to time.

Sympathy is extended to the families of the following who have passed away: George Andriko, laborer, died May 13; Al Welnak, retired painter, died May 22; William Gavigan, retired laborer, died June 5; and Herman Klann, retired carpenter, died June 15.

OFFICE OF MECHANICAL ENGINEER AND SUPT. OF CAR DEPT.

Harold Montgomery, Correspondent

Oh for the life of a sailor! Merrill Fox went lake yachting on a recent week end and just about made it back to shore at 7 A.M. on a Monday morning. I understand he brought his craft up the Menominee River as far west as he could and walked to work from 27th Street.

Mr. and Mrs. George Corbett celebrated their golden wedding anniversary recently. George is our retired locomotive machine shop foreman and mighty peppy at 73.

Mr. and Mrs. Paul Bubolz of the upholstering department recently celebrated their 25th wedding anniversary.

Joe Borowski is again back in the hospital (St. Luke's). He will undergo an operation which is expected to put him back on his feet to stay.

Tony Kinder, retired upholsterer, is laid up in the hospital at Wood, Wis. Drop him a line or visit him, boys.

Mr. and Mrs. Henry E. Kundert are planning an extensive trip through Canada in their new Nash for their vacation. The Kunderts spread out a different way each year. This



ROMANCE NEWS. The cake cutting ceremony at the reception honoring Miss Jean E. Farnham, daughter of Superintendent A. J. Farnham of the Terre Haute Division, and Paul E. Scott who were married in St. Margaret Mary's Church, Terre Haute, on June 9. Patricia Farnham was her sister's maid of honor. Following the wedding a breakfast was held for the families in the Green Room of the Terre Haute House. Friends were greeted at an afternoon reception in the hotel.

Canadian trip promises to be a beautiful scenic drive.

Ed Carpenter, apprentice from the back shop, will take his wife and visit the old homestead in La Crosse during his vacation.

Al Groth took a week of his vacation to rough it in northern Minnesota. Figured on catching some big ones.

Latest in cars? Keep in touch with Martin J. Biller. It sure is a beauty.

The new mail girl is Janet Kutter, daughter of William J. Kutter, store department stockman. She operates between all stations in the shops.

The R. W. Engelkes were a busy family prior to July 22 when son Bruce was due to enter the soap box derby. His older brother, Robin, captured the crown two years ago.

LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

There was much excitement in the Louis Bednar home recently when Timothy Michael, the very first grandchild, arrived. Grandpa Louis Bednar is a timekeeper in the SMP office and Aunt Rita is a clerk in the foundry office. To add to the excitement, Grandpa and Grandma Bednar celebrated their 25th wedding anniversary with a party which was attended by many of their friends in the locomotive department.

A hearty welcome to Joan Kelly, who is a steno-clerk in the locomotive department.

Sympathy is extended to the families of Alvin Ott and Gustave Wolfard, retired core-makers, who passed away recently.

When Foundry Molder Charles Gilmore applied for transportation to St. Paul recently, we discovered it was to be a honeymoon trip.

Foundry Molder Vincent Kaluzny is on the road to recovery following an operation.

We noticed a very nice item in the newspaper recently when Betty Larson's good looking son Ralph was married. We understand Ralph is an ensign. Mama Larson is a steno-clerk in the SMP office.

The Navy visited us recently in the person of William England. He would like to hear from you guys and gals. Your correspondent will furnish his address on request.

Terre Haute Division

TERRE HAUTE DISTRICT

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

Miss Carole Paton and Donald Barclay, both of Terre Haute and both students of Indiana State Teachers College, were married June 9 in a chapel at Ft. Jackson, near Columbia, S.C., where Mr. Barclay is in military service. The father of the bride has been employed in the Road's engineering department for many years. Mr. and Mrs. Paton and son drove to Ft. Jackson to attend the wedding.

"Doc" Heller, retired dispatcher, was presented with a "gold" lifetime pass in recognition of his 50 years of service on June 1. Superintendent Farnham presented it in the presence of the office force.

Sympathy is extended to the families of Freight House Foreman George Lloyd, who passed away on June 12, and Virgil A. Wray,



BLUE RIBBON STOCK. Fred Jackson, Terre Haute Division brakeman, gives a workout to his prize-winning school horse, Gracious Bob—or, as Fred calls him, "Nifty". He has won prizes in the stiff competition offered by both the Texas and the Oklahoma state fairs.

retired agent-operator, who passed away June 19.

Donald Ackerman is new to the engineering department. He comes to us from Savannah, Ill., and is a product of Purdue University. Yes, he is not married.

Locomotive Fireman William J. Stultz, now with the Air Force near Seattle, visited his parents, Locomotive Engineer and Mrs. Wren Stultz, in June.

James Conger, locomotive fireman, is planning a visit to his home in Clinton. He is now in military service near Savannah, Ga.

Vacationists include William Allen, retired dispatcher, who is visiting in New York and St. Louis; Mrs. William Grandstaff, wife of dispatcher, visiting in Beaver Falls, Pa.; Mrs. William Hetherington, wife of dispatcher, visiting in Green Bay, Wis.; Robert Kirschbaum, son of roadmaster, who is attending college in the East, visiting in Terre Haute, Dubuque and Sioux City; Yardmaster Donald Wile and wife vacationing in Quebec and other Canadian cities; Richard Meek, of the traffic department, visiting in California.

Mrs. Maxine Cundiff is on the relief roll in the Rea Building offices while some of the regular employees are on vacation.

Dispatcher Don Hehman was off duty in June due to illness, being relieved by Extra Dispatchers Hetherington and Anderson.

WEST CLINTON AREA

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

Dr. S. I. Green, who came to St. Bernice in 1911 and has been the company doctor for 35 years, was honored Sunday evening, June 10, by members of the Women's Club and their families with a birthday party. The group, numbering about 70, gathered on his lawn with well filled baskets and served a potluck supper. The doctor presided at the main table which held a huge birthday cake presented by Mrs. Paul Good. The committee which handled the arrangements consisted of Mrs. Reed McGinnis, chapter president, and Mmes. Harold Skelton, Wallace Jordan and George Beard.

Car Foreman C. F. Reide was on vacation in June, catching some of those big fish.

Conductor and Mrs. S. E. McReynolds spent a month in Los Angeles and other western cities recently. They motored going out, taking an automobile to their son Charles, and returned on the Milwaukee.

S/Sgt. Robert Crow, former clerk at Latta, was a West Clinton visitor in June. Bob is stationed at Clarksville, Ky. He is the son of Chief Yard Clerk Henry Crow of Hulman Street.

The mother of Conductor C. H. Doane passed away in June.

John M. Bain, former brakeman, died at his home in southern Illinois recently. Interment was in Sugar Grove. John was a veteran of World War I and a brother of George Bain, retired conductor.

Retirement news: T. H. Hehman, former engineer, has re-roofed his residence; H. H. Ferguson, retired conductor, is painting his house; Jesse Davis, retired engineer, is now at West Clington and enjoying good health; M. H. McCandless, retired agent, visited West Clinton recently; John Steffy, retired store laborer, is still confined to his home by illness.

Joe Wright, retired telegrapher, is still ill and would appreciate a card; address, St. Bernice.



Pfc. Mary A. Young

This reporter is proud to present a picture of his niece, Pfc. Mary A. Young of the U.S. Marine Corps. She was recently at the home of her parents, Brakeman and Mrs. O. A. Young, on a 14-day leave. She joined the Marines Feb. 14 and took a six-week boot training course at Parris

Island, S. C. Upon completing it she was chosen to take an eight-week course in Supply at Camp Lejeune, N. C. From there she will report to San Francisco as her permanent duty station.

That new sky blue Plymouth belongs to Store Helper Joe Presko and wife.

Machinist George Music was on vacation in June, working on his new trailer camp.

Car Inspector and Mrs. Elza Hale and Warren Ferguson, former conductor, and wife motored through the Smoky Mountains and Dixieland on their vacation in June.

Carman and Mrs. Frank Hunnicutt are vacationing in Tennessee at this writing.

Conductor Bill Dowling is back again. He is braking on the Red Ball for a while.

We all wanted to go fishing, when Section Laborer Joe Jackson brought in a 30-pound carp. Now we know there are fish in that pond.

Brakeman and Mrs. H. C. Perry are the parents of an eight-pound boy, Keith David, born June 28.

Last month we reported in error that Assistant Car Foreman Darrell Fisher had moved to Clinton. He is now located in St. Bernice.

We neglected recently to report the birth of a daughter to Carman Helper Bill Mullen and wife. Car Inspector Earl Mullen is the grandpa.



"VIVE LE BEURRE". Lapsing into French, Miss Barbara Perron of Opelousa, La. (white suit), who was chosen Queen of Dairyland at the Louisiana Dairy Festival last fall, gave her version of "Long live butter!" as she boarded the Morning Hiawatha in Chicago on June 7, en route to Sauk Center, Minn., to attend "Main Street Butter Days", an annual promotion in the interest of the dairy industry. With her, admiring the appropriate neckwear of Roy R. Theriot, secretary-manager of the Louisiana Dairy Festival and Fair Association, is Miss Margaret Allen of Oak Park, Ill., the American Butter Institute's Queen of Butter. Mike Costello, parlor car conductor, smiles his approval.

I & S M Division

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

Conductor W. R. "Bill" Smith is on a fishing trip to Canada at this writing, and we assume we will have some tall fish stories to listen to when he returns. His golfing partner, Dispatcher Harvey Otterness, and wife started their vacation June 29, planning to attend some big league ball games in St. Louis and Chicago.

Ticket Clerk Dwight Kneeskern was a delegate to the Clerks National Convention in San Francisco, where he and the Mrs. took in the sights during the evening, with a side trip to Grand Canyon.

Robert J. Wencil, agent at Lime Springs, Ia., joined the ranks of the "married folks" on June 21.

Word has been received of the death of a retired roadmaster, Thomas A. Ealy, at his home in San Diego, Calif., May 31. Tom was a veteran of 47 years of service when he retired in February, 1938. Burial was at Tama, Ia.

We had a variety of weather and scenery on our vacation trip—rain and wind all through Iowa, more rain, floods, washouts and detours in Nebraska, following a snowplow going through Kenosha Pass west of Denver, 100 degrees above in New Mexico, but grand weather while visiting the Petrified Forest, Painted Desert and Grand Canyon. Had a few days' visit with son Richard at the Marine base in San Diego where he had just received his corporal rating. On the return trip stops were made at Las Vegas, Nev., beautiful Zion and Bryce National Parks, and for a dip in the Great Salt Lake. After all the

rocks, sand, heat and sagebrush, the green fields and trees of Minnesota really looked good to us.

John Turney, former division master mechanic, passed away at St. Paul on June 30.

Congratulations to Dispatcher W. W. Faller, Austin, on the birth of Deborah Jane, who joined the family circle on June 27.

C. M. Perry is senior bidder for Huntley, Minn., station, due to the retirement of S. L. Blackmore. He will continue on temporary assignment at Good Thunder during the absence of F. J. Olson, who is with the Navy band.

Marlys Clemens, regular agent at Minnehaha, is on leave of absence; R. E. Sherman relieving.

P. F. Finnegan has relinquished temporary assignment as agent at Farmington, with R. G. McDermott taking over.

Ax Operator Pete Berg is enjoying what sunshine might peep through the dark clouds at Rushford for a couple of weeks. Art Kalland is relieving.

Milwaukee Division

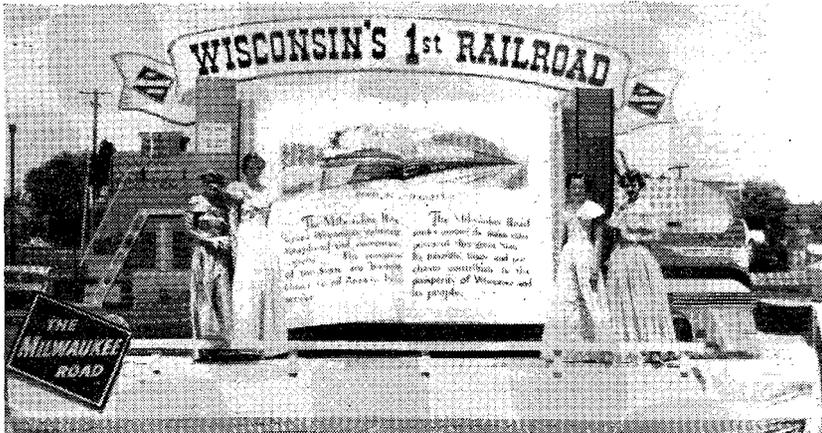
FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Brakeman Harry Hill of Fox Lake spent part of his recent vacation undergoing a minor operation.

Along the J line, Agents Anttonen of Libertyville and Blaw of Avalon and Operator Binstock of Walworth have recently enjoyed vacations.

Chief Clerk Herb Franzen recently attended a meeting between representatives of our railroad and the C&NW at Escanaba in re-



WISCONSIN'S FIRST. This attractive float, entered in the parade which marked the centennial observance of West Salem, Wis., on June 9, served as a reminder that The Milwaukee Road was Wisconsin's first railroad. The legend on the open pages of the book states: "The Milwaukee Road serves Wisconsin's industrial, agricultural and recreational regions . . . The resources of the state are brought closer to all America by its service. The Milwaukee Road ranks among the major enterprises of this great State . . . Its payrolls, taxes and purchases contribute to the prosperity of Wisconsin and its people." Bearing legends suited to the occasion, the same float appeared in a parade in Evanston, Ill., on June 2 commemorating the centennial of Northwestern University.

gard to the ore pool accounting arrangements.

Extensive track changes under way at Fox Lake, Ill., will add to our capacity to store suburban trains overnight and to meet additional loads more easily.

The ballast gang working below Rondout is making good progress and expects to finish the latter part of July.

Train Dispatcher J. S. Conn is on vacation in Washington, D.C., at this writing.

We have a report that the Lake section has added a new laurel to its trophies, having rescued a marooned kitten from the bridge at College Avenue.

Operator J. R. Buchanan has been appointed to the agency at West Lake Forest.

Word has come to us that Matt Indra, well known C&M retired engineer, passed away May 29. He was about 73 years old. Mr. Indra had been in service 49 years when he retired in 1948.

SECOND DISTRICT

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

On June 13 Eleanore Heinrichs, our girl operator at Plymouth, prevented what would have been a serious derailment to No. 74 by notifying the conductor on the rear end that she heard a loud noise and it looked like fire on a car. He investigated and found that a car of wood, 82 cars from the rear end, had a red hot journal but no fire. It could not have been detected by the crew.

A. J. Richards, retired brakeman of Menasha, passed away June 6.

George S. Dransfield, roundhouse foreman at Channing for many years, died recently at Iron Mountain.

Florence Gotto, cashier in the Green Bay freight office, vacationed in the West, visiting Vancouver, B.C., and down the coast to California.

W. F. Kramer, chief clerk, has accepted a position in the office of E. J. Scofield, district adjuster. John Philips has been appointed

chief clerk at Green Bay. Harold Matthews has taken the position as time reviser and Carl Matthews is now in the roadmaster's office.

Louis Nimz went to California as a delegate for the clerks' convention. Mrs. Nimz accompanied him on the trip.

Operator J. W. Thompson is leaving Appleton to take first trick at Menominee. Cliff Tarkowski is taking first trick at Appleton vacated by Thompson.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Car Foreman and Mrs. Walter Noctor of Harlowton announce the arrival of a seven and a half pound boy born June 15. The young man was named James Walter. Also, born to Roadmaster and Mrs. T. A. Spatafore of Harlowton, a boy named Gene Allen on June 4.

The following railroaders are confined to the Lewistown Hospital: Roundhouse Foreman Art Keeler, Engineer Joe Mondlock, and Bill Heide, machinist from Harlowton.

Loraine Bolter, daughter of Engineer and Mrs. Fred Tadewaldt, became the bride of Conductor Ernest Samuel June 12. The couple spent their honeymoon traveling to Yellowstone Park and around the state of Montana. They will make their home in Great Falls.

Conductor W. R. Goldbrand, who has been ill for several months, is back on his regular turn running freight between Lewistown and Harlowton.

Operator Donald Samuel, who worked at Piedmont on the main line, was the successful bidder on the Great Falls yard job.

Engineer Tom Erickson is back on the job after spending a week in the Lewistown hospital.

Assistant Superintendent F. E. Devlin and family have returned from vacationing in

Las Vegas, Nev. They also went to Grand Canyon National Park and Mexico.

Brakeman Lawrence Stingley and Mrs. Stingley are the parents of a baby girl, Linda Lee, born June 6 at the St. Joseph Hospital; weighed 8 pounds, 13 ounces.

Car Foreman Howard Sweeney of Butte has taken the assistant car foreman job at Miles City and will move his family there in July.

Returned from vacations are Gust and Ernest Samuel, John Brinkman, Joe Holecek, Pat Yates, Mabel Wolter and C. J. Barclay.

I am taking this opportunity to thank all who sent my daughter flowers and gifts during her stay in the hospital. It really made her stay there more pleasant.

WEST END

George D. Field, Correspondent
Operator, Deer Lodge

Special congratulations to Carman Martin (Spike) and Mrs. Hamilton on the birth of their son, Michael Lee, born on June 26, their first wedding anniversary.

Car Inspector Pat Burns, Jr., with his daughter Valerie, spent his vacation visiting Brakeman P. A. Burns, Sr., and Mrs. Burns at Spokane.

Clyde Field, Jr., carman helper, is relieving Marshall Pitts at Bonner; he in turn relieving Car Foreman T. A. Jones at Bonner, who is on vacation.

Car Inspector Munson and family have moved to Butte.

Shopmen C. L. Johnson, W. E. Thompson, Jr., Frank E. Hull, L. E. Hill, Eugene J. Hellmann, Don W. Gill, W. F. Mason, J. T. Kelly, J. A. Girard, Hostler Helper Dion Sutherland, Fireman J. H. Evans, and Car Department Laborers R. E. Thompson and R. R. Bame put in two weeks' training at Camp John W. Bonner near Helena. All are members of the National Guard, 443rd Field Artillery.

Operator Janice A. Driessen, Avery, and Electrician Leo H. (Dude) Kemp, Avery

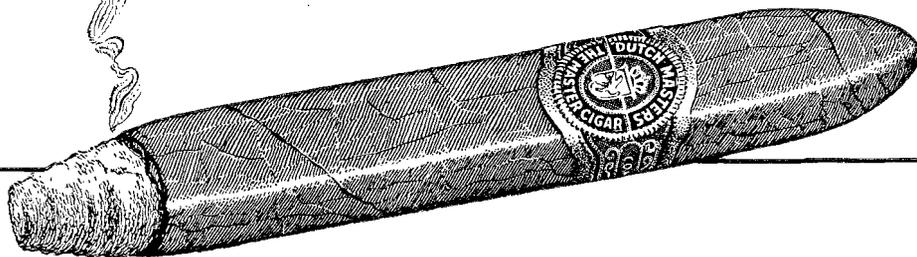
Hiawatha Service Club Picnic News

The 13th annual picnic sponsored by The Milwaukee Hiawatha Service Club for employes' families and friends will be held this year at Old Heidelberg Park, 5423 N. Port Washington Road, Milwaukee, on Sunday, Aug. 19. Several thousand employes attend this outing every year and it is expected that the usual large crowd will be present. An all-day recreational program has been planned, including the games, sports and other fun that make up an old fashioned family picnic, and featuring a one-hour show of professional talent. All employes in the Milwaukee-Chicago area are invited. Remember the time and place—Aug. 19 at Old Heidelberg Park.



SWEET AND MELLOW

Through sound and taste, a man experiences many of the richest pleasures of life. What could be more satisfying than the sweet tone of an old violin and the mellow goodness of a fine cigar like Dutch Masters?



DUTCH MASTERS CIGARS

roundhouse, were married in Wallace, Idaho, June 19. Machinist J. R. Scourey and Mrs. Scourey were the attendants.

Announcement has been made of the forthcoming marriage of Elsie Periman, daughter of Mr. and Mrs. Ralph Periman, and Fred Phillips, son of Mrs. Freda Phillips of Deer Lodge. A fall wedding has been planned. Fred is a pipefitter in Deer Lodge shops.

H. L. Clemmons, formerly operator of ditcher X-156, has been appointed boardman at Alberton.

H. L. Keeler, formerly boardman at Alberton, has taken over a clerk's job at Missoula freight house.

Yard Clerk E. E. Francisco, Deer Lodge, has been "batching" while his wife and children are away on a visit. G. M. Claussen, signal maintainer at Drummond, is in the same boat.

Mrs. A. E. Hanson, wife of agent at Drummond, has been released from St. Joseph's Hospital following a short illness.

Mrs. H. H. Springsteen, wife of pipefitter helper, Deer Lodge, was hospitalized recently, having suffered a broken hip while trying to salvage her flowers from one of our "summer" frosts.

Operator M. J. Cordia has gone to Harlowton to work the swing position.

Operator Sylva Misener is now working second trick at Deer Lodge.

Hear things got exciting at Haugan recently. It seems there was a hungry bear, and Operator Christ had him as an uninvited guest. Anyone need a partly demolished ice box?

EAST END

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

Mr. and Mrs. Sherman Lee and children of Butte spent a recent weekend with Mrs. Lee's parents, Mr. and Mrs. Homer Jenkins. While here they all went fishing on Willow Creek. Mrs. Jenkins said, "Everyone had a wonderful outing, but the fish were just too smart to be lured into a basket."

Sergeant and Mrs. Donald Jenkins announce the arrival of a baby girl born May 8. Sergeant Jenkins was in engine service before going into the Army.

Cpl. E. G. McKinnon surprised his parents, Mr. and Mrs. L. C. McKinnon, recently with a long distance call from Tokyo. He has been stationed in Korea since last September.

Mr. and Mrs. George Collins of Butte left June 4 on their vacation. They planned to motor to California and other points.

We were sorry to learn that E. A. McCloud, former chief carpenter for the Road, is in Providence Hospital in Seattle where he had a leg amputated.

Mr. and Mrs. T. H. Spatafore of Harlowton are happy to announce the arrival of a baby boy born June 5.

Corporal Burbridge, who is camped at Hanford, Wash., is home on furlough at this writing. He was formerly in train service.

Conductor Earl Wilson is home from the hospital where he had been confined for some time on account of a leg injury.

Mr. and Mrs. Owen Gosnell have returned from their Wisconsin vacation. Mr. Gosnell spent much of his time fishing on Lake Wisconsin. He says, "If you want to catch your limit, just skip over there." I forgot to ask how large the biggest one was. As Owen would say, "You wouldn't believe me anyway."

Engineer and Mrs. Ed Smeltzer have returned from a two-week vacation trip. In Chicago they visited with Mrs. Smeltzer's nephew, and from there went to Stonesboro, Pa., to visit Mr. Smeltzer's relatives. They also visited in Washington, D. C.

Engineer John Smeltzer, who retired a few years ago, stopped off recently for a visit with his brother Ed Smeltzer, on his way

home from the East.

Fireman Kohler spent his recent vacation with his parents in Hamilton, Mont.

Bud Allen, who is in the Navy, left June 15 for Astoria, Ore., after spending a few days with his parents, Mr. and Mrs. Rollyn Allen.

Agent J. P. Shannon, wife and children from Coffee Creek, Mont., visited at the home of Mrs. Shannon's parents Mr. and Mrs. Ed Brash.

Fireman Murphy, who has been hostling at Harlowton, recently took time off to go to Deer River, Minn., where he married Hilda Caroline Saukko. They plan to live in Harlowton.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

George M. Hubbard, retired log scaler, passed away in May in Seattle. Mr. Hubbard was born at Ogdensburg, N. Y., Oct. 6, 1868. His first employment with the Milwaukee was on Lines East in 1896, coming to Lines West as tie agent in 1907, and one of his first duties was to purchase ties for the Puget Sound extension. He was engaged in other work from 1917 to 1927, returning to the railroad in 1928 as chief log scaler. He retired Feb. 28, 1948. He is survived by his wife Anna and five daughters.

LeRoy Kidd, former general agent in Seattle and now holding a like position in Milwaukee, with Mrs. Kidd spent two weeks of June vacationing on Puget Sound.

E. A. McLeod, retired chief carpenter of the Rocky Mountain Division now residing in Seattle, underwent a leg amputation at Providence Hospital June 8. He is reported as getting along nicely.

Leda Roberts, of the general passenger agent's office, seems to find the most delightful vacation spots. This year Apple Valley Inn, a resort located near Los Angeles, was her choice.

Hazel Soike, of the transportation department, spent two weeks of June exploring Vancouver Island. Her final destination was Camas Bay, a three-day boat trip from Sidney, located on the most northerly tip of the island.

George Knowles, joint facility examiner, is resting in Providence Hospital at this writing, having undergone an emergency appendectomy June 23.



RETIREMENT REVELRY. Fred H. Fleck holds aloft the binoculars presented to him by fellow employes in the office of the auditor of capital expenditures, Chicago, at the retirement party held in his honor on June 29. He is shown with J. H. Schnaitman, auditor of capital expenditures (left), and E. J. Carlson, retired, who served as master of ceremonies. Fred started railroading in 1907 with the NYC. Thereafter he was employed by the IC and the CGA before entering Milwaukee Road service in April, 1920. He is retiring to his home in the scenic environs of Hudson Lake, Ind.

Jack Oliver, of the reservation bureau, is no longer an eligible bachelor. He was married June 14 to Carol Raftery at Pilgrim Church in Seattle.

Mrs. Lucille Eaton, of the transportation department, is spending her vacation entertaining her parents, Mr. and Mrs. W. R. Wright, touring Washington, Oregon and California in her new Chevrolet. Son Bob is also in the party.

W. G. Byrne, of the engineering department, left Seattle June 29 for San Diego where he will be connected with the Public Works Navy Construction as lieutenant commander. He was in service during World War II in the Pacific and was active in establishing the beachhead at Saipan.

Mrs. C. C. Steed of Milwaukee was a recent visitor in the White Building, Mr. and Mrs. Steed are former Seattlites, having been employed in the signal department. Mr. Steed is now with the signal department in Milwaukee.

Agnes Horak, of the traffic department, at

this writing is aboard the S. S. Alleutian bound for Fairbanks, Alaska, one of the Chamber of Commerce Cruise party on a 12-day boat trip.

L. W. Smith, retired superintendent of signal and telegraph department, recently sold his home at Three Tree Point, Seattle, and purchased a new home in Okanogan County, a few miles from Tonasket.

A recent visitor to the general offices was Mrs. Mildred McIntire Cox, a former employe of the law department. Mildred has been living in Munich, Germany, for the past five years and is here visiting her father.

Lorraine Hardman, of the engineering department, spent 10 days in Providence Hospital recently. She is now recuperating at home.

Maurice and Sue Mumford of Indianola are the new owners of a Hammond organ. Maurice, who is quite a musician, now entertains their guests with delightful music, which floats over the water, to the enjoyment of their neighbors.



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FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Pvt. John J. Kuptz, now with the Army in Seoul, Korea, writes to say that Seoul is not what it used to be and life in the Army is not so bad after all. John's present address can be secured upon request.

Beatrice Ackes, now residing in Texas with her husband, dropped by for a visit recently.

Margie and Elmer George are the parents of a little girl, Cheryl Lynn George, born June 8, tipping the scale at 8 pounds 15 ounces. Cigars were distributed by the proud father.

Loretta Fabin and infant son Paul were recent visitors.

Irene and Leo Pawlowski were blessed with a baby daughter, Patricia Marie, born June 5, weighing 6 pounds 7 ounces.

Betty Post is leaving the employ of the Road to care for little Robert Jr.

Helen Senger has left the Road to await a blessed event.

New around the office are Norbert Johnson Wayne Dunlop, Dale Nelson and Kay Samer.

The office girls held a shower for Ann Wendling on June 27, in anticipation of her wedding scheduled for August.

Andy Anderson has taken a leave of absence and has promised to let us know what it is like to take it easy.

Bud Bloethner is sporting a new 1951 Ford. Kenneth French and family enjoyed a trip to Cleveland, Ohio, recently.

Bessie Governale vacationed in New York recently. Lucille Williams was also on vacation.

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

R. W. (Rudy) Johnson, retired assistant engineer and inspector of steel structures, recently sold his home in Lombard, Ill., and bought himself a 10 gallon hat, a new Ford station wagon and a small ranch near Yuma, Ariz. When Rudy steps off the train at Yuma early in July the new station wagon will be waiting there to whisk him away to "El Rancho Johnson". Rudy would like to continue corresponding with all his friends. His new address: R. W. Johnson, Box 254-A, Route 3, Yuma, Ariz.

The wedding of Jane Schmidt to "Cy" Svinicki assistant engineer in the building department, Mr. Ornburn's office, was solemnized June 9 at Milwaukee. Cy and his wife have recovered from the injuries received in a recent automobile accident.

The "new homes department" has really been booming in Mr. Ornburn's office. Among those who have recently purchased new homes to help ease the housing shortage, together with their new addresses, are John Kampwirth, Chicago; H. W. (Wes) Celander, Oriole Park (Chicago); Alfred Roth, Chicago; Ken Freeman, Glenview, Ill.; and Edward Tomasik, Lombard, Ill.

Welcome to M. P. Jablonicky, a recent graduate of the University of Illinois, who is now working in the building department under the supervision of Ken Hornung, architect.

Mr. and Mrs. W. R. Powrie, parents of W. G. Powrie, chief engineer, celebrated their golden wedding anniversary June 5 at Mil-

waukee. The celebration was attended by their children, grandchildren, many relatives and friends. The elder Mr. Powrie is a former Milwaukee Road employe. He entered the company's service in March, 1898, and was district engineer at Minneapolis at the time of leaving our employ in 1918.

We have not received any reports yet from the June vacationers. Apparently "the ones that got away" are not so big this year.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Bernie Rausch is now PFC in the Medical Corps at Ft. Worth, Tex., and reports he is enjoying Army life.

Andrew Gallagher and his wife Margaret have returned from a vacation spent at Miami Beach, Fla.

Mr. and Mrs. J. J. Jennings are rejoicing over the birth of a baby girl.

Golden Terrell of the central station accounting division became Mrs. Rollo Kuebler on June 16 at the Messiah Lutheran Church.

Sympathy is extended to F. W. Herrick, traveling auditor, in the loss of his mother on June 15.

Mr. and Mrs. Albert Wackrow celebrated their 35th wedding anniversary on June 28.

We welcome J. J. Kelly of the record room to our force.

AUDITOR OF EXPENDITURE'S OFFICE

Betty Melnikoff, Correspondent

Shirley Kotwasinski, of the paymaster's office, became the bride of Chester Stojak at St. Hedwig Church June 9. On the same day Stan Jekot, of the machine room, said "I do" to Adrienne Gebert.

The Robert Rudds became the parents of a baby girl May 26; baby weighed 7 pounds 2 ounces.

Addie Schultz, of the bill and voucher bureau, and Frank Zopf, time inspector, have returned from leaves of absence.

Ed Sass, of the extra gang, left June 21 for military service.

Helen Gleckner, of the bookkeeping bureau, spent her vacation in California and visited with Harriet Calfisch Gilbert, who formerly worked for the Road.

Mervin Stangl, formerly of shop time-keeping, paid us a visit recently with her daughter.

Donna Harden, of Mr. Sowl's force, received a beautiful engagement ring June 23.

Rosland Jacobson, of shop timekeeping, has left the Road to become a laboratory technician.

Fullerton Avenue Chapter of the Women's Club had a turnout of 70 at the June 12 meeting. Bridge, pinochle, canasta and bunco were played—Mrs. William Voight, ways and means chairman, was responsible for the entertainment.

We are sorry to report that Rudy Lindahl, accounts receivable bureau, is out at Hines Hospital.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Florence Ewald and Ted Brocziek were married June 16 at St. Josephat's Church; followed by a dinner at the Fireside attended by their relatives and close friends. They spent their honeymoon in Wauconda.

Harry Krumrei and Ed Kusch attended the ABC bowling tournament. This was Krumrei's 35th year as a contestant.

Ann (Franz) Mora's twin girls now have a baby brother to play with.

Orrin Putnam has accepted a position in the office of passenger traffic manager.

Alma Oeser is getting along nicely after undergoing an operation.

Bessie Gryzbeck is back after an extended furlough due to ill health.

Jack Brandenburger is going to prove that three can live as cheaply as one now that

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Gracie has taken up the full time job of housewife and eventually mother.

Vacation notes: Raleigh Padgett went on a fishing trip around Spooner, Wis. Fred Dittman and family went to Fox Lake and Wisconsin Dells for a week. Gloria and Augie Rogus took a trip to Florida in their new '51 Mercury. Eleanor Mullaney and her daughter went to New York City, Washington, D.C., and other points of interest in the East. Tony and Mary Kurr vacationed at Lake Wauconda. Juanita Chambers and Rosebud Wennerberg toured Illinois. Catherine Gillespie spent a couple of weeks in California, as did Irene Chantel and Adele Walker. Ardell Westerberg took a motor trip through Wisconsin. Ruby Dunaven went to St. Louis. Ethel Brodbeck drew two weeks jury duty.

Clyde Stanley is on furlough due to ill health.

FREIGHT AUDITOR'S OFFICE

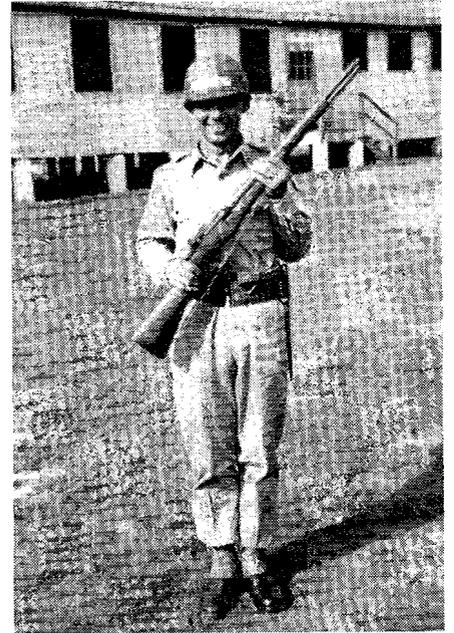
J. A. Strohmeyer, Correspondent

Joseph Chisesi, rate revising bureau, vacationed recently with Mrs. Chisesi at Miami, Fla.

Art Lindmark, interline bureau, started off on his vacation June 21 for Billings, Mont., where his wife and son were awaiting him, to do a lot of ranching and fishing.

Don Schuler, interline bureau, is now serving in the Army at Jacksonville, Fla. Says that he's busy testing airplane engines. Sends a "hello" to all.

Vacation time in the accounting machine bureau: Gerry and Harry Baldaccini have returned from a visit to Gerry's former home at Edgerton, Minn., and reported that the crops are fine. Olga Thal, along with her



COLONEL'S ORDERLY. Pvt. Eugene S. Dybas, on leave from the passenger rate department in Chicago, all slicked up for morning inspection with the Airborne Infantry at Camp Breckinridge, Ky. Just a few minutes after this picture was taken he was singled out to be the colonel's orderly. He has been in the Army since February.

husband, traveled through the "Land of the Ozarks". Gertrude Krause, her family and her mother, are off to the Smoky Mountains.

Doris Peterson began wearing an engagement ring June 18, that she received from James Schaller.

Genevieve Helwig, estimated earnings bureau, is wearing a beautiful diamond she received from Lester Miller on May 31. Wedding plans are for Nov. 3 at St. Hyacinth's Church.

June 8 was red letter night for the interline bureau when a group of 26 went to Comiskey Park to cheer the team. A good time was had, except that the Sox lost that night, 4 to 2.

Hats off to Roy (Frosty) Peters, interline bureau, who recently served as jurist in the criminal court.

A letter received from Patricia (Pat) Nemes, interline bureau, tells of her vacationing problems near Geneva, N. Y. Reported catching big trout at nearby Seneca Lake, and that she was having fun when not worrying about how her boss, Ed Riedy, could possibly be getting the work done without her help.

PASSENGER TRAFFIC DEPARTMENT

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

The broad smile that General Passenger Agent Robert Johnston was wearing on the morning of June 18 may have had the passenger department wondering. But not for long. The reason: Mr. Johnston was informally chosen by the officers and certain of the membership of the Chicago Passenger Club as "Traffic Man of the Year." The setting for this award was the summer outing of the CPC, which this season was held at Ed Gabe's

The Milwaukee Road Magazine

Lost Lake Resort in Sayner, Wis. He was awarded the "Oscar"—a bronze statuette—in appreciation for the many fine junkets he has arranged through the years (he's been a member for three decades) in which our road has acted as host transportationwise to the membership.

Also involved in a presentation recently was Douglas Keller, city passenger agent. Keller is commander of the Billy Caldwell Post of the American Legion and his activities in that capacity have been written up in this column before. Keller, other members of the Post, and Jim Moran, a well known automobile dealer and television personality in these parts, were largely responsible for working out a hard-hitting campaign to secure blood donors for the current Red Cross drive. The success of their efforts can be judged by the fact that over 200 pints were collected, topping any other Red Cross mobile unit in the midwest district. And while television cameras were trained on Moran's Courtesy Motors program, Keller was presented with a citation for his part in putting over the drive.

Congratulations were extended to Gene Henderson, city ticket seller, who has been promoted to city passenger agent in Cleveland, and to Paul Schilling, who has been upgraded to district passenger agent in Philadelphia. Gene's passenger department friends gifted him with a briefcase.

A total of 18 pounds 14 and a half ounces of passenger department babies were born in June, distributed among Victoria Anne Lange, daughter of Ed Lange, chief clerk to assistant passenger traffic manager, Gerald Raymond Freitag, whose father is senior rate clerk, and Robert Phillip Williamson, son of Harold Williamson of the general agent's office.

New people on the passenger department scene are Bob Johnson, Art Newell, and Orrin Putnam. Bob is a third-year student at Monmouth College, Monmouth, Ill., who is helping out in Passenger Rate. Orrin, senior refund clerk, received his training in A. M. Dryer's office at Fullerton Avenue. Art Newell has joined the reservation staff, arriving by way of the Northern Illinois State Teachers College and the Union Station information bureau.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

A bridal shower was given for Virginia Kujawinski on May 31. Her marriage to Leroy Reiche took place on June 2.

On June 28 Katherine Boyk was honored with a bridal shower. She was married to

Richard Mack June 30.

Recent visitors here were Ruth Betton (Franz) and her nine month old daughter Donna; also Margaret Golden and her young son, who are moving to Lakewood, Ohio.

Louise Sherdan, who has been on leave since May 16, underwent surgery recently and is confined to a hospital.

Dorothy Ortman has been on leave because of illness at home; also, Murial Wassman and Margaret Hengals have been granted leaves of absence.

Chicago Terminals

UNION STREET

Florence La Monica, Correspondent

Tony Scott, checker at house 4, and Miss Marie Maschek were to be married in Resurrection Church, Chicago, on June 30. We extend our congratulations and lots of good wishes for their future.

John Wagner, former assistant general foreman at Galewood, has joined us as foreman in house 3.

We understand that Rosaria Damiano, retired, is ill with a heart condition in Columbus Hospital.

The daughters of Joe Imundo, yard clerk, and Frank SanFilippo, checker in house 5, were both married recently.

GALEWOOD

Norma Gunderson, Correspondent

New miscellaneous clerks at Galewood are Adrienne Chalifoux, Dorothy Maser, Lee Rothman and Raymond Emerick.

Harry Brown, rate clerk, returned to work June 6 after an operation.

Emily Young, bill clerk, and husband drove east on their recent vacation.

J. A. Rooney, per diem reclaim clerk, has transferred to W. E. Doyle's department at Galewood.

Madeline Kunberger, miscellaneous clerk, underwent an operation at Grant Hospital June 27 and is now recuperating at home.

Art Strohmeyer, cashier, and wife celebrated their 30th wedding anniversary June 23.

Walter Kolazinski, retired yard clerk, visited the office June 4.

Charles Miller, of the yard department, and Car Inspector Tom Beresford both passed away in June after long illnesses.

Dominick Zappia, checker, and his wife Emily celebrated their 10th wedding anniversary June 14. Emily, daughter of Assistant Agent B. G. Pobloske, was employed in the Galewood office prior to their marriage.



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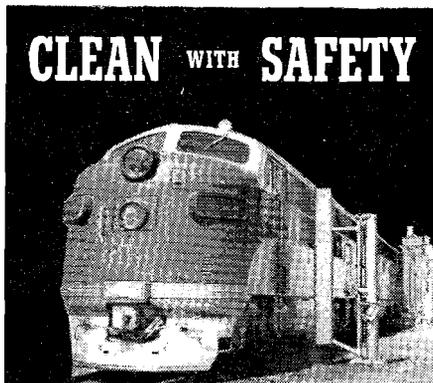
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BUCKEYE STEEL CASTINGS CO.
COLUMBUS 7, OHIO

A new lunch room has been provided on the Galewood platform. It is to be air conditioned, too.

John Wagner, foreman on the platform, recently transferred to Union Street.

Jacob Erhoff, motorman on the platform, passed away June 24.

Edward Ciasto and wife are back from their Florida honeymoon.

Stower Timothy O'Shea, wife and daughter, spent their recent vacation in Rhode Island.

Frank and Judith Sottysik are the owners of a new 1951 Chevrolet.

Ethel Novak, night telephone operator, is confined to the Norwegian American Hospital at this writing, due to a heart ailment.

Sympathy is extended to Relief Operator Edna Stone whose husband passed away suddenly on June 14.

BENSENVILLE

Dorothy Lee Camp, Correspondent

The wife of E. S. Fiedler, collector on No. 218 scoot, passed away June 23. She was laid to rest in St. Joseph's Cemetery in River Grove.

Glad to report that Engineer John McFadden of Elmwood Park is feeling some better. He has been having a rough old time with asthma and sinus.

The John R. Hardings (yardmaster) spent some time in Hot Springs, Ark., recuperating from their recent automobile accident.

A three point landing was made June 19 by Stephen John Martinek when he arrived at Elmhurst Hospital, weighing in at 8 pounds 10½ ounces. He was a happy addition to Clerk Tony Martinek's family, which already has two other sons, Tommy and Jimmy.

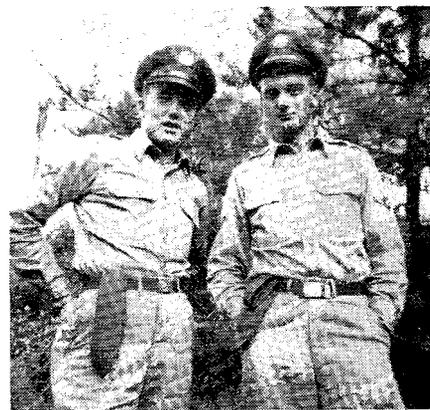
Special Officer Vern Schroeder has returned to work after a honeymoon with his bride, the former Rita Dominick (clerk) of Galewood.

Wally Grosnick (clerk) and family enjoyed a June fishing trip in Wisconsin. Wife Evelyn and daughters Judy and Gail did more swimming than fishing.

Post cards were received recently from Florida, from John and Lorraine Duffy. John is relief rate and bill clerk at Bensenville.

Al Coltrin, clerk, is a proud father these days as son Tim graduated from grade school and son Albert Jr. (part time clerk) graduated from Bensenville High School. Albert Jr. plans to attend Elmhurst College to start his groundwork for studying law.

Get out your blinders when Conductor Charlie Umberham of the Jay Line shows up. He is sporting a green and red summer cap



OUR FIGHTING MEN. When Dorothy Lee Camp, Magazine correspondent for the Bensenville yards, met her nephew Bob Strantz and his Air Force buddy at the Chicago Union Station on a stopover between trains recently, she discovered that the buddy was LeRoy Thares, a Milwaukee Road man at Selby, S. D., and son of HGD Section Foreman Frank Thares. LeRoy's wife Patricia and son Robert, 16 months, are living at Timber Lake, S. D., while he is in service. This picture shows LeRoy (right) and Bob visiting at the Camp home in River Grove.

and seersucker sport shirts in the same bright colors. It's terrific!

Clarence Kunzberger was recently promoted to chief clerk to Assistant Superintendent George Wilson.

Newest addition to the yard clerk force is Larry Wisniewski of River Grove. Larry is a model railroad builder and features Milwaukee Road cars in his collection.

Nellie and Bob Helton (night operator at Sturtevant) are up around Eagle River at this writing, trying out those super-fishing poppers, flies, streamers and plugs that Bob is such a whiz at making.

Clyde E. (Red) Vanzandt and wife Alice welcomed June Alice on June 25. Sisters Barbara and Louise were thrilled over the choice of the baby's name—June for the month and Alice for their mother.

La Crosse & River Division

SECOND DISTRICT

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

Miss Bess Grube, stenographer-clerk in division storekeeper's office at La Crosse, has accepted a civil service position with the Air

PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

HEALTH—ACCIDENT—LIFE (Death from any cause)

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NON-CANCELLABLE POLICY

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EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.



Force. Her new address will be furnished on request.

Miss Patricia Steinhoff, stenographer-clerk in division storekeeper's office at La Crosse, has transferred to a similar position in the store department at Milwaukee.

Miss Edna Schroeder, file clerk in superintendent's office, made an auto trip to the New England States recently, visiting at Niagara Falls, Boston, New York City and other eastern cities.

Frank Springer, clerk in superintendent's office, spent his vacation painting his house. The weather man didn't cooperate with him too well.

Dispatcher T. L. Keegan was off duty the greater part of June due to illness.

Trainmaster F. H. Ryan, Mason City, and family spent their vacation at La Crosse and vicinity. Mr. Ryan is former agent-operator-dispatcher on the L&R second district.

Your correspondent and family spent the last week of June visiting Mr. and Mrs. C. F. Oden, my parents, at Lennox, S. D.

THIRD DISTRICT

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

At the annual flower show conducted recently at Wausau, Fireman C. A. Conklin's entry of single variety peonies in the horticultural section was awarded first place.

Word received from Fireman Orville Best indicates he is near the Korean coast.

Phyllis Hazelwood, daughter of Mr. and Mrs. Earl Hazelwood, who was graduated from Wausau Senior High School in June, received a scholarship award of \$100. She also received an honorary award for her work as one of the editors of the senior high school annual.

Mr. and Mrs. Ralph Minton have returned from a trip to Montana where they attended a convention of the maintenance of way organization. Mr. and Mrs. Herman Schuman also attended the convention but continued on to California to visit their grandson.

Fred Bosacki, son of Conductor Bosacki,

left recently for Florida to spend the summer with his grandmother.

Mr. and Mrs. Elmer Bloomquist attended services at Galesburg, Ill., on June 17 when their son Roy was ordained into the Augustana Lutheran Ministry upon graduation from the Augustana Theological Seminary at Rock Island. He will serve as pastor of the Gethsemane Lutheran Church, Berkley, Mich.

Brakeman J. G. Hack and Mrs. Hack are the parents of a new baby girl.

Doris Parkin, grand-daughter of Roadmaster Cecil Parkin, was one of the participants in a baton duet at a benefit show at Wausau in which Eddie Peabody, the banjo king, was the major entertainer. Doris is a member of the senior high school band and very adept at twirling.

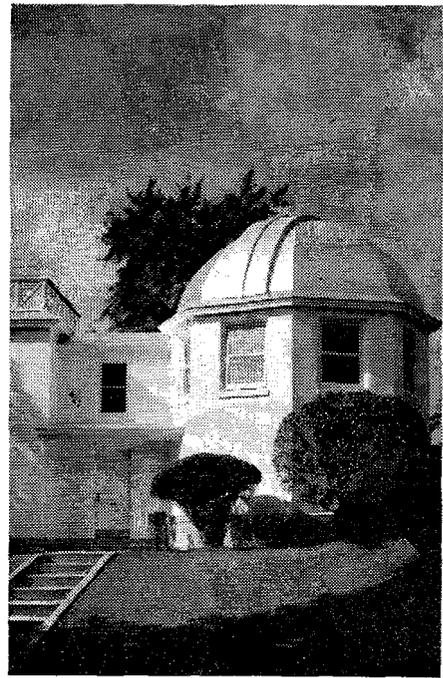
Mr. and Mrs. Herzog, with their daughter Betty, were in Tacoma to attend the wedding of their son Allan to Miss Gloria LeVeille in St. Patrick's Church on July 7. Betty was one of the bride's attendants. In fall Allan will resume his studies at the College of Puget Sound where he and his bride have been students the past year.

Machinist Ray Anderson and Mrs. Anderson have departed on an auto trip through the western states.

Idaho Division

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

On Sunday, June 10, Mr. and Mrs. Philip T. O'Neill of Spokane celebrated their 50th wedding anniversary. The O'Neills were married in St. Paul, Minn., on June 11, 1901, and immediately traveled west to Hillyard, Wash., where Mr. O'Neill was with the Great Northern. In 1907 they moved to Spirit Lake, Idaho, where he was master mechanic with the Idaho-Washington Northern, which is now the POR line of the Milwaukee. In 1917 they moved to Tacoma where Mr. O'Neill served as general foreman of the shops. During World War I he served as master mechanic on government

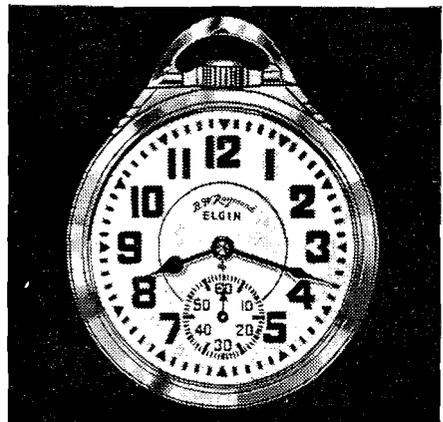


Which railroad watch is timed to the stars?

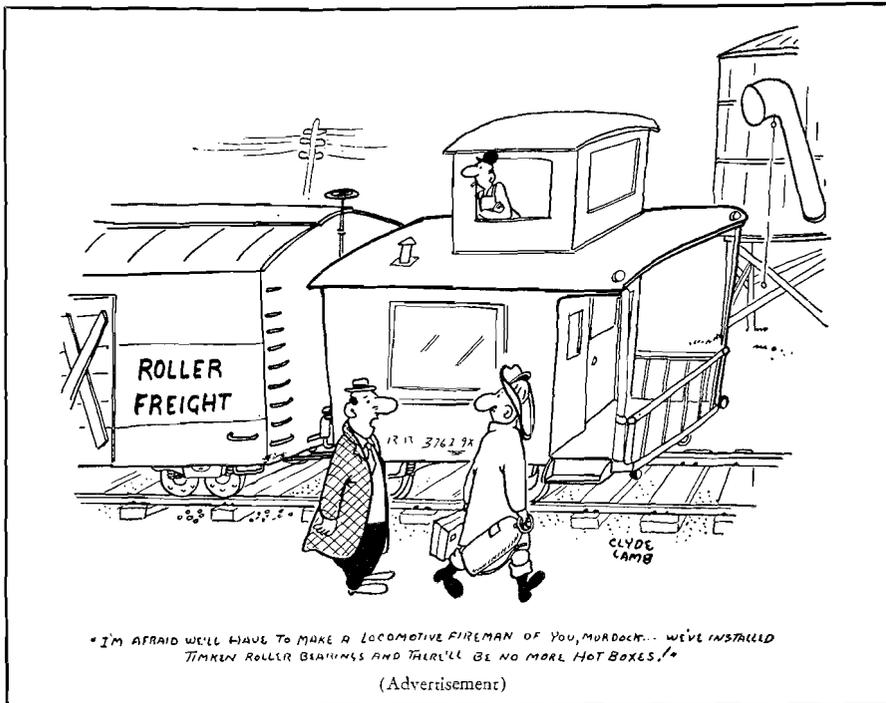
Only an Elgin is timed to the stars. The Elgin Observatory above is the only astronomical observatory owned by a watch company for the purpose of timing watches to the stars. The accuracy of every Elgin railroad watch is checked by star time correct to the hundredths of a second.

Only an Elgin has the DuraPower Mainspring guaranteed to never break. Neither will this mainspring rust nor ever lose its power. This means fewer repairs, fewer bills for you to pay.

ELGIN WATCHES



B. W. Raymond 21-jewel Elgin. 8 adjustments, 6 to position. Gold-filled case, \$87.50. Stainless steel model, \$71.50. (Prices include Federal Tax; subject to change without notice.)



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COAL TAR PRODUCTS

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OPERATING 161 MOTOR TRUCKS TRACTORS AND TRAILERS

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railroad No. 1. At the close of the war he was sent to the Idaho Division with headquarters at Spokane, where he was master mechanic for 20 years until his retirement in January, 1945.

In remembrance of their wedding day, the O'Neills renewed their marriage vows at a nuptial high mass in St. Aloysius Church. In the afternoon they were honored at a reception at the James Corrigan residence, Mrs. Corrigan being their niece.

Mrs. Leo Walsh, wife of traveling DF&PA at Spokane, received a Holy Names College degree of bachelor of arts in education, while her daughter Sheila graduated from the academy. Sheila will enter the college next year on an art scholarship.

We report the arrival of several new babies—all boys. Randall Owen was born to Conductor and Mrs. Jack Felton of Malden on June 5. Wayne Hemphill, Spokane clerk, became the father of a first baby on June 2, and Eddie Alleman, the father of three little girls, finally got his long hoped for namesake, Edwin Martin, Jr., on May 22.

The Lewis Plybons of Malden visited in California recently.

Joe Blond, son of Operator Blond, is getting along fine following his operation.

Charles Hankins, retired engineer, underwent an operation June 15 at a Spokane hospital.

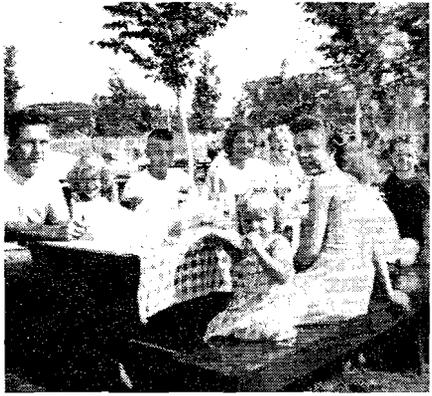
Twenty-five friends gave Fireman and Mrs. Herman Sperr a housewarming in their new Malden home. The Ferriers also were welcomed into their new house.

The Jack Webbs have moved to Spokane. Vacationing in Montana are Conductor and Mrs. Harold Broyles and son Ray.

Engineer Roscoe Miley of Coeur d'Alene, has set a record for other golfers to shoot at since making a hole-in-one at the Hayden Lake course Memorial Day. It was at No. 5 hole (175-yard course), if anyone wants to check it. His was the second such fete in two days on this course, the other being the pro.

We have word of the death of James Cadzaw, retired, who lived in Port Angeles. He was formerly employed in the car department at Malden and while living there served as mayor of the town.

W. J. Keenan, Jr., has been graduated from Gonzaga University, having completed four years of mechanical engineering. He is a former employe of the Road, spent several years in the Navy, is married and has one son and two daughters.



FUN FOR THE FAMILY. Excelsior Park, the picnic spot west of Minneapolis, was the setting for this all-employees outing sponsored by the J. H. Foster Service Club on Sunday, June 17. There were games, contests and prizes for everyone from 6 to 60. The picture above shows the family and friends of Ken Glockner, store department crane operator, paying close attention to the contents of their picnic basket. Below, a family group at the bingo tables. Included among the committee workers were S. A. Brophy, J. J. Callagan, N. S. Groth, F. Mortl and C. Matzoll.



An interesting event enjoyed by 72 friends was the 50th wedding anniversary of Mr. and Mrs. Frank Quimby of Malden, Wash. Mr. Quimby is a retired conductor and most of his married life has been spent in Malden. The reception was held in the Masonic Temple which was decorated in seasonal flowers. A table laden with gifts spoke for the esteem in which the couple is held. Refreshments were served and dancing climaxed the celebration.

Mrs. C. C. Steed of Milwaukee, president general of the Women's Club, was a Spokane visitor on May 19. She was accompanied by Miss Etta N. Lindskog and Mrs. W. R. Dolan of Chicago, secretary general and recording secretary general, respectively. The three joined the Spokane group for an executive board meeting in the Union Station club rooms.

"Grandma, were you a little girl like me once?"
"Yes, dear".
"Then I suppose you know how it feels to get ice cream cones when you don't expect them."

Twin City Terminals

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

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

Schedule car shop employes will have their annual vacation July 2-16, and many will fish and travel. Mr. and Mrs. Morgan Allan will visit Tacoma and Longview, Wash.

Congratulations to Mr. and Mrs. Lloyd S. Olson on the arrival of a baby girl on June 12; also to Mr. and Mrs. Harold L. Sorenson on the arrival of a baby boy June 5.

Carman Tony Reese reports he is feeling better. He has been ill for two months. Carman Andrew Esby also reports he is feeling improved.

Locomotive Carpenter Valentine Warmuth, of the roundhouse, retired on June 1. He had been in service 40 years.

Gus Larson, general car foreman who retired in 1937, died at the age of 89 on June 13. He is survived by two sons.

Carman Apprentice Robert B. Reuper, age 22 years, met death in an automobile accident June 16. He is survived by his wife and a daughter.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

New to the local freight office are Don Hessburg and Gary Cochran, one of them replacing Jack Anderson who was recruited by Uncle Sam.

Agnes Nowak is the beaming mother of a baby girl, Charlotte Ann, born June 14.

No news from the freight traffic department this month, as reporter Myrtle Henry is on her vacation.

Katherine Beringer left recently for Washington, D.C., to take a six-week training course preparatory to entering diplomatic service abroad.

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

Now that vacation time is with us, many of us are having difficulty concentrating on the ordinary work schedule. Either we're planning what to do with the vacation or we're remembering the pleasure we had. I'm in the latter class—a victim of vacation "daze".

My husband and I drove to his boyhood home in northeastern Arizona to a little village in a mountain valley. This was my first experience with mountains, and I thoroughly enjoyed them. In order to prevent complete heart failure on some of the mountain roads, however, I concentrated very hard on the magnificent view—the darker green of the pines and the lighter green of the aspens, which replace the pines after every forest fire.

We went to one point which is called The Rim, and indeed it is the "rim of the world". One can see mountain ranges that are over 100 miles away—one range that reaches Mexico (not all in sight, of course), another that is beyond a city 200 miles from where we stood, plus several others. On our way to The Rim we passed an elevation marker that read 10,500 feet, and we were about 300 feet above that.

One of the biggest thrills of the trip was

the trout fishing in a beautiful mountain stream—another new experience for me—and I had the special treat of catching a "grand-daddy" speckled mountain trout, which are practically extinct in that area. Whoa, Nellie! Let's not get started thinking about that. There's work to be done, and you can't go back till next year.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Hjalmer Beckman, freight conductor and brakeman, passed away June 6. He was 62 and with our road 30 years. He had been ill since 1947.

Jim Upham, retired check clerk, passed away June 18.

The stork visited Mrs. Betty Edmiston. It's a girl, Sandra Lee, born May 26.

Mrs. Joe Kulischek, wife of claim clerk, is recovering from an operation at Bethesda Hospital.

We have learned that Harry Carr of this office, now in the Navy, is stationed at San Diego, Calif.

At this writing my mother lies in Midway Hospital and not much hope is given for her recovery. She suffered a heart seizure at the age of 86.

H & D Division

EAST H & D

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

Conductor Ernie Young did the step-and-a-half walk down the aisle at First Congregational Church on June 24 with his daughter Barbara on his arm. Ernie gave her away to Kenneth Howell, after which everybody congratulated the couple and had a piece of wedding cake.

We enjoyed a visit from Lt. Donald R. Bachelder while he was on leave from San Antonio. He and his family all caught colds here, but outside of that everybody looked fine. Lt. Bachelder is one of our operators when he's a civilian.

The Wayne Hardings have enjoyed a vaca-

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Milwaukee Road

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IN SERVICE ON OVER 60 RAILROADS

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tion trip to Long Beach and other southern points.

June 16 marked the wedding date of brakeman Bill Karn and Barbara Gisi at Aberdeen. Brakeman Rich Karn and Daryl Jensen were in the wedding party.

Sympathy is extended to Conductor W. E. Lord whose wife passed away June 15.

Those out-of-this-world roses seen around the yard office this summer come from the gardens of Chief Dispatcher Wayne Smith and Engineer John Krum.

Following the death of Roadmaster J. B. Johnson, LeVere Natzel was appointed roadmaster, covering the territory from St. Louis Park to Ortonville. LeVere was formerly roadmaster at Green Bay, Wis.

Conductor Tom Monroe reports that his class reunion at Oakfield, Wis., recently was a huge success. It was the 50th anniversary of the graduating class and one of the members made a motion to have a reunion every 50 years.

MIDDLE & WEST H&D

R. F. Huger, Correspondent
 Operator, Aberdeen

Vacations are well under way here. Agent Jerry Beck and family of Linton are motoring to Tennessee. He is being relieved by D. Hansen. Operator L. F. Mack, Aberdeen, and Agent Dudley, Redfield, are both on vacation. W. H. Swan, operator at Tower E-14, and wife vacationed in Chicago, Milwaukee and Detroit. He was relieved by C. O. Frisbie and E. H. Tiffany. H. C. Torbenson, agent at Hopkins, and wife are vacationing in Iowa at this writing. Conductor Detling recently returned from a vacation on which he attempted to fish.

Tommy Fasching is sporting a 1949 Plymouth which is kept shined up.

F. T. Koelfgren, operator at tower E-14, recently underwent an operation, from which he is recuperating nicely.

Operators Warren Mayer and Vern Thiel are the fathers of baby girls born recently.

George Martinson, operator at tower E-14, has blossomed out with a 1951 Ford.

Conductor George Eastman is on vacation at this writing, taking a fishing trip into northern Minnesota.

The Milwaukee Road softball team is in



FATHER OF THE BRIDE. Ernie Young, H&D conductor, escorts his daughter Barbara down the aisle of the First Congregational Church, Montevideo, Minn. Barbara became Mrs. Kenneth Howell on June 24.

third place among six participating in the Closed League of Aberdeen.

Engineer A. Pansegrau has retired after many years of loyal service.

Trainmaster J. J. Nentl of St. Maries, former operator and dispatcher on the H&D, dropped in for a visit recently. He is looking good.

Iowa Division

EAST END

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

Mr. and Mrs. Robert Postel and son Jimmy have moved from Ames to Osceola, Ia., where Bob is employed on one of the farms owned by Doctor Harkins. Bob has been attending Ames College and will resume his studies at a later date.

Hugh and Carmen Jones vacationed with Mrs. Jones' parents, the A. E. Fairhursts, at Amherst, Mass. Mr. Fairhurst is a retired freight service inspector.

Section Laborer Emil E. Pearson of Storm Lake was officially retired recently. The last date he performed services was Aug. 9, 1950.

Everett C. Brown, section laborer at Springville, retired May 19.

We have news of the marriage of Bert Jenkins, section foreman Springville, on June 16 at Manchester, Ia. The couple visited in Salt Lake City following the wedding.

Temporary employes for the summer as tapemen in the engineering department at Marion are Bob Boettcher, son of Assistant Engineer L. R. Boettcher, and Thomas Fitzpatrick of Madison, Wis. Bob will return to Texas Christian College in the fall and Tom expects to enter the University of Wisconsin.

Seattle, Vancouver, B.C., and Salt Lake City were some of the points visited by V.

The Milwaukee Road Magazine

M. Reichert, wife and daughter Helen, while on vacation during late June and early July.

Conductor John Cone and wife of Marion visited in California in June. Their trip included a tour of Yosemite and a stopover at the Grand Canyon.

Assistant Industrial Engineer P. R. Smithmeyer of Chicago, wife and sons Phillip and Gregory were guests of Mrs. Smithmeyer's parents, Mr. and Mrs. Carl Michel of Marion, in June.

Dispatcher N. Gorman and family vacationed in Washington, D.C., and at Lake Okoboji during June. Richard Martin relieved as first trick dispatcher.

Donald Ott is working the third trick dispatcher's position at Marion.

Frank Houston Jr., formerly OS&D clerk in Cedar Rapids freight house, has been promoted to traveling freight inspector, with headquarters at Milwaukee. John Fiereisen, formerly switching clerk, bid in the OS&D

job and Yard Clerk Kenneth Freeman has been assigned to the position vacated by Fiereisen. Richard Keenan, son of Conductor Keenan, has bid in the position of yard clerk, and C. E. Curtright bid in the position vacated by Keenan.

On June 1 Lineman G. R. Holmes was granted a 90-day leave of absence and joined his brother on his farm in the vicinity of Fairfield, Ia.

Agent Glen Martin and wife of North English were in Lincoln, Neb., in June to visit their daughter Mary, who is a nurse in the Veterans Hospital there. Also visited in Marion with the family of their son Richard and with a son in Chicago. Gene Long relieved Agent Martin.

On Sunday evening, June 3, Miss Alberta Fowler, daughter of Mr. and Mrs. Harry Fowler of Oxford Junction, was married to Cpl. Richard Wink in the English Lutheran Church at Oxford Junction.

Operator G. L. Straubinger and wife are the parents of a new son.

Iowa newspapers carried the news in June that Ray A. Naylor, custodian at Scotch Grove, Ia., was one of five farmers in the state to receive the 1951 WMT Soil Conservation Award. The awards are presented annually for outstanding achievement in conservation on the farm, and for unusual effort in encouraging soil conservation practices in the community. A special interview broadcast featuring the achievements of the winners was heard over Radio Station WMT on June 16. This is only one of the long list of distinctions to come to Ray as a result of his several farm enterprises. He has had a hand in nearly every phase of agriculture in his part of the state, having served as county soil conservation district chairman, vice president of the Iowa Seed Dealers' Association, and director of the Iowa Farm Bureau Federation and of the Jones County Farm Bureau.



TYPICAL DAD. Yard Conductor Roy H. Smith of Aberdeen, S. D., the father of four sons and two daughters, was honored by the Aberdeen Chamber of Commerce on June 8 as Typical Father of the Day, and in a subsequent poll named Typical Father of the Week. He is shown here being interviewed by Gerd Marvick for the Aberdeen American-News. Roy is an old timer at Aberdeen and active in the B. of R.T. and the Loyal Order of Moose. Two of his sons are in the Air Force and a third is in the Navy. All of the boys are fine athletes, particularly in baseball, a talent inherited from their dad, who was a player of some note in his younger years. (Aberdeen American-News photo.)

MIDDLE—WEST—DES MOINES

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

Mr. and Mrs. E. Calhoun of Varina, Ia., recently visited their son Edwin who is in training at the Navy electronics school at Treasure Island, Calif. The Calhouns' other son, Robert, is teaching in the Army engineering school at Aberdeen Proving Ground, Md. Their daughter Nadine, HM 1/C, was graduated recently from the Hospital Administration School, National Medical Center, Bethesda, Md.

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Washed and Dried Treated Stokercoal
1 1/2" x 3/16" ——— 3/4" x 3/16"

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Vegetables

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CHICAGO, ILLINOIS

COUNCIL BLUFFS TERMINAL

Floyd Parrack, Correspondent
East Yard Office

Wedding bells rang in June for Carman Le Roy Birdsong and Miss Alice Carter. Le Roy carried his bride across the threshold of a new home he built almost entirely by hand.

Agnes Kinder, your former correspondent, is enjoying a Wisconsin vacation.

We are sorry to report that Max Eckert is still ill.

Fireman John Rains, to me, is about as lucky as any man could hope to be. John reported to work recently riding in a taxi. Getting out at the roundhouse and going into the office he discovered he had lost his wallet containing quite a large sum of money. After going through his pockets he called the cab company, but found they had not located the wallet. He then went out to where the cab had left him—and there was the wallet all intact! Rains was a very happy man, indeed.

Switchman Wendell Underwood is confined to his bed by illness.

Mr. and Mrs. Glen Frease are the parents of a baby boy named Kim Steven. Glen worked as first trick operator while Floyd Lacy was on his vacation. I understand fishing took up most of Floyd's time, and the catch was pretty good.



Ens. P. J. Weiland, Jr.

Ensign Peter J. Weiland, Jr., U. S. Naval Air Force, recently spent a 10-day leave at the home of his parents, Mr. and Mrs. P. J. Weiland, in Mason City. He returned afterward to San Diego, Calif., where he has been stationed the past year. He expected to leave soon for Hawaii.

Jerry Weiland, a younger son, was also at home following the close of the school year at Loras College, Dubuque. He is now attending summer term at the University of Iowa preparatory to taking a course in dentistry in the fall.

Our sympathy to Conductor A. L. Kirby whose wife passed away suddenly June 1; also to the family of Henry Smith, retired conductor, who passed away June 19. Paul Scott, formerly employed as dining car chef on the I&D, passed away June 22 at his home in Mason City.

With the vacation season on, we should have some news items from employes along the line but so far no luck. Why not drop your correspondent a card from the spot where you are vacationing?

I & D Division

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

Percy Geelhart, assistant division engineer, and D. W. Woodhouse, chief clerk, decided that the night of the tornado at Duncan, Ia., would be a good time to find out if Percy's new Studebaker really has floating power. It stood the test of heavy rain and flooded highways until someone got the bright idea of opening the door to find out how deep the water really was. They found out when water started pouring in the open door. The little town of Duncan, west of Garner, Ia., was practically wiped out by the tornado that struck about 5:30 P.M. June 25. Fortunately only two or three were injured. Hail and rain following the tornado caused considerable crop and property damage in the surrounding neighborhood.

We haven't heard too much about the luck F. J. McDonald had on his fishing trip with R. C. Dodds and M. T. Sevedge at Fergus, Minn., but the little brush on his upper lip didn't last long after he returned home. Maybe the combined efforts of his wife and the girls in the office convinced Mac that it didn't improve his beauty.

SANBORN-RAPID CITY

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

Agent R. R. Miner Sr., Rock Valley, is vacationing at this writing in Wisconsin, Illinois and Indiana. He is being relieved by R. J. Black.

V. K. Drury, dispatcher at Mitchell, and family have returned from an extensive vacation spent on the west coast.

Agent R. J. Coleman and family, Sheldon, went to Sioux City recently to buy a new rug and went home with a new Willys station wagon. Up to this writing we haven't heard whether they ever got the new rug.

Trainmaster Dimmitt and family spent an enjoyable two-week vacation motoring to the Pacific Northwest.

A veteran team of Milwaukee workers, Agent George Elton and Clerk E. A. Ashley, both from Canton, retired June 1 with a combined service of over 90 years. They will be missed by their friends.

L. H. Shuck, agent at Rapid City, is spending a few weeks with the National Guard at a camp in Michigan; I. J. Carey relieving.

B. J. Kirby, yard clerk at Mitchell, recently became the father of a young son. Yep, the first child, too.

WEST COAST WOOD PRESERVING CO.

*We are proud to serve "The Milwaukee Road" in
supplying treated ties and structural timbers.*

Office: 1118-4th Avenue, Seattle, Wash. ♦ Plants: Eagle Harbor and West Seattle

SIoux FALLS LINE

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

Electrician J. Madden and family are back from a trip to Milwaukee. While there they visited their families. John had some very good luck fishing.

The Milwaukee picnic had a good turnout. The Women's Club served ham, soft drinks and ice cream, as usual.

Ann Nelson, freight office relief clerk, is back after vacationing in the Black Hills.

Carman Dick Larson has left for northern South Dakota to do some big fishing.

Car Cleaner Fred Lidloff is spending his vacation in New York.

Mrs. Dinneen, car cleaner, is on sick leave and her daughter, son-in-law and grandchildren are visiting her.

Trans-Missouri Division

WEST

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

Clarence H. Drake, retired pump repairer, died May 27 at Morrow, Ohio, where he and Mrs. Drake had been visiting. Mr. Drake was born Dec. 10, 1888, at Morrow. He entered the employ of the railroad as B&B carpenter at Mobridge in 1923. He later worked as pile driver engineer and in 1939 became water service foreman. Funeral services were conducted in Morrow.

The Old West came to life again briefly on May 20-21 when the Miles City Auction Company held a bucking horse sale at the Eastern Montana fair grounds arena. More than 300 wild horses were put through the chutes before buyers and spectators. Every horse had to be ridden and immediately after the ride was sold to the highest bidder. Rodeo stock buyers were on hand to complete their bucking strings for the summer and fall rodeo circuits. The lighter the horses tossed the riders, the more spirited the bidding.

May 29 was Miles City Livestock Day when more than 3,000 persons attended the dedication of the new Miles City sales yards, just west of Miles City on U.S. highway No. 10. Prominent among the speakers at the event were Paul T. Wilson, western traffic manager, Farham Denson, mayor of Miles City, and Dola Wilson, president of the Miles City Chamber of Commerce. At the conclusion of the program the crowd moved across the highway to the Eastern Montana fair grounds where a barbecue was served all comers. This was followed by a tour and program sponsored by the U.S. Range Experiment Station at Fort Keogh.

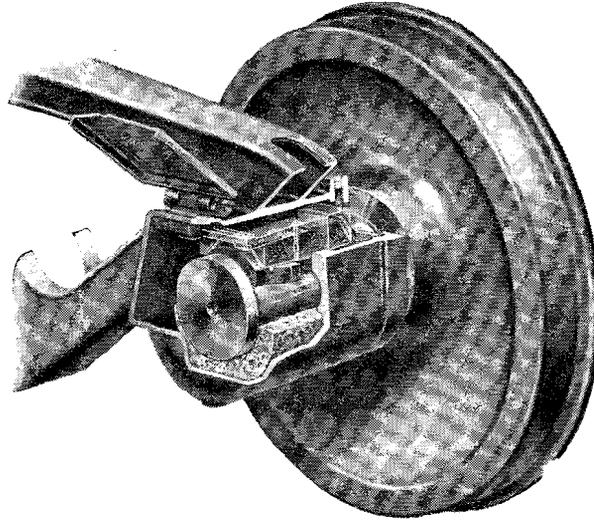
Funeral services were held in Miles City for James Butterbaugh, 78, former Miles City resident, who died June 10 in Billings, Mont. Mr. Butterbaugh was born May 7, 1873, in Pennsylvania. In 1892 he married Nannie Logan at Glen Campbell, Pa. The Butterbaughs moved in 1913 to Tacoma where he was employed by the railroad and moved to Miles City a year later where he continued as a Milwaukee employe. Since his retirement Mr. Butterbaugh had been living in Billings. He is survived by two brothers and three sisters, a son, five daughters, 12 grandchildren and 17 great-grandchildren.

Friends and fellow employes of Nels Hamre, section foreman at Miles City, met at

the division offices June 15 to wish him well on the eve of his retirement after 43 years of service with the Road. A wrist watch suitably engraved was presented to him with appropriate ceremonies. A section foreman and roadmaster on Lines West, Nels had held the yard section at Miles City for many years. The usual statement around the offices

City gathered at the pumping plant picnic grounds June 16 for a stag picnic. Plenty of eats were provided for the crowd. Afterward a softball game was played between teams captained by Martin Kelm and J. D. Wagner. The final score was not definitely decided, as the game was called because of mosquitoes.

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This AAR Solid Bearing Assembly!

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

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

that for so-called "anti-friction" bearings in railroad service.

Facts Now Published

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

(Advertisement)

was that if a job was too hard or dirty for everyone else, they turned it over to Nels and he and his crew cleaned it up. Mr. and Mrs. Hamre have purchased a tourist court in Billings, Mont., located on U.S. highway 10, and will make their home there. Anyone who makes a stop there will be sure of a real Milwaukee welcome.

Milwaukee Service Club members of Miles

A surprise party honoring Mayor Farnham Denson, Milwaukee Road boiler foreman, upon his retirement from the railroad was given by all crafts at the Milwaukee Service Club on June 12. A committee invited Mayor Denson to make an inspection tour of the city and to visit sites of proposed improvements and repairs. After visiting various places it was suggested that he look over



VACATION DAZE. Scene in the concourse of the Chicago Union Station the morning of June 27 when 1,000 junior campers, accompanied by parents and escorts assembled for a mass invasion of northern Wisconsin vacation spots. They traveled in two special trains routed to Minocqua and Woodruff.

the depot and Service Club. There he found 150 friends and co-workers assembled to greet him. Albert Kelm acted as master of ceremonies and presented Mayor Denson with a platform rocker as a gift from the Milwaukee employes. Mr. Denson recently completed 43 years of service with the Road.

The Custer Battlefield National Monument near Hardin, Mont., was the scene June 24-25 of a celebration commemorating the 75th anniversary of the famous battle in which Gen. George A. Custer and his command were wiped out by Sioux and Cheyenne war bands. Thousands of spectators and participants assembled for the week end events in Hardin and at the battlefield 13 miles south. The principal address at the battlefield ceremonies was delivered by Lt. Gen. Albert C. Wedemeyer. A host of other high military and civil officers also participated.

Recently there have been a number of additions to personnel at Miles City. Jack McCourt is the new clerk-steno for the car department. Mrs. Julia Jacobs is filling a temporary assignment as stenographer for the division engineer. Kenneth Williams, rodman, and J. D. Kruse, tapeman, were recently added to the division engineers staff. Swan Swanson, formerly section foreman at

Marmarth, has been assigned the yard section at Miles City.

EAST END

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

Chief Dispatcher A. G. Atha, with his wife and son Allan, spent his vacation in northern Minnesota. His position was filled by Allan Wilson.

Conductor L. W. Scheifelbein and wife have returned from a visit with their daughter, Mrs. John Loht, and family in Cincinnati, Ohio, getting acquainted with their new grandson.

Wire Chief C. K. Todd and wife were in California for the wedding of their daughter Delores who was married June 10 to Robert Gaylord of Whittier, Calif. Before going to California Delores was teletype operator in the Western Union office here. The couple will make their home in San Pedro, Calif., where Mr. Gaylord is in service.

Mary Ann Caldwell, trainmaster's clerk, was a passenger in the car in which Harry Oeschner was killed. She suffered bruises and lacerations.

Mrs. Besse Bunker attended the graduation exercises of her niece, Miss Marjory Morrison, from McMurray College, Jacksonville, Ill.

The Women's Club awards given annually to the two most outstanding music students in the Milwaukee family were awarded this year to Joyce Spiry and Jerry Schutz upon their graduation from Mobridge High School.

Conductor Leonard Clark and wife, with their daughter and son-in-law, Mr. and Mrs. Bjella, are driving to California where they will visit their son Laddie and his family. Mr. and Mrs. Bjella will attend U.C.L.A. working towards their Masters degrees.

Engineer Edgar Miller, with his wife, spent his vacation in Seattle and Tacoma visiting

his brothers Charles, Tuffy and Bryan.

Dora Anderson, retired cashier, has returned from a trip to New York where she visited her sister.

Dr. Sidney Hagan, an interne at the Augustana Hospital in Chicago, visited his parents here, A. S. Hagan, retired engineer, and wife.

Mrs. Vernon Fischer, wife of engineer, attended the graduation of her daughter Ruth at Augustana College, Sioux Falls.

Dr. William D. Grange, son of Conductor Ross Grange, was married to Miss Mary Matthews of Pierre, S. D., on June 2. Those who attended the wedding from Mobridge were Mrs. Grange and sister Beth and Ray Miles.

Harold A. Mosher, retired dispatcher, and wife of Tacoma spent some time here recently with their daughter Mrs. Al Weishaar, and family.

Clarence Drake, retired water service foreman, and wife of Miles City were spending their vacation with relatives in Iowa when Mr. Drake suffered a heart seizure and passed away. He was buried in Miles City.

Delegate Otto Lueger of McIntosh attended the convention of Maintenance of Way held at Butte.

Baggage man Mark B. Lindsay retired on June 15 after 43 years of service with the Road. He began his service in May, 1908, with the telegraph department, stringing wires, and became a baggage man in May, 1911. The only interruption to his service was during World War I when he served with the Medical Corps from September, 1918, until August, 1920, and for an interval after the war when illness contracted in service obliged him to quit work temporarily. The Brotherhood of Railway Trainmen honored his retirement with a dinner party at the Women's Club rooms and presented him with a pen and pencil set. The Lindsays will spend the summer in Texas and Arkansas.

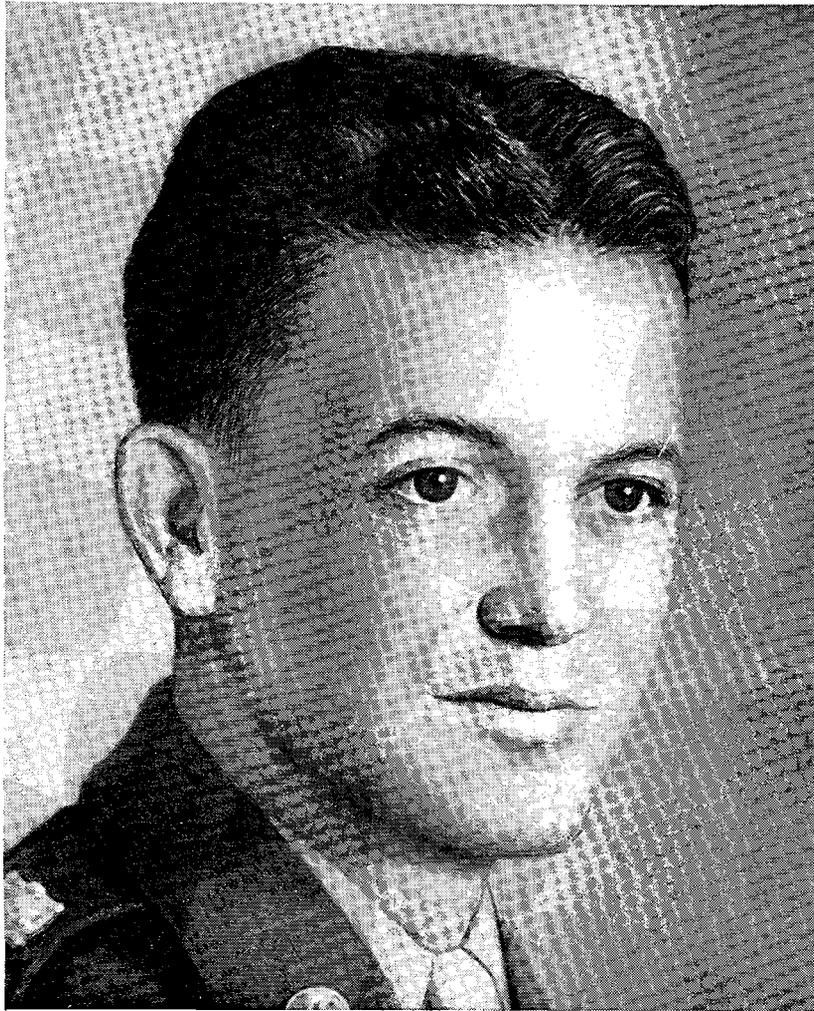
One of the highlights of this reporter's vacation in New York City was visiting with Agent F. C. Williams' daughter, Mrs. James Anderson, and having the pleasure of seeing her on television and enjoying her singing on the James Melton show.

Mrs. Ervin Schueler, nurse at the Mobridge hospital, who underwent an operation has fully recovered and is back working again.

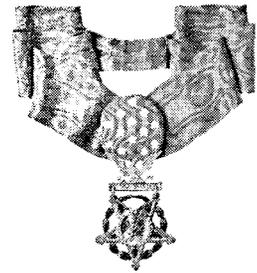
How Well Do You Know Your Railroad?

The picture on page 16 is a scene at New Lisbon, Wis., showing No. 101 approaching the station on the LaCrosse & River Division main track. The road-switcher type diesel waiting at the side is the North Woods Hiawatha No. 201. The picture was submitted by Ray La Barge, brakeman on the LaCrosse & River Division Third District.





Medal of Honor



Master Sergeant Travis Watkins, of Gladewater, Texas—Medal of Honor. On September 3, 1950, near Yongsan, Korea, Sergeant Watkins was wounded and paralyzed from the waist down. Ordering his squad to pull out and leave him, he stayed behind and died covering their withdrawal.

Sergeant Watkins gave his life for freedom. What can you do?

This. You can begin today to do your share in defense of the country he defended far “above and beyond the call of duty” by buying more . . . and more . . . and more United States Defense* Bonds.

For your Defense Bonds strengthen America. And if you will make our country strong enough now, American boys may never have to give their lives again. Defense is *your* job, too.

Remember that when you're buying bonds for national defense, you're also building a personal reserve of cash savings. Remember, too, that if you don't save *regularly*, you generally don't save at all. So go to your company's pay office—now—and sign up to buy Defense Bonds through the Payroll Savings Plan. Don't forget that now

every United States Series E Bond you own automatically goes on earning interest for 20 years from date of purchase instead of 10 years as before. This means, for example, that a Bond you bought for \$18.75 can return you not just \$25 but as much as \$33.33! For your country's security, and your own, buy U. S. Defense Bonds now!

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PORTRAIT OF A RAILROAD'S FUTURE. A scene at the shops in Milwaukee.

