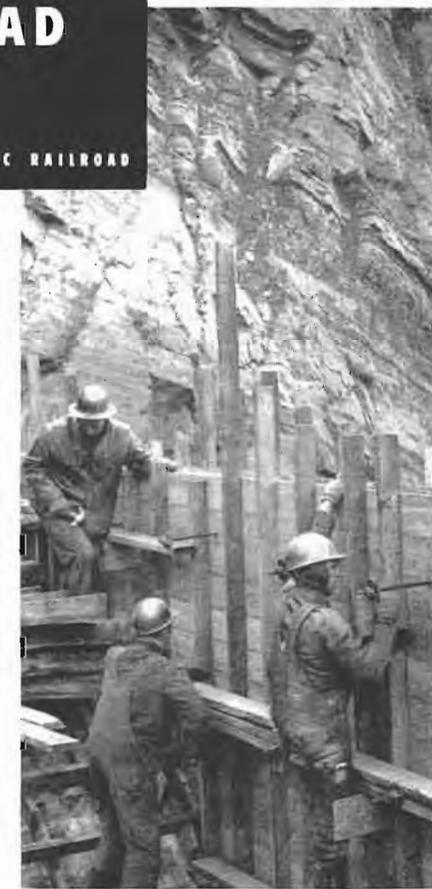




# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

in this issue  
**ANNUAL REPORT**  
for  
**1951**



**APRIL 1952**



APRIL  
1952

VOLUME 40  
No. 1

## THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis

*Manager*

Marc Green Marie Hotton

*Editor Assistant to Editor*

PUBLIC RELATIONS DEPARTMENT  
UNION STATION—CHICAGO

The Milwaukee Road Magazine is published for active and retired employees of The Milwaukee Road, to whom it is distributed free. It is available to others at 10c per single copy or \$1.00 per year.

### IN THIS ISSUE

	Page
Let's Bring It To Work By President J. P. Kiley .....	2
Annual Report 1951 .....	3
Dome Cars for the Hiawathas .....	10
Safety in the Shop .....	12
Honored for Heroic Act of 1909 .....	14
W. J. Cycmanick .....	15
Special Rates Open Travel to Students .....	15
Her Honor the Mayor .....	16
How Are We Doing? .....	17
Utility Engineers Hear About Railroad Safety .....	17
Winter Makes a Last Stand .....	18
Careful Handling: A Competitive Job! .....	18
Milwaukee Road Truckers Win Safety Award .....	19
Appointments .....	20
J. P. Whalen .....	20
Off the Police Record .....	21
Salesmanship on the "Old Line" .....	21
Assume Organization Posts .....	22
How to Make Friends by Telephone .....	22
Engineer and Giant Flower Make TV Debut .....	23
A Boy Buys Into the Railroad .....	25
Home Department .....	26
About People of the Railroad .....	27

## Let's Bring It To Work

THE AVERAGE railroad employe probably knows better than most people that the business of working to make a living—in fact, his whole life—is a mixture of good days and bad, and that a give-and-take attitude is necessary to happiness and success. I believe we all have a kind of homemade philosophy which tells us this is true. But we sometimes forget to bring this philosophy with us when we come to work.

It doesn't pay any of us to be sensitive souls with chips on our shoulders, because when we lose our temper we usually lose out. We can avoid anger most times by realizing that all people have their bad days and that a grouch may mean nothing more than that a man had burnt toast for breakfast.

Sooner or later we also wake up to the fact that the railroad could run perfectly well without any one of us. We learn, too, that it doesn't matter so much who gets the credit so long as the job is well done. We move on to better things only through working well together. We share the credit when our company does well.

All of us, I feel sure, know these things. They have become a part of the philosophy by which we direct the course of our private lives. We recognize such an understanding of ourselves and other people for what it is—a wonderful and valuable thing.

*Let's always bring it to work!*



**a brief account of the  
highlights of The Milwaukee Road's  
operation in 1951 prepared  
as information of  
special interest to employes**

# annual report 1951

**DURING 1951** the gross amount of money we received for our services was greater than in any previous year. We took in almost \$10,000,000 more than we did in 1950. However, our railroad's net income was \$5,102,203 less than it was in 1950. Our operating expenses increased almost \$20,000,000, doubly offsetting our \$10,000,000 gain in gross revenues.

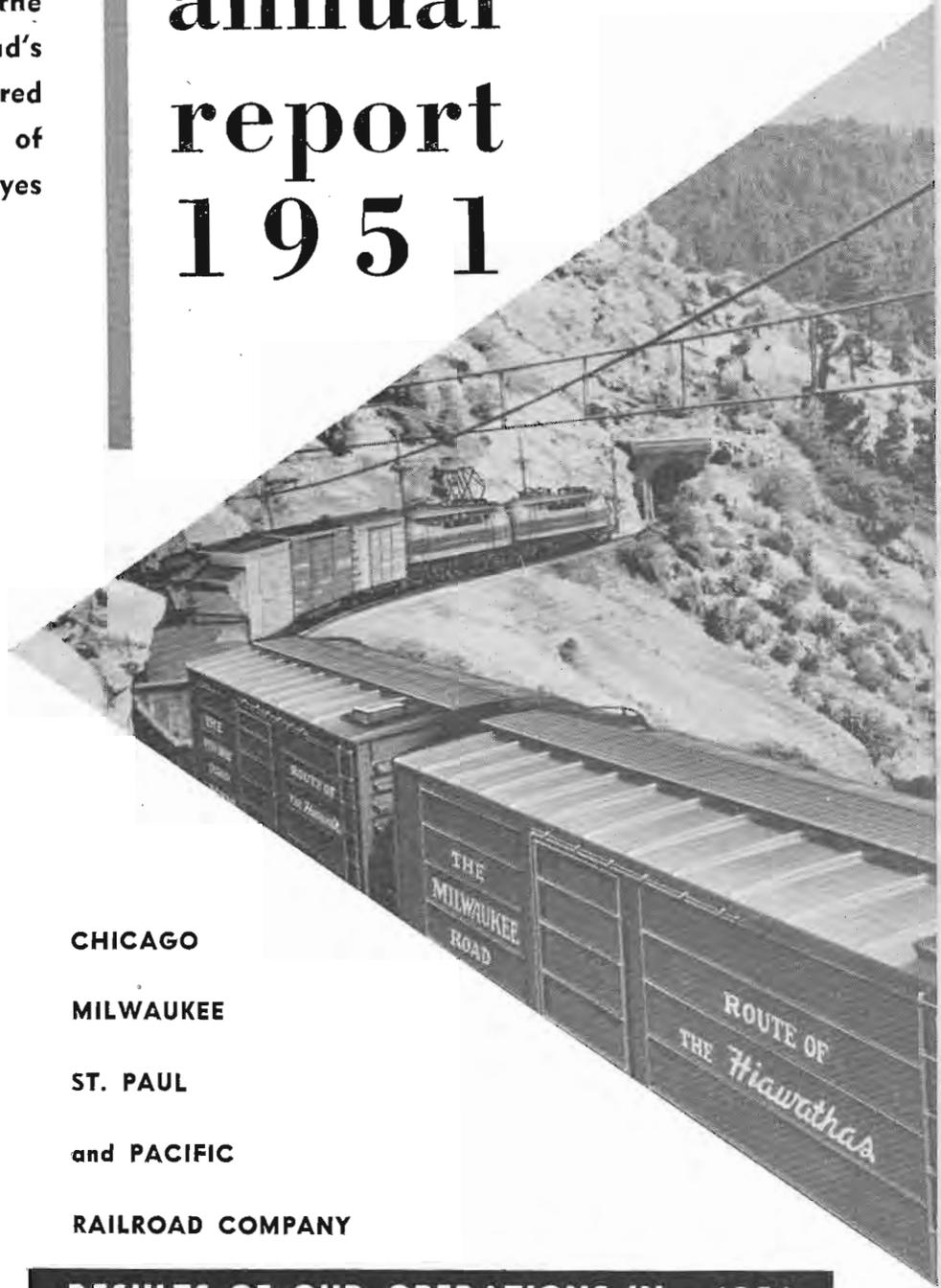
Thus it is shown that the increased amount of business we handled and the increase in our gross revenues were offset by the higher costs of doing business that had to be met last year.

It is evident that the railroad's ability to earn any net return in the face of mounting costs is due to the efficiency and economy created by better equipment and better working methods, and the efforts of employes to help our railroad in every way.

The effect of inflationary trends on the cost of operating our railroad, and on the costs of materials and equipment, without adequate increases in the charges we may make for our services, is apparent.

Increases in wages and prices for the year 1951 amounted to approximately \$16,400,000, while revenue resulting from increases in freight rates granted by the Commission amounted to approximately \$6,000,000.

Railroad employes, the holders of railroad securities, and the users of railroad services who rely on the efficiency of railroad transportation have a direct and vital interest in bringing about fair treatment and prompt action on the part of the regulatory body having jurisdiction in the matter of granting increases in rates and charges for the services performed.



**CHICAGO**

**MILWAUKEE**

**ST. PAUL**

**and PACIFIC**

**RAILROAD COMPANY**

## **RESULTS OF OUR OPERATIONS IN 1951**

**We took in \$265,400,542, an increase of \$9,978,893 over 1950.**

**We paid out \$219,455,141, an increase of \$19,804,185.**

**The return on our investment was 1.98% as compared with 2.93%.**

**We carried 7,528,252 passengers an average distance of 116 miles.**

**We carried 51,740,580 tons of freight an average distance of 323 miles.**

**We paid an average of \$4,233 per year to 33,846 employes.**

## THIS IS WHERE OUR MONEY CAME FROM IN 1951 . . .

ITEMS	AMOUNTS
Hauling Freight	\$217,584,220
Carrying Passengers	19,713,460
Other Passenger Train Revenue, including Dining and Buffet Car Service	3,485,146
Transporting Mail and Express	12,171,478
Switching	6,175,262
Other Operating Revenues	6,270,976
Total Operating Revenues	265,400,542
Other Income—Net	3,154,083
<b>TOTAL</b>	<b>\$268,554,625</b>

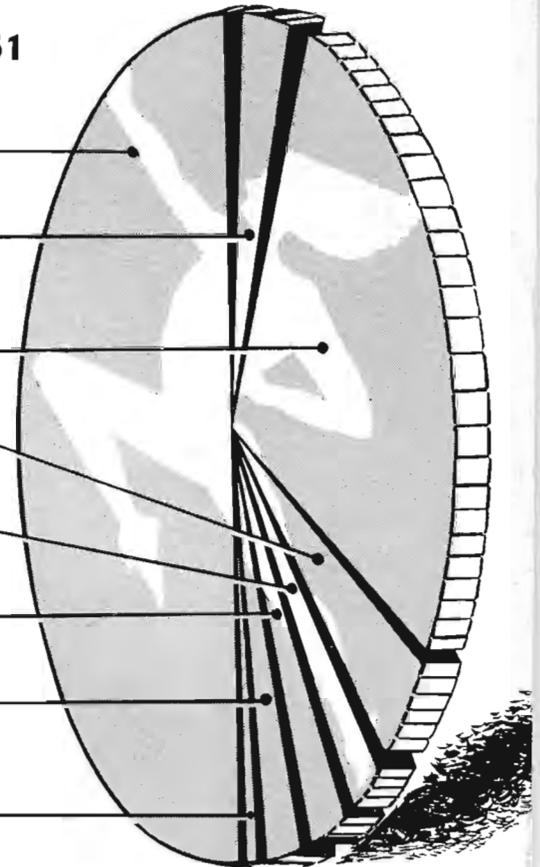
## THIS IS WHERE OUR MONEY WENT IN 1951 . . .

ITEMS	AMOUNTS
Materials, contract work, depreciation, etc.	\$ 84,994,849
Property and income taxes	16,724,418
Rental of equipment and joint facilities	6,120,395
<b>TOTAL</b>	<b>\$107,839,662</b>
*For wages and salaries of employees included in operating expense	134,460,292
Payroll taxes for benefit of employees	7,774,582
Total for <b>EMPLOYEES</b>	142,234,874
Interest paid <b>SECURITY HOLDERS</b>	8,411,099
Dividends on preferred stock	5,608,700
Dividends on common stock	2,123,214
Total to <b>OWNERS</b>	7,731,914
Payments into sinking funds required by mortgages	1,800,100
Remainder for improvements to property and other corporate purposes	536,976
<b>TOTAL</b>	<b>\$268,554,625</b>

\*Compensation of all employees totals \$143,788,182 as shown in table on page 8, and includes such items as wages charged to capital improvements, and manufacturing material.

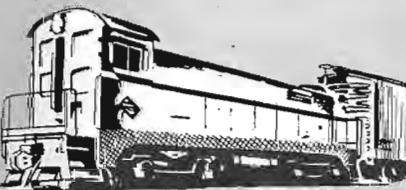
## sharing the MILWAUKEE ROAD DOLLAR in 1951

wages and salaries of employes.....	50¢
payroll taxes for benefit of employes..	3¢
operating expenses other than wages and salaries.....	31½¢
property and income taxes.....	6¼¢
equipment and joint facility rents... ..	2¼¢
interest paid security holders.....	3¢
dividends paid to owners.....	3¢
retained for improvements and other corporate purposes.....	1¢



## SOURCES OF REVENUE

Services and Classes of Traffic	Revenue	Percentages of Grand Total
<b>FREIGHT SERVICE</b>		
<b>FREIGHT TRAFFIC</b>		
Manufactured articles .....	\$ 96,788,687	36.5%
Wheat, grain, products of agriculture .....	38,132,235	14.4
Coal, ore, products of mines .....	29,763,386	11.2
Lumber, products of forests .....	26,909,097	10.1
Livestock, products of animals .....	13,816,465	5.2
L.C.L. traffic .....	6,389,537	2.4
Forwarder traffic .....	5,559,509	2.1
<b>Total Freight Traffic .....</b>	<b>217,358,916</b>	<b>81.9</b>
<b>OTHER FREIGHT SERVICE</b>		
Switching .....	6,175,262	2.3
Joint facility—Net Cr. ....	2,308,208	.9
Demurrage .....	1,819,061	.7
All other .....	1,377,425	.5
<b>Total Other Freight Service .....</b>	<b>11,679,956</b>	<b>4.4</b>
<b>Total Freight Service .....</b>	<b>\$229,038,872</b>	<b>86.3</b>
<b>PASSENGER SERVICE</b>		
<b>PASSENGER TRAFFIC</b>		
Passengers in coaches .....	\$ 11,971,658	4.5
Passengers in parlor and sleeping cars .....	7,712,676	2.9
<b>Total Passenger Traffic .....</b>	<b>19,684,334</b>	<b>7.4</b>
<b>OTHER PASSENGER SERVICE</b>		
Mail .....	9,011,411	3.4
Express .....	2,999,640	1.1
Dining and buffet .....	2,264,503	.9
All other .....	2,401,782	.9
<b>Total Other Passenger Service .....</b>	<b>16,677,336</b>	<b>6.3</b>
<b>Total Passenger Service .....</b>	<b>\$ 36,361,670</b>	<b>13.7</b>
<b>FREIGHT, PASSENGER &amp; OTHER SERVICES .....</b>	<b>\$265,400,542</b>	<b>100.0</b>



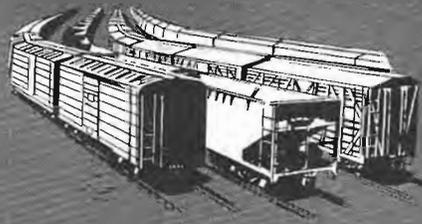
# EQUIPMENT

At the close of 1951 our railroad owned a total of 61,188 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars, as follows:



**locomotives**

Steam .....	665
Diesel road .....	132
Diesel switch .....	184
Electric .....	57
<b>TOTAL</b> .....	<b>1,038</b>



**freight cars**

Box and auto .....	31,636
Gondola and hopper...	15,833
Flat .....	5,262
Others .....	6,319
<b>TOTAL</b> .....	<b>59,050</b>



**passenger cars**

Sleeping .....	85
Coaches .....	388
Baggage, mail & express	461
Parlor .....	42
Others .....	116
<b>TOTAL</b> .....	<b>1,092</b>
<b>Rail Motor Cars</b> .....	<b>8</b>

## Equipment purchased and on order

### equipment purchased and delivered in 1951

- 20—1000 H.P. Diesel-electric switching locomotives
- 31—1200 H.P. Diesel-electric switching locomotives
- 3—1500 H.P. Diesel-electric freight locomotives
- 5—2400 H.P. Diesel-electric transfer locomotives
- 2—3200 H.P. Diesel-electric transfer locomotives
- 8—4500 H.P. Diesel-electric freight locomotives
- 8—4500 H.P. Diesel-electric passenger locomotives
- 6—4800 H.P. Diesel-electric freight locomotives
- 600—50 ton R. B. type refrigerator cars
- 250—70 ton covered hopper cars
- 30—70 ton gondola cars
- 50—All steel cabooses
- 45—50 ton box cars

### equipment on order for 1952 delivery

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

The cost of new equipment and the improvements made to road property and existing equipment during 1951 amounted to \$33,872,792, as follows:

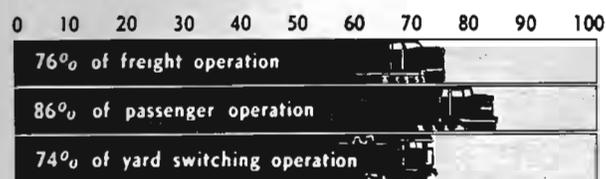
New Equipment .....	\$25,448,023
Improvements to Existing Equipment.....	693,954
	<u>26,141,977</u>
Improvements to Road Property.....	7,730,815
	<u>\$33,872,792</u>

## DIESEL-ELECTRIC OPERATION

diesel-electric locomotives for delivery in 1952

number	hp.	type	estimated delivery date
4	1000	Switch	October
11	1200	Switch	2 in March, 8 in April, 1 in October
1	1200	Road Switcher	October
15	1500	Road Switcher	6 in May, 5 in June, 1 in July, 3 in October
2	4500	Passenger	October

In the following chart is shown the extent to which our operations were performed by diesel-electric and electric locomotives at the close of the year



Based upon the 1951 volume of business, when the locomotives on order are placed in service, approximately 80 per cent of freight, 90 per cent of passenger, and 80 per cent of yard switching service will be performed by diesel-electric and electric locomotives.

## EMPLOYEES • JOB VALUE • PAYROLL SUMMARY

### Average number of Milwaukee Road employees during 1951

Transportation Forces: Train and Engine men, Yard and Station.....	12,330
Maintenance of Equipment and Stores.....	9,806
Maintenance of Way and Structures.....	5,450
Professional, Clerical and General.....	5,864
Executives, Officials and Staff Assistants.....	396
Total .....	33,846

a  
problem  
in  
long  
division



The average number of Milwaukee Road Employees during 1951 was  
**33,846**

Investment per Employee **\$ 22,826**

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to **\$ 772,551,945**

### a 10 year summary of payrolls, payroll taxes, and average compensation

YEAR	*TOTAL PAYROLLS	COMPANY CONTRIBUTIONS—RETIREMENT AND UNEMPLOYMENT TAXES	TOTAL	AVERAGE PER EMPLOYEE	Straight Time Rate	
					AVERAGE PER HOUR	% INC. OVER 1939
1942.....	\$ 74,673,850	\$ 4,388,638	\$ 79,062,488	\$2,378	\$ .828	14.2
1943.....	90,305,409	5,182,267	95,487,676	2,699	.836	15.3
1944.....	104,576,956	6,606,037	111,182,993	2,908	.916	26.3
1945.....	106,425,149	6,326,545	112,751,694	2,922	.919	26.8
1946.....	116,746,703	7,085,974	123,832,677	3,329	1.111	53.2
1947.....	124,724,548	10,095,938	134,820,486	3,552	1.166	60.8
1948.....	138,490,345	7,707,579	146,197,924	3,820	1.297	78.9
1949.....	133,117,567	7,421,152	140,538,719	4,000	1.442	98.9
1950.....	128,201,025	7,234,363	135,435,388	4,023	1.525	124.1
1951.....	143,260,363	7,774,582	151,034,945	4,453	1.754	141.9

\*Does not include compensation of part-time employees.

# THE 1951 DIVISION OPERATING RECORD

OPERATING DIVISIONS	Miles of Road Opr.	Miles of All Tracks Opr.	Number of Open Stations	Number of Employees (Avg. Yr.)	Number of Locos. Assigned 12/31/51			Loaded Freight Car Miles (1000's)	Passenger Car Miles (1000's)	Avg. Gr. Tons Per Frt. Trn.	Avg. Pass. Cars Per Pass. Trn.	Yard Switching Hours	President's Safety Award Standing
					Frt.	Pass.	Yd. and Other						
Terre Haute	397	732	25	1,092	18	24	33,820	5	3,731	1.03	55,585	11	
Chicago Terminal	37	373	10	4,393		62					296,994	10	
Dubuque and Illinois	792	1,473	80	2,656	70	13	101,571	6,098	3,003	6.43	117,060	3	
Iowa	891	1,244	111	1,518	25	1	58,771	5,149	2,457	6.43	74,422	9	
Milw.—K.C.S. Joint Agency											52,397		
Milwaukee Terminal	23	312	5	4,964		72					332,843	15	
Milwaukee	808	1,150	103	1,688	105	60	50,651	15,142	2,600	8.07	64,887	14	
La Crosse and River	723	1,313	77	2,297	23	3	78,076	26,995	3,238	11.69	77,414	2	
Madison	616	860	75	1,104	28	8	18,529	1,811	1,753	7.10	65,862	13	
Twin City Terminal	42	243	8	2,223		49					212,634	1	
Duluth	209	427	6	29	1		9,830		3,766				
Iowa and Dakota	1,164	1,399	111	1,609	37	6	24,929	5,064	1,470	6.33	60,007	5	
Iowa and Sou. Minnesota	972	1,124	113	885	42	3	9,566	669	894	3.54	27,133	12	
Hastings and Dakota	932	1,217	94	1,224	45	12	47,377	8,967	2,600	10.15	26,533	7	
LINES EAST—Total	7,606	11,867	818	25,682	394	106	433,120	69,900	2,552	8.66	1,463,771		
Trans-Missouri	831	1,019	55	1,358	32	1	52,962	8,501	3,198	10.74	15,224	4	
Rocky Mountain	943	1,190	39	1,447	42	10	42,292	7,258	2,962	9.07	31,471	8	
Idaho	580	718	19	666	26	9	18,968	3,618	2,781	10.65	8,316	16	
Coast	711	1,104	34	1,863	38	5	20,217	3,581	2,402	10.39	77,706	6	
LINES WEST—Total	3,065	4,031	147	5,334	138	25	134,439	22,958	2,904	10.09	132,717		
GENERAL OFFICES AND GENERAL OFFICERS				2,830									
SYSTEM—Total	10,671	15,898	965	33,846	532	131	375	567,559	92,858	2,625	8.98	1,596,488	

the  
MILWAUKEE  
ROAD  
in the states  
it served  
in 1951



	Average Miles of Road Operated	Average Number of Employees	Total Compensation All Employees	Property Taxes
Idaho	232.65	218	\$ 879,735	\$ 212,004
Illinois	703.62	8,165	35,371,744	1,286,341
Indiana	196.59	887	3,900,417	134,562
Iowa	1,801.96	3,654	14,910,206	1,130,947
Michigan	180.39	231	919,294	88,916
Minnesota	1,365.40	4,088	16,780,398	1,748,291
Missouri	154.56	521	2,262,046	117,547
Montana	1,251.18	2,263	10,015,335	1,235,985
Nebraska	5.62	15	62,609	1,037
North Dakota	366.89	198	705,324	229,838
South Dakota	1,734.69	1,822	7,339,591	899,676
Washington	1,082.66	2,597	11,231,438	713,545
Wisconsin	1,588.03	9,032	38,519,515	1,495,873
All Other	7.05	155	890,530	752
Total	10,671.29	33,846	\$143,788,182	\$ 9,295,314

System Payroll Taxes	7,774,582
System Income and Misc. Taxes	7,429,104
Total System Taxes	\$24,499,000

†Includes compensation of part time employees.

\*Does not include count of part time employees.



## 6 YEARS OF MILWAUKEE ROAD OPERATIONS...

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

\* Does not include compensation of part time employes.

## SAFETY on the MILWAUKEE

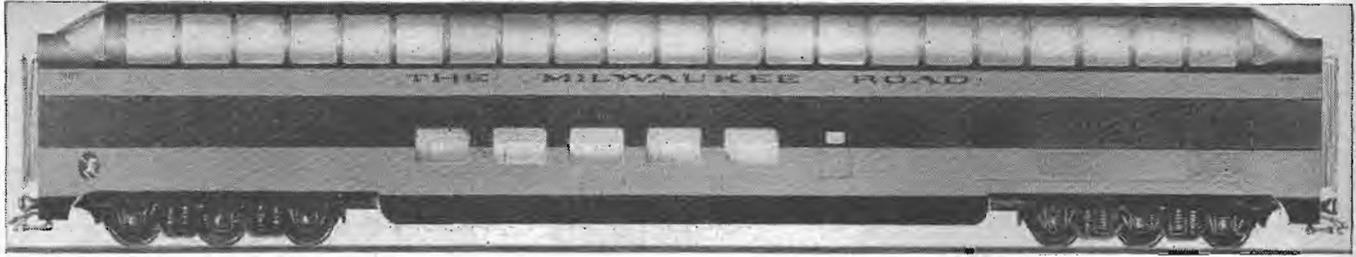
Stressing the importance of safety, The Milwaukee Road has proved, through its consistently fine performance in the program of accident prevention, that it plays a vital part in the Nation's overall drive to reduce fatalities and injuries.

The continuing success of this accident prevention program is illustrated by the statistics in the six year period 1946 to 1951, inclusive. Comparing the year 1951 with the year 1946, it is found that there was a 67% decrease in fatalities and a 31% decrease in reportable injuries.

Completing the year 1951 in first place, the Twin City Terminal Division again won the President's Safety Award Trophy and since this was the second consecutive year, this division will retain the trophy permanently.

April, 1952





*Look what's coming—*

## DOME CARS FOR THE HIAWATHAS!

HERE is big and important news for every member of The Milwaukee Road family. Late next fall, 10 new cars of the design pictured here will go into service on the Morning and Afternoon Twin Cities Hiawathas and on the Olympian Hiawatha.

Look them over. You've never seen cars like these because your railroad will have the very first examples of this brand new design!

The end-to-end dome on the upper level will seat 68 passengers—almost three times as many as in the dome cars now in use on some railroads. Incorporated in the lower level of our cars will be a further development of the snack and bar combinations now operated as Tip Top Tap and Tip Top Grill cars. Booths of varied shapes and sizes will provide seating for 28—a total of 96 in the entire car.

### Far Ahead in Design

The new cars will be open to all passengers on the trains. Entering the car from either end, you will find that a stairway provides access to the upper level. If you're headed for the lower level lounge, you go down a few steps



No other car has a profile like this with the dome running full length. The extra height made it necessary to check all clearances on the transcontinental line.

This perspective makes the roof look wider than it really is. Actually, passengers in outside seats can look straight up if they wish; those along the aisle can see to the top of almost any cliff or mountain.

into a side aisle and through an entrance in the partition that separates the buffet section from the aisle.

The upper, or observation level, has individual, fixed seats with footrests. And here's something else different—the special design of our cars provides sufficient headroom to permit aisle and seats to be on the same level. This avoids walking down a sunken aisle and then having an awkward step up to your seat.

### Miles of Thrilling Scenery

Now you're seated with wide windows all around you extending from shoulder level to directly overhead. And you're high enough so that the view is never cut off, even while passing a freight train. What a spot to view the glorious scenery of Wisconsin's lake-lands and "driftless area", the Mississippi River Valley, Montana Canyon, the Rocky Mountains and Washington's Cascades.

There isn't space here to go into all the decorative details of color schemes, fabrics, wood and glass wall paneling and floor coverings. However, you can be sure that everything will be thoroughly in keeping with the beauty of the



Booth and seating arrangements in the buffet lounge are similar to those in tap cars on the Twin Cities and Olympian Hiawathas. Indian themes set the decorative keynote. Pilasters are of molded, sanded glass.

# \$500 IN SAVINGS BONDS for Milwaukee Road Employees in "Name the Cars" Contest



Hiawathas. The dome glass, of course, will be tempered for strength, and tinted to filter most of the heat and glare from the direct rays of the sun.

A few details remain to be worked out. One of them—and it is of special interest to you—is the matter of naming these cars. Wouldn't you get a thrill out of being the one to name these 10 new prides of our Hiawatha fleet? Of course you would! Then read below how you can enter the big "Name the Cars" contest.

Here's your chance to have a lot of fun . . . win a valuable prize . . . and maybe have the satisfaction of naming the beautiful new type of dome cars described on the preceding page.

Here's the pitch. We *don't* want a name of the sleeping car type to be painted on the side of the cars. We *do* want a catchy, exciting *general* name that will characterize these cars and lend itself to publicity and advertising. Some of the other railroads now have cars called Vista Domes, Strato-Domes, Astra Domes and Pleasure Domes. Of course, we don't want to use those. Let's get something better!

It's possible that several employes may suggest the same name. To break any ties that may develop, you are asked

to write a statement in 50 words or less giving your reasons for selecting the name submitted as your entry in the contest. Suppose the name selected by the judges as best is submitted by three employes. Then the statements of 50 words or less will be judged to decide which of the three will receive first, second and third prizes.

Even if the cars are given a name that was *not* entered in the contest, the

prizes will still go to the names chosen as best by the judges. Use the entry blank to send in your suggestion. You may enter as many names as you wish. Each name suggested must be on a separate entry blank or facsimile of your own making. Be sure to show your name, address and occupation, and include a statement of 50 words or less on each entry blank.

## Contest Rules

1. Contest is open to all members of The Milwaukee Road family except employes of the public relations and advertising departments.

2. All entries become the property of The Milwaukee Road.

3. Five executive officers of the Company will act as judges and their decision is final. If duplicate winning entries are sent in by different contestants, the merit of the 50-word-or-less statement giving the reasons for your choice will determine the order of the prize winners.

4. All entries must be received not later than June 15, 1952.

5. Type, print or clearly write your suggestion for a name and your reasons for selecting it in 50 words or less on the entry blank below and mail it in.

Be sure to give your full name, address, occupation, and department or division. Submit as many entries as you wish by making extra facsimile entry blanks for each entry.

## PRIZES

### U. S. Savings Bonds

1st prize	.....\$150
2nd prize	..... 100
3rd prize	..... 50
8 consolation prizes, each	..... 25

"Name the Cars" Contest Editor  
The Milwaukee Road Magazine  
Room 356, Union Station  
Chicago 6, Ill.

I suggest that the new cars should be called:.....

I have chosen this name because:.....

.....

.....

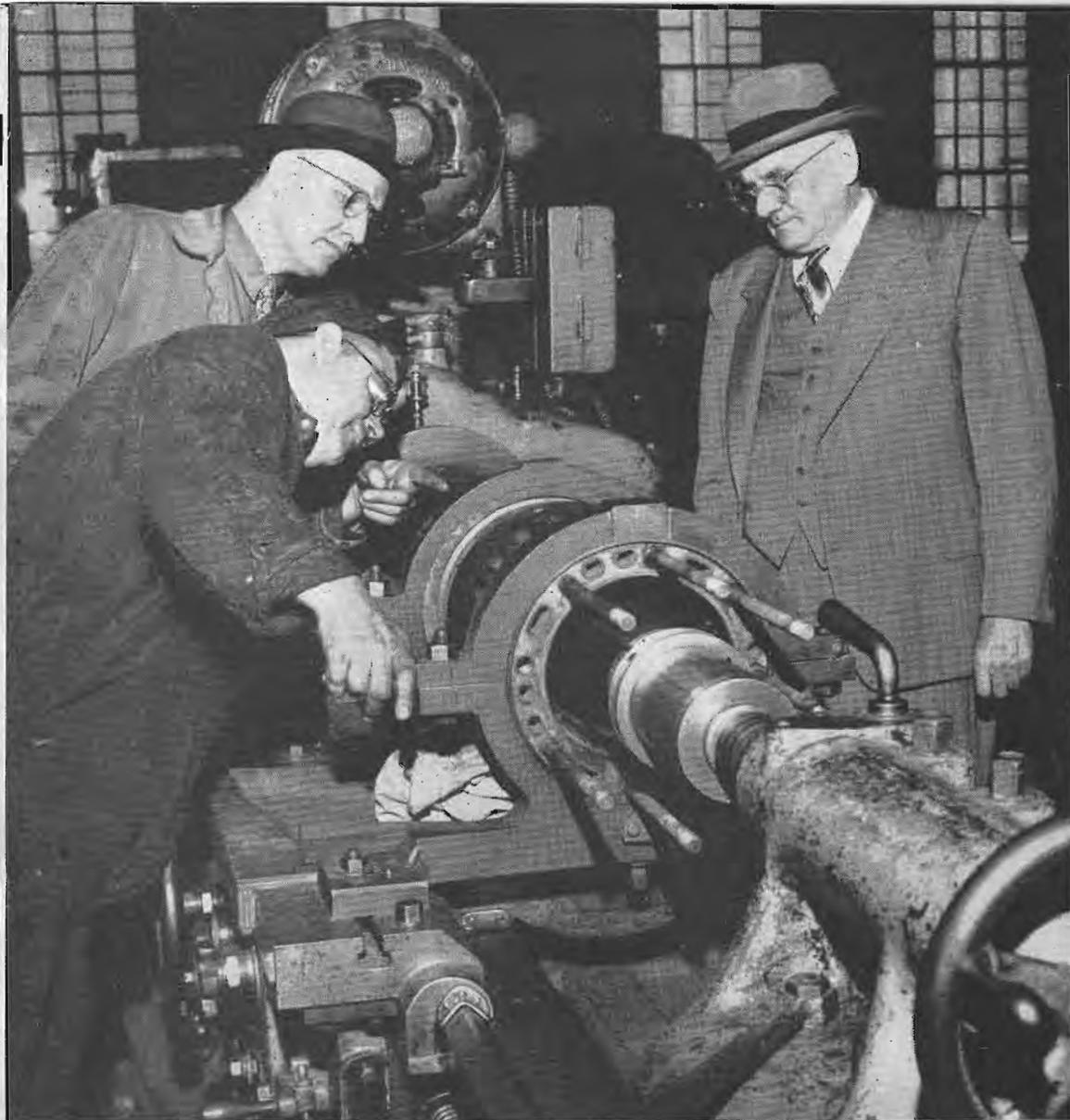
.....

Name.....

Address.....

City..... State.....

Occupation..... Div. or Dept.....



safety  
at work  
on the  
**MILWAUKEE**

Left: The safety of Milwaukee Road men has been a crusade for Bill French (right), author of this article, who retires as district safety engineer in Milwaukee at the end of April. Here he looks on as Machinist Ralph Gautenbein calls the attention of Walter Weingart, special equipment shop foreman, Milwaukee shops, to the working of a lathe which has been converted to handle the boring of diesel liners. Mr. French was formerly foreman of the locomotive machine shop in Milwaukee.

## SAFETY in the SHOP

OLD MAN SAFETY is one fellow who works every shift in the shops of The Milwaukee Road. Like all of us, he has his good days and his not-so-good days, but *he's on the job all the time.*

To help him in his work, the railroad has done its utmost to foresee danger in all its forms and to lessen the chances of injury to employees. A great variety of safety devices and the best and safest tools have been installed, and an effort is made to keep every man alert to the importance of caution in his work.

Safety is a subject never to be ignored anywhere; but in the shops, particularly in machine shops, it is as necessary to production as are the machines themselves.

The handling of wheels in the wheel shop at Milwaukee is an example of the

by **W. A. French**  
District Safety Engineer  
Milwaukee, Wis.

many shop situations where years of experience have produced better equipment and modern methods which are at once safer and more productive.

From the foundry where the wheels are cast, to the location where they are mounted onto axles, it is an unusual machine shop operation. In the beginning it was a very hazardous one as well, chiefly because a car or locomotive tender wheel is heavy—far heavier than it appears to be. Weighing from 600 to 1,000 pounds apiece, they stubbornly resisted attempts to mechanize their handling. Small, specially designed trucks



A monorail crane carries wheels to an incline rack, and a small crane transfers them from rack to drill. Wasel Pook is the operator at the crane in the foreground.

were tried but proved inadequate. Manpower, the most adaptable device yet discovered, was resorted to, and for many years men handled these wheels, using a combination of sheer strength and ingenuity.

Men were specially trained to balance and roll the wheels, but 1,000 pounds is a great weight, and a wheel is an awkward thing to handle. Now and again a wheel flange would skid on an uneven or slick surface, and only the very agile handler could escape injury. Many men were hurt.

Today the wheels are handled from foundry to shop on a flat car specially built for this service. Wheels are laid on the car in a slanting position so that a chain can be run through the cast center hole of each, thus enabling the operator of an overhead monorail crane to transfer it to a narrow rack built on an

A heavy guard around this high speed boring mill protects Operator George Siegel and others from flying chips as the drill cleans out the axle hole in the newly-cast wheel. The need for safety devices is apparent, as the drill goes through in less than two minutes.



In the interest of safety, the conveyor bringing axles into the shop for assembly is automatically controlled, and an electric eye stops the entire operation if the operator fails to stop the conveyor. The device for lifting the axle has a safety handle to prevent injury to operator as axle is lifted. Shown at the device is Anton Abfalder.

incline. The wheels are set into this rack single file, rim to rim, so that as the operator of a small crane takes them out one by one to swing them over to the boring mill, the row of wheels rolls forward easily, thus putting another one in line for removal.

The high speed boring mill was specially designed for the drilling out of the center holes of cast iron wheels, and was engineered to include built-in safety features, such as a circular shield around the bed of the mill to lessen the chance of the operator being struck by chips or borings as the bit bites into the iron at a speed of 120 r.p.m.

Needless to say, all machine operators wear hardened lens goggles as an added precaution, and safety shoes are a "must" for almost all of the men in the shop.

A long, endless conveyor line carries

A number of safety devices are brought into play as the monorail crane (Everett Turnbull at the controls) sets mounted wheels from the car to the floor of the shop. The crane operator's cab is situated so that he can see the helper at all times. Standing on the car is Emil Neubauer.



## Safety in the Shop

(Continued from preceding page)

axles from one operation to the other with push button controls within the reach of the various operators so that any one of them can stop the conveyor at any time. These controls are not only time savers, but have proved to be extremely valuable in the prevention of accidents.

No heavy machine shop operation can be safely carried on, however, without the exercise of caution by the men doing the work. For that reason, all Milwaukee Road machine shop employes are encouraged to keep aiseways and passageways clear, and to practice good housekeeping and safety in all respects. Safety-consciousness is carried even to the washrooms, which are provided with good hand cleansers so that the employes who are exposed to cutting oils, grease and dirt, may avoid painful skin irritation.

Safe equipment, handled by men who appreciate the importance of safety, has made Milwaukee Road machine shops good places to work.



Standing at the end of a car loaded with mounted wheels, Frank Meyer shows the "tie down" method of binding wheels onto a car to keep loads from shifting.

Seventeen years ago the first successful streamlined passenger trains, including the Twin Cities Hiawatha, were introduced. There are now more than 300 streamliners in service in the United States—by far the largest number operated in any country on the globe.

I place economy among the first and most important virtues, and public debt as the greatest of dangers to be feared. To preserve our independence, we must not let our rulers load us with perpetual debt. We must make our choice between economy and liberty, or profusion and servitude. If we run into such debts, we must be taxed in our meat and drink, in our necessities and in our comforts, in our labors and in our amusements. If we can prevent the government from wasting the labors of the people under the pretense of caring for them, they will be happy. The same prudence, which in private life would forbid our paying our money for unexplained projects, forbids it in the disposition of public money.

—Thomas Jefferson

## Honored for Heroic Act of 1909



Engineer Sies (left) receives a congratulatory handshake from O. A. Beerman, division superintendent.

ANOTHER life-saving hero has been found on The Milwaukee Road. In a ceremony at Perry, Ia., on Mar. 18, F. W. Sies, local engineer, was presented by Superintendent O. A. Beerman with a lifetime unrestricted railroad pass. It is the fourth of its kind presented to employes who have been awarded a bronze medal by the Carnegie Hero Fund Commission for the saving of life on a railroad.

The name of Engineer Sies as a candidate for such a pass came to light after the publication of an article in the January issue of The Milwaukee Road Magazine about the white passes presented to Firemen W. G. Johnson of Tacoma and H. R. Sumner of Minneapolis and to R. A. Powers, retired C&M section foreman, following citations by the Carnegie commission. The article served to stir the memory of a number of Iowa Division veterans who recalled that years ago Engineer Sies had also received a Carnegie award. It was through their interest that his heroism was brought to the attention of company officials.

On Nov. 4, 1909 Fred Sies, 18 and in service less than two months, was firing on No. 97 between Monticello and Davenport. The train was traveling at about 25 miles per hour when near a private crossing between Dixon and Donahue he spotted a small boy playing between the tracks. Going over the running board, he crouched on the pilot beam and when the train was within a few feet of the child grasped its clothes

and lifted it forcibly to his chest. The train came to a stop about 25 car-lengths beyond.

The boy who was saved, James Hayek, now lives near Cedar Rapids. His rescue was the first successful one on record with the Carnegie commission. Thirteen similar rescues had been attempted before, but in each instance there had been a fatality. The commission awarded Fred Sies a bronze medal and a check for \$1,000.

Promoted to engineer in 1914, Sies is now on a time freight between Perry and Council Bluffs. His wife will share the privileges of his white pass. A personal letter from President J. P. Kiley which was presented with it said, in part: "We of The Milwaukee Road are grateful that there should be among us men such as you who are instinctively willing to sacrifice themselves to save others. The unrestricted annual pass we are presenting to you is intended only as a token of the high regard in which we hold you for having performed this act of great heroism."

An old railroader from out West one summer decided to use his pass and spend his vacation in Chicago. He was back at the end of two weeks, in fine spirits and apparently highly refreshed.

"Reckon you had quite a time", one of his pals remarked.

"I sure did", the old railroader enthused. "Well, tell me all about Chicago."

"To tell you the truth, I didn't get to see the town itself—there was so dawg-gone much goin' on down around the depot."

## W. J. Cycmanick

WILLIAM J. CYCMANICK, traveling passenger agent with headquarters in La Crosse, Wis., died suddenly in a local hospital Mar. 11 after a heart seizure. He was 53. Funeral services were held in La Crosse.

Mr. Cycmanick was born in La Crosse and entered the Road's service there in 1918 after his graduation from high school. He was employed in the La Crosse ticket office until 1920 when he transferred to Milwaukee as a ticket seller. In 1937 he was appointed city passenger agent in Milwaukee and served in that capacity until 1944 when he returned to La Crosse as traveling passenger agent. He was a member of the Wisconsin Passenger Association and the Milwaukee Traffic Club.

Surviving Mr. Cycmanick are his wife Mary; a daughter, Mrs. Donald Curtis of San Antonio, Tex.; a son, William Jr. who is an Army captain stationed in Landzburg, Germany; four grandchildren, four brothers and two sisters.



Part of a group of 620 Marinette County school children who made an educational trip from their home towns by train to the state capitol at Madison, Wis. Governor Kohler is shown addressing them from the steps of the capitol building.

## Approved by Hollywood

RAY MILLAND is one of Hollywood's most traveled actors. Between pictures he's covered almost half a million miles, visiting such faraway places as Africa, Greenland and Peru. Until recently about the only place he'd missed was our own Middle West.

That opportunity came when his latest film opened in Milwaukee on Mar. 10. The day was notable for a lack of the sunshine that is Hollywood's boast, but Milland was in the best of spirits as he stepped from a Milwaukee Road train in the Union Station. His first glimpse of the city, he told the press, convinced him that Milwaukee has the nicest station approach of any city he's visited.

## Special Rates Open Travel to Students

TO ACCOMMODATE young people of high school age who have few opportunities to travel, in many instances because of the cost, The Milwaukee Road is offering reduced rates until June 15 to groups traveling for educational purposes.

There is no limitation on the areas they may visit. However, a special all-expense week end tour has been arranged primarily for the benefit of students within a 200-mile radius of Chicago. Students leave Chicago or Milwaukee Friday evening on the Copper Country Limited and arrive in Sault Ste. Marie in time for lunch Saturday. In the afternoon they are taken by boat

through the Canadian locks and Sunday morning enjoy a 100-mile bus trip through scenic Upper Michigan, crossing by ferry to historic Mackinac Island. A train leaving Sunday afternoon enables the students to reach home early Monday morning.

The cost of the tour, exclusive of rail fare, is only \$16. All tips and taxes are included in this rate, which covers the two sightseeing trips, five meals at Sault Ste. Marie and on the train, and dormitory accommodations at the Park Hotel near the Soo locks.

Many high school students have already taken advantage of the reduced rate to visit the capitols of their respective States. The larger cities such as Chicago and Milwaukee, with their famous museums and art exhibits, are also sought out by students. Most of these tours have been sponsored by P.T.A. groups and financed with money saved or earned by the students themselves. Parents and school officials feel this method broadens the young people's economic education.

Milwaukee Road people who wish to interest their local P.T.A. organization or their friends among the officials of public and private schools in these tours should contact their local passenger representative. All requests for further information will receive immediate attention.

## Attention—Members of The Milwaukee Railroad Women's Club

THE 15th general get-together luncheon of the 60 chapters of The Milwaukee Railroad Women's Club will be held in the grand ballroom of the Hotel Sherman, Chicago, on Saturday, May 24, at 1 P.M. Chicago daylight saving time; price, \$1.50 per person. The entertainers will be Donald "Red" Blanchard and Dolph Hewitt, featured players on the WLS radio barn dance program.

All voting members are invited to attend. Please make reservations not later than May 10 through your local chapter president, who will supply detailed information.

*Etta N. Lindskog, Secretary General*

# her honor, THE MAYOR

Ruby Eckman heads  
Perry Petticoat Day

WOMENFOLKS' contention that politics—the business of running a government—is not too different from running a home was put to a practical test in Perry, Ia., on Feb. 29. In a movement sponsored by the Chamber of Commerce, the women of Perry were given the opportunity on Leap Year Day to



As mayor-for-a-day, Miss Eckman swears in other feminine officials. From left: Alice Hoffman, police department, and Mrs. Archie Hunter and Mrs. James Powell, water department. Mrs. Hunter is the mother of Miss Rita Hunter, roadmaster's clerk.



Mrs. J. H. Wignall, wife of brakeman, and Mrs. W. R. Hanneman, wife of conductor, as dog catchers-for-a-day.

Miss Rita Hunter, roadmaster's clerk (left), and Mrs. Viola Ranes, assistant superintendent's clerk, who broke up the council meeting when they applied for peddlers' licenses.



run the show from sunup to sundown.

By the popular vote of Perry citizens Miss Ruby Eckman, clerk in the Milwaukee Road chief dispatcher's office, was chosen to direct the experiment. As in any other election, the choice was based on the candidate's public record, in this case as a former reporter for the Perry Chief (six years), present contributor of a daily column of railroad news to that paper, first president of Perry auxiliary of the American Legion, a traveler whose talks and motion picture films have entertained several thousand shut-ins and members of local civic groups, and a former city golf champion. Her Milwaukee Road record is known throughout the length of the Iowa Division and beyond: daughter of E. D. Eckman, one-time engineer, herself a veteran employe, the first correspondent of The Milwaukee Road Magazine (she resigned in 1948), and the Road's foremost booster at Perry.

As mayor-for-a-day, Miss Eckman reported promptly at 8 A.M. and while the menfolk looked on from a respectful distance, swore in the other feminine officials. They included the following members of Milwaukee Road families:

Mrs. C. D. Emerson, wife of chief dispatcher, city attorney; Mrs. Everett Buckley, abstract clerk, street commissioner; Mrs. Jason Wignall, wife of brakeman, and Mrs. W. R. Hanneman, wife of conductor, dog catchers; Mrs. F. R. Briggie, widow of conductor, city clerk; Mrs. R. J. Hayes, wife of engineer, treasurer; Mrs. N. Willis, wife of company attorney, city engineer; Mrs.

Gertrude Keckler, daughter of retired bridge carpenter, councilman; Mrs. D. Dollarhide, wife of cashier, sanitary inspector; and Mrs. A. E. Hunter, mother of roadmaster's clerk, water department.

Before 9 A.M. the petticoat rule was in force. In the flower-decked mayor's office Miss Eckman was handling business with the familiarity of long experience. The city garbage collector was dealing with residents who insisted that "something must be done" about dogs upsetting garbage cans, and the fire chiefness was following up a hot tip about a discarded newspaper being a fire hazard at the Mau drug store.

Arresting and fining unwary males kept the police force on the run. Male Mayor Leslie Wright got off on the wrong foot early in the morning with a traffic violation. After paying his fine he retired to the safety of his lodge to avoid another ticket for "loitering". The minimum was 25 cents, but each violator was told his conscience was his guide and all fines would be donated to the Red Cross. At day's end almost \$100 had been totaled for the local chapter.

The fun, however, did not disguise the fact that the ladies held some definite ideas about running their city. The council meeting called to order by Mayor Eckman dealt at length with the "good housekeeping" aspects of city government—clean streets, better lighting, a clean-up program, a new band shell, park facilities, and so on. For the most part the suggestions indicated serious thought and a report was referred to the regular council for further consideration.

# how are we doing?

	FEBRUARY		TWO MONTHS	
	1952	1951	1952	1951
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc.....	\$21,257,354	\$17,586,966	\$42,894,948	\$39,409,760
<b>PAID OUT IN WAGES</b>				
PER DOLLAR RECEIVED (CENTS).....	10,684,238 (50.3)	10,287,142 (58.5)	22,283,312 (51.9)	21,173,341 (53.7)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance.....	651,492	620,063	1,302,338	1,254,424
PER DOLLAR RECEIVED (CENTS).....	(3.1)	(3.5)	(3.0)	(3.2)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest.....	9,373,115	7,573,935	18,612,351	16,957,702
PER DOLLAR RECEIVED (CENTS).....	(44.1)	(43.1)	(43.4)	(43.0)
<b>NET LOSS</b> .....		894,174		
<b>NET INCOME</b> .....	548,509		696,947	24,293
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars.....	121,117	106,695	247,634	242,592
Increase 1952 over 1951.....		14,422		5,042

## Utility Engineers Hear About Railroad Safety

F. M. WASHBURN, district safety engineer with headquarters in Minneapolis, was one of the principal speakers at the spring staff meeting of the Interstate Power Company in Dubuque. The subject of his talk was management's role as a leader in the accident prevention program.

"For instance, on our railroad," he said, "the president, vice president, general manager and assistant general manager and the heads of all departments consider safety first in all operations. Mr. Benson, assistant to president, in charge of safety, has an intensive program which he directs through a general inspector and eight district safety engineers. These men devote their entire time to the program."

Pointing out that no organization can afford costly accidents, he said: "Let us consider the cost of a lost time injury, not insurance costs, but the loss of a valuable employe. Apart from the human factors involved there is the cost of not being able to replace him immediately with one as experienced, and the possible slowdown of operation. . . . Education of employes is absolutely essential for safety and production."

"Nothing can defeat a safety program

as easily as insincerity either on the part of the management or the employe," he continued. "There is no doubt of the responsibility of the workman to exercise good judgment and common sense. This is motivated by his inherent desire to survive and should be kept alive by the constant vigilance of the direct super-

visor through an unceasing program to keep before him the necessity of safety in all his actions. To be complete, every program should carry with it a part that deals with home safety. If a definite interest can be had in the home, and the practice is there, this will carry back to the job."



F. M. Washburn at the meeting of the Interstate Power Company with officials of that company. Left to right: L. P. Harlan, chief production engineer; Mr. Washburn; B. F. Pickard, president; and E. R. Lehman, safety engineer.

## Careful Handling: A Competitive Job

By L. F. Donald, Vice President

**E**ACH year as Perfect Shipping Month rolls around in April, a great many articles are written, pictures drawn and speeches made about the subject. All of these methods of communication are simply trying to drive home an idea or make all of us think about ways of doing our jobs better by carefully handling the goods our customers turn over to us to haul. Anything I say here is an attempt to do the same thing, so you don't have to read any further to find out what I am driving at.

What I would like to get across is that this business of careful handling is one way of doing a good *competitive* job. We have competitors who right now probably are not doing as good a job as we are. Either they are going to wake up first or we are going to wake up first to the idea that the way we handle our customers' goods is what is going to control our future business. We can beat our competitors to the punch by doing the superb kind of a job we ought to be doing; and I think the people on our railroad want to keep their railroad out in front by doing a better job than is done on any other railroad.

There's usually only one winner in a race; rarely is it a neck and neck finish!

## Winter Makes a Last Stand

**ALTHOUGH** flood water was taking over as the operating department's No. 1 problem as this went to press, the snowplows and their weary crews had only just returned from a grueling spring workout.

Winter's defiant last stand was a humdinger and not the kind to be forgotten in a hurry. Late in February the I&SM Division experienced just about its worst snowstorms of the year. Trouble developed on the Bristol line on Feb. 18 when No. 375 was stuck in a drift just south of Garden City, S. D. The line had been cleared only a short time when another blizzard striking on Mar. 12,

wiped out all the work and it was to do all over again.

On the Linton and Orient lines, Roadmaster G. A. Carlson's crews were out the best part of a week. Starting Feb. 23, a rotary fought 10-foot drifts at Hillsview, S. D. The following day drifts as high as the rotary—15 feet—were reported from Eureka. A crew that left Hague the afternoon of Feb. 26 worked four hours and had opened only three miles when it had to turn back half way through a high drift, 1,400 feet long. It opened the drift the following morning.

The crews were still out on Feb.

29. The drifts were so deep, they said, it was impossible to shove at a steady speed. By backing the rotary five or six feet and then hitting hard, they gained from six to 18 inches at a thrust. The activity report for the month had much of the color of thriller fiction. In the thick of it were Conductor N. J. McGinnis, along with Brakemen W. A. Reid and W. Fishback and Traveling Engineer E. L. Hubbs. The men on the rotary were Engineers George Severance and W. F. Wells and Firemen Merle Deforest, Dale Moulton, W. A. Neiger and A. E. Jacot. On the pusher engine, Engineers Clyde Pierson and Frank Williams and Firemen R. E. Carlson and H. A. Schnabel.

Spring was already official when the Twin Cities was visited by its most spectacular snowstorm of the year. Defying the calendar, the blizzard which struck there Mar. 21 tied up street traffic almost 24 hours. The railroad recovered fast, though. At Bass Lake yard, for instance, Roadmaster Blanchard and the track department men had all the leads clean and the switches and switch stands cleared by the morning of Mar. 25. Considering that the heaviest snow of the winter had just fallen, the yard was in surprisingly good shape.

Much of the snow had been bulldozed over onto two tracks. Had it not been for that and a fast-melting mountain piled near the upper yard office, it would have been hard to believe that spring had just had herself a temperamental tantrum.

Capital expenditures by railroads for equipment and roadway in 1951 totaled approximately \$1,413,000,000, the greatest amount for any year on record, due partly to the higher cost of materials and supplies of all kinds.



Stuck! The crew of No. 398 sizes up the extent of the snow block.



Two and a half miles south of Garden City, S. D., No. 398 bucks the storm of Feb. 18.



Switching conditions in Bass Lake yard the morning after the Mar. 24 blizzard.



Drivers and supervisors with one of the trailer trucks in the Milwaukee Road fleet. Front row, from left: N. T. Pfrang, supervisor of trucks, Portage; A. J. Kilvinger, driver, Milwaukee; R. R. Miskimins, manager motor transport, Green Bay (holding the safety certificate); R. E. Deicher, driver, Plymouth; Stanley Olson, driver, Green Bay; L. W. Zastrow, driver, Green Bay; E. C. Walenski, foreman of drivers, Milwaukee; and E. S. McGregor, truck dis-

patcher, Green Bay.

Back row, from left: F. A. Baeten, clerk, Green Bay; H. F. Verheyden, driver and tire maintenance, Green Bay; C. L. Zanzinger, driver, Janesville; G. H. Gabrich, driver, Milwaukee; A. E. Auck, driver, Portage; L. L. Fisher, driver, Portage; W. T. Lashure, driver, Madison; H. F. Behnke, driver, Portage; H. F. Koehler, driver, Milwaukee; and A. S. Ratagick, driver, Green Bay.

## Milwaukee Road Truckers Win Safety Award

THE SKILL of Milwaukee Road truck drivers, and their desire to achieve a perfect safety record paid off on Mar. 15 when the Milwaukee Motor Transportation Company, a subsidiary of The Milwaukee Road, was awarded a second place certificate for the year 1951 by the Safety Division of the Wisconsin Motor Vehicle Department.

The five fleets entered in the competition had a group accident ratio of 1.15 accidents per 100,000 miles of operation, compared with the Milwaukee's 1951 ratio of 0.42. The latter rate, although somewhat higher than that for the previous three years, due to heavier highway traffic, represented a great improvement over its ratio of 0.80 for 1947.

The fleet which won first place had one more accident than did the Milwaukee Motor Transportation Company, but covered more mileage during the year.

Attempting always to improve their safety, our drivers point out unsafe practices to each other; supervisors talk with drivers regularly regarding safe practices, and issue letters and posters

stressing the observance of driving rules, courtesy on the highway, alertness of mind and body, and proper maintenance of equipment.

Twenty out of 23 Milwaukee drivers with more than one year of service now hold individual National Safe Driver awards, with no-accident records of from one to six years. Seven of these men have gone for periods of from two to four years without an accident, although driving five or more days a week throughout the year.

In April, 1943, when The Milwaukee Road began operating trucks as an auxiliary l.c.l. service in the former Superior Division area, it had 13 vehicles and covered 394 route miles. It has since expanded to 1800 route miles and 79 vehicles. Although the service includes limited operations in Illinois, Iowa and the Upper Peninsula of Michigan, 90 per cent of it is still within the state of Wisconsin.

Due to the fact that Green Bay was headquarters for the Superior Division when truck operating authority on that division was first granted, the city has



Retired Superintendent F. T. Buechler (left) discusses the safety certificate with R. R. Miskimins, manager of motor transport, following the presentation meeting in Green Bay.

continued to be one of the principal operating centers for this service and is the home of R. R. Miskimins, Milwaukee Road manager of motor transport.

The luncheon meeting at which the safety certificate was awarded was held in Green Bay and attended by a group

of 35 motor transport employees and wives. Many of them were there from other Wisconsin cities to take part in the discussion of safety practices and to hear the guest speaker, F. T. Buechler, former superintendent and a prime mover in the establishment of the motor transport service.

### J. P. Whalen

RETIRED Roadmaster John P. Whalen of Marion, Ia., brother of W. J. Whalen, Lines East general manager, and a member of one of the railroad's best known families, passed away on Mar. 20 at the age of 69.

Mr. Whalen started working for the Milwaukee in 1886 as a water boy with a construction crew at Marquette, Ia., known at that time as North McGregor. By 1909 he had advanced to the position of construction foreman in charge of the construction of Aberdeen (S.D.) yard. The following year he was made roadmaster with headquarters in Dubuque, and later served in this capacity at Des Moines and Savanna, principally during the winter months. During the summers, from 1923 until his retirement in 1945, he was in charge of a system steel laying crew.

He was one of four Whalen brothers who worked for The Milwaukee Road, following in the footsteps of their father, Roadmaster Martin Whalen, who retired in 1937 and died in 1939. At the time of the father's retirement, he and his four sons, three sons-in-law, a brother and two cousins had put together a Whalen family service record on this railroad of more than 400 years. Two of the brothers, Edward and Martin, left the railroad some time prior to their death.

Mr. Whalen was unmarried.

### Dividend Declared on Common Stock

A DIVIDEND of \$1.00 per share on the common stock of The Milwaukee Road was declared out of 1951 earnings, at a meeting of the board of directors held in Chicago on Mar. 12. It is payable Apr. 25 to holders of record at the close of business Mar. 31. A dividend of \$2.00 per share was paid on the common stock at this time last year.

In February this year the board declared a dividend of \$5.00 per share on the company's Series A preferred stock out of 1951 earnings.

## appointments



E. A. Schumacher, city passenger agent at Tacoma (right), who retired Apr. 1; pictured with A. J. Knaff who succeeds him (left) and F. H. Christin, Mr. Knaff's successor as city ticket agent in Tacoma.

### Traffic Department

Effective Apr. 1, 1952:

A. J. Knaff is appointed city passenger agent at Tacoma, Wash., succeeding E. A. Schumacher, retired. Mr. Knaff is a Lines West veteran, starting at Harlowton, Mont., in 1908. He had been ticket clerk at Seattle and city ticket agent at Butte when in 1937 he transferred to the Tacoma ticket office. He has been city ticket agent there since 1941.

Mr. Schumacher retired after 32 years of service, five years as city passenger agent at Butte, Mont., and the past 27 in the Tacoma city ticket office. Prior to his service with the Milwaukee he had worked 10 years for other lines. At Tacoma he held the positions of ticket clerk, assistant city ticket agent and city ticket agent before his final appointment as city passenger agent. Milwaukee Road and other railroad associates gave a dinner in his honor in Seattle Mar. 19.

F. H. Christin is appointed city ticket agent at Tacoma, Wash., succeeding A.

J. Knaff, promoted. Mr. Christin entered Milwaukee Road service at Aberdeen in 1941. Transferring to Seattle in 1943, he held various positions in the office of the general passenger agent and in the city ticket office until 1947, since when he has been ticket clerk in Tacoma.

### Operating Department

Effective Mar. 16, 1952:

M. Garelick is appointed trainmaster of the Chicago Terminals Division with headquarters at Bensenville, Ill., succeeding A. W. Jennings, deceased. Mr. Garelick has been with the Road since 1947, starting at La Crosse, Wis., as an instrument man in a surveying crew. He served in that capacity until 1950 when he was appointed assistant to general manager in Chicago. Since July, 1951, he has been trainmaster of the Terre Haute Division.

W. M. Freund is appointed trainmaster of the Terre Haute Division with headquarters at Terre Haute, Ind., succeeding M. Garelick, transferred. Starting with the Road in Kansas City in 1941, Mr. Freund became a brakeman in 1942. He served with the U. S. Marine Corps from 1943 to 1946, returning to the railroad as a conductor with headquarters in Kansas City. Most recently he has been transportation assistant in the general manager's office in Chicago.



W. M. Freund

### Attention—Members of Veteran Employes' Association!

THE BOARD of officers of the Veteran Employes' Association of the Chicago Milwaukee St. Paul and Pacific Railroad Company at a meeting in Chicago accepted the invitation of the membership at Milwaukee, Wis., to hold the 1952 reunion in their city on Wednesday, Aug. 27, and Thursday, Aug. 28, at the Hotel Schroeder.

This is the first announcement.

J. T. Gillick, President,  
Veteran Employes' Association

## Off the Police Record



Engineer Thomas L. Morris (left) and Fireman Percy Gregory.

THE small-boy antics of a trio of Missoula, Mont., youngsters almost made unhappy headlines recently. The Missoula police docket carries the story in brief: "3:32 P.M.—Three small kids sitting on ice west of Van Buren bridge." Fortunately there is a happy ending: "Car 31 reports kids sent home."

The story behind the last entry is that Engineer Tom Morris and Fireman Percy Gregory, on an Extra West that day, had just cut off some cars east of Van Buren Street. Coming down the

main line they spotted three small boys—they seemed to be no more than five years old—playing on the ice on the opposite side of the Clark Fork River. The midstream was open at that point and the youngsters were having a great time sliding up to the open water. With a childish disregard for danger, they would flop to a sitting position as they neared the edge and stop just short of the running stream.

The river was frozen a short distance

below and it was obvious that if the children were to fall in it would be impossible to rescue them. Wasting no time, Morris and Gregory pulled down to the passenger station and told Ticket Clerk Moore to notify the city police. In a few fleeting minutes the law was on the scene and there was an immediate stop to the shenanigans.

The boys were all children of Missoula residents, Pat and Mike Manning, the twin sons of Mr. and Mrs. Richard Manning, and Bruce Graybeal, son of Mr. and Mrs. E. W. Graybeal. Needless to say, the parents were very grateful.



The daring Missoulaans, Pat and Mike Manning and Bruce Graybeal.

## Salesmanship on the "Old Line"

THE INCREASED patronage noted lately between Milwaukee and Berlin, Wis., a part of the Milwaukee Division generally referred to as the Old Line, is the natural result of the faster schedule which was recently inaugurated. Not to be overlooked, however, is the role played by Passenger Brakeman Donald J. Powell of Juneau, Wis., in bringing it to the attention of the traveling public.

The new schedule, which provides for excellent connections with Nos. 12 and 23 between Milwaukee and Chicago, had been in effect about a month when Powell noticed a marked increase in the number of riders. So business was good. Was there any reason why it couldn't be even better? The outcome of a consultation with the Berlin



D. J. Powell

agent, Walter Shebelske, was a letter to C. F. Dahnke, assistant general passenger agent, Milwaukee, with a request for 2,500 handbills to advertise the new service. Powell guaranteed they would get good distribution not only in Berlin, but at Waupun, Ripon and other points along the line as well.

He was as good as his word. Taking his vacation at the beginning of the year, Powell spent the best part of three days buzzing doorbells and handing out leaflets which advertised the new schedule. With the exception of a one-day helper from Agent Shebelske's force, he legged it alone. At Ripon and Waupun the agents gave him a hand by distributing the leaflets to business firms.

Although Powell carried on his campaign quietly enough, still it was noted and remarked upon. A number of people even took the trouble to write letters about it. A letter addressed to President J. P. Kiley by the secretary of the Berlin Chamber of Commerce was typical. Pointing out Powell's canvas of his city

as "unusual devotion to the welfare of your company," he wrote:

"Berlin has unusually wide city limits (just half a square mile less than Fond du Lac, which is a community of 29,000). Up to this time we have not learned of a residence or a business place he has missed. When one stops to consider that Jan. 24 was the coldest day we experienced this year, registering 23 degrees below zero, and the following day was probably the snowiest we have had this winter, it adds even greater appreciation of his work."

Powell has been on the Milwaukee Division Third District since he was hired as a passenger brakeman on Christmas Day, 1914. Previously he was with the Inter-State News Company as a news agent between Portage and Horicon. His recent drive to advertise the Old Line passenger train is only one of several in which he has taken part in past years.

## Assume Organization Posts



C. C. Dilley



M. L. Boydston



D. A. Keller

THE ELECTION of officers held early this year by various organizations affiliated with the railroad industry resulted in a number of Milwaukee Road men being named to important positions for 1952.

At the annual meeting of the Association of Railroad Advertising Managers in St. Louis Jan. 25-26, C. C. Dilley, advertising agent with headquarters in Chicago, was elected first vice president. Mr. Dilley, who has been with the Road since 1928 (advertising agent since 1948) had served the association as treasurer in 1949 and as vice president since 1950.

M. L. Boydston, tax commissioner, Chicago, was elected secretary-treasurer of the Western Association of Railway Tax Commissioners at its annual meeting in February. The association is an organization of railway tax officers and assistants, public utility company and

pipe line representatives, and others with mutual tax interests. Mr. Boydston has been with the tax department since 1941, serving in Seattle until 1949 when he transferred to Chicago. He has been tax commissioner since September, 1950.

D. A. Keller, city passenger agent, Chicago, who was elected first vice president of the City Passenger Agent's Association in 1951, became president of that organization recently when the top executive was transferred from the city. The association is composed of 170 on-line and off-line agents in Chicago. Mr. Keller started his service with the Road in 1937. He is an Air Force veteran of World War II and was appointed city passenger agent in 1947, shortly after returning from military duty.

W. G. Orr, traveling freight and passenger agent with headquarters in New Orleans, was elected to the board of

governors-transportation of the Birmingham Traffic and Transportation Club, Birmingham, Ala., for a two year term. Mr. Orr makes his home in Birmingham. Starting with the Road as chief clerk in the New Orleans office in 1943, he was appointed traveling freight and passenger agent in 1946. The Birmingham Traffic and Transportation Club has a voting membership of over 700.

## Calendars Go "Down Under"

HALF way around the world two Milwaukee Road wall calendars are serving as guides to a better understanding of life in the United States. We get this information from W. J. Soske, tax agent in Chicago, who gave the Olympian Hiawatha calendars to a friend, O. J. Parkhurst of Oak Park, Ill., early this year. Mr. Parkhurst, in turn, mailed them to L. J. Roberts, Albert Park, Victoria, Australia.

"I sent both of them," he wrote, "as Mr. Roberts is president of his union and these calendars will be passed around among the union men. Australians are so interested in the United States that things like this pass indefinitely among friends."

## Pay Million Dollar Iowa Tax Bill

THE FIRST installment on the Road's 1951 Iowa property tax bill of \$1,053,555.37 was paid in March. The payments are in proportion to the railroad's mileage in each of the 56 counties in which it operates. The largest single assessments are in Clayton County—\$58,697.10—and Jones County—\$48,181.13.

About half of the Milwaukee Road tax payment goes toward supporting the Iowa schools. The remainder will help maintain branches of state and local governments, police, fire and other services. Public highways, bridges and airports will benefit also.

In paying the March installment, Tax Commissioner M. L. Boydston pointed out that by reason of the fact that the railroads have built and paid for their own roadways, they pay a type of property taxes which their competitors escape. "The so-called taxes paid by other forms of transportation are for the most part partial payments for the use of publicly provided and maintained highways or airports, and represent virtually no contribution to the general expenses of government or the services of public welfare"; he said.

## HOW TO MAKE FRIENDS BY TELEPHONE



when through telephoning . . .

### HANG UP GENTLY

Slamming the receiver may cause an unpleasant noise in the receiver of the other telephone. It is as discourteous as slamming the door.

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





Engineer Charles Shoop and John Ott discuss the giant African lily in the latter's studio.

## Engineer and Giant Flower Make TV Debut

NOT MANY locomotive engineers are floriculturists, and not many floriculturists undertake the painstaking task of raising African lilies. According to the records, the few who have tried have never succeeded in getting one to grow taller than 5 feet or to live longer than 10 years. Engineer Charles A. Shoop of Elgin, Ill., changed all that and on Mar. 9 earned a spot on television for his trouble.

The TV show was the popular "How Does Your Garden Grow?" program telecast over Station WNBQ, Chicago, every Sunday afternoon at 1 o'clock. The program is conducted by John Nash Ott, whose time-lapse motion pictures of growing flowers have caught the fancy of people throughout the country.

Mr. Ott has known Mr. Shoop for some time, and when he learned that his African lily had defied the laws governing the height and age of the species by going to 7 feet 6 inches in its 13th year, asked permission to take it into his studio before it was due to bloom. It proved to be slightly higher than the ceiling in Mr. Ott's greenhouse-studio in Winnetka, Ill., but a little bending seemed to bother it not at all, and the time-lapse photographs were taken as the enormous bloom opened.

When Mr. Shoop found he could not accept Mr. Ott's invitation to appear with him and the flower on the "live" portion of the program, a motion picture was taken of him alongside his steam locomotive at the Western Avenue

roundhouse in Chicago. He later went to the studio and posed for the picture above.

The program, as it appeared on the television screens of Chicagoland, included the motion pictures of Mr. Shoop (with a review of his service with the Milwaukee), the time-lapse pictures, and the studio scene in which Mr. Ott displayed the flower.

Having marked his 50th year with the railroad last July, Mr. Shoop is the third oldest man in engine service on the D&I Division. Although best known in gardening circles for his dahlias, he enjoys working with rare plants.

After the lily bloom withers, the stalk falls away and the bulb (now 14 inches in diameter) is planted in the garden as soon as frost danger has passed. Here, during the summer months, it develops a tree-like plant approximately 6 feet high and with limbs that give it about the same breadth. As the fall frost date approaches, it is returned indoors and the limbs fall off, leaving only the stalk. It remains dormant throughout the winter, and although it requires no sunlight or water, sends forth its beautiful maroon-colored bloom in early spring.

A small picture of the engineer and his flower, appearing in the Magazine a year ago, brought letters from friends all over the country. One, writing in verse from Puyallup, Wash., drew political conclusions from the fact that the flower

what do  
you KNOW



### TEST YOUR KNOWLEDGE OF RAILROADS AND RAILROADING.

1. What was the first locomotive to be operated on a common carrier railroad in the United States—the Stourbridge Lion, the Best Friend of Charleston or the Tom Thumb?
2. In earlier times, what was a boomer—one who operated a derrick, a loud-talking man or a railroader who never remained long with one road?
3. How much time is a consignor or consignee usually allowed to load or unload a freight car before demurrage charges are incurred—2, 5 or 6 days?
4. What are railway securities—stocks, bonds, equipment trust certificates, or all three?
5. What rate of return on investment was earned by Class I railroads, on the average, in 1951—about 3½, 5, or 6½ per cent?
6. About how many railway tunnels are there in the United States—500, 1,500 or 2,500?
7. What do the letters IL mean when painted on the side of a boxcar—insulation lined, inside length or import lading?
8. By whom are fusees normally used in connection with train operations—engineers and conductors, brakemen and firemen, or track repairmen?
9. Who is usually known as the PTM—perishable traffic manager, passenger traffic manager, or personnel training manager?
10. What is the maximum length of time livestock may lawfully remain in stock cars without removal for resting, feeding and watering—28, 36 or 48 hours?

(Answers on Page 46)

sends out a very offensive odor when in bloom.

But Mr. Shoop takes no interest in politics, although he is still chuckling over that letter. His chief interests are flowers and the on-time operation of a Milwaukee Road locomotive. He rates as an expert in both departments.

THE MILWAUKEE RAILROAD WOMEN'S CLUB  
Report of Chapter Activities for Year Ending Dec. 31, 1951

Chapter	Spent for welfare and good cheer	Estimated value of no-cost donations	Families given aid and cheer	Calls made	Good cheer messages sent	Earned on ways and means activities
Aberdeen, S.D.	\$ 787.99	\$ 10.00	276	399	275	\$ 561.80
Alberton, Mont.	69.53	.....	66	37	103	.....
Austin, Minn.	28.93	67.67	142	200	122	15.30
Avery, Idaho	67.46	85.00	187	105	107	372.78
Beloit, Wis.	166.50	.....	86	84	52	35.88
Bensenville, Ill.	103.00	.....	96	201	549	154.67
Black Hills	78.47	3.00	57	87	35	20.77
Butte, Mont.	61.37	.....	32	26	31	.....
Channing, Mich.	53.88	158.20	8	7	48	20.47
Chicago Fullerton Ave.	259.33	.....	104	77	63	130.30
Chicago Union Station	96.02	.....	63	58	36	48.75
Council Bluffs, Ia.	161.78	3.00	80	99	121	51.04
Davenport, Ia.	98.42	.....	66	42	51	4.00
Deer Lodge, Mont.	45.39	10.00	97	162	130	.....
Des Moines, Ia.	102.50	.....	60	266	55	18.02
Dubuque, Ia.	38.76	.....	23	15	10	.88
Green Bay, Wis.	93.40	15.82	36	118	58	95.82
Harlowton, Mont.	129.14	.....	98	126	26	41.63
Iron Mountain, Mich.	51.56	.....	84	22	39	10.00
Janesville, Wis.	588.54	.....	423	212	161	138.11
Kansas City, Mo.	207.60	.....	178	70	87	.....
La Crosse, Wis.	149.83	10.70	117	197	205	32.15
Lewistown, Mont.	36.56	.....	25	36	36	130.20
Madison, S.D.	96.89	.....	136	153	102	47.61
Madison, Wis.	85.22	5.00	16	24	46	18.73
Malden, Wash.	48.59	.....	30	30	31	.....
Marion, Ia.	33.22	.....	27	45	35	.....
Marmarth, N.D.	27.43	.....	9	13	60	58.50
Marquette, Ia.	82.33	.....	30	10	45	23.00
Mason City, Ia.	36.45	.....	65	104	87	15.08
Merrill, Wis.	42.51	2.16	34	41	61	7.00
Milbank, S.D.	34.74	70.00	42	37	81	34.40
Miles City, Mont.	179.00	146.50	934	140	83	47.05
Milwaukee, Wis.	270.42	.....	23	13	96	237.24
Minneapolis, Minn.	270.02	.....	56	100	75	115.08
Mitchell, S.D.	128.23	49.00	193	66	252	111.87
Mobridge, S.D.	180.21	.....	53	68	102	.....
Montevideo, Minn.	19.63	.68	51	23	34	33.60
New Lisbon, Wis.	87.56	.....	80	133	68	36.35
Othello, Wash.	56.24	2.00	51	76	66	110.50
Ottumwa, Ia.	253.20	165.00	101	77	74	178.64
Perry, Ia.	113.12	.....	43	22	181	40.62
Portage, Wis.	41.00	.....	42	57	39	.....
St. Maries, Idaho	10.21	15.30	144	136	114	244.70
St. Paul, Minn.	210.60	5.00	168	263	110	248.50
Sanborn, Ia.	109.09	.....	32	14	19	5.62
Savanna, Ill.	206.80	30.00	322	73	293	7.67
Seattle, Wash.	82.55	3.50	150	188	130	.....
Sioux City, Ia.	113.24	13.00	62	30	77	285.73
Sioux Falls, S.D.	142.52	156.00	185	199	94	17.93
Sparta, Wis.	75.05	23.75	51	39	31	27.80
Spencer, Ia.	92.55	.....	35	24	21	10.00
Spokane, Wash.	511.73	.....	13	10	57	11.99
Tacoma, Wash.	227.96	81.00	193	487	300	153.97
Terre Haute, Ind.	183.88	.....	55	37	16	129.86
Three Forks, Mont.	12.00	.....	34	21	34	61.60
Tomah, Wis.	302.59	65.00	245	303	126	206.33
Wausau, Wis.	20.95	.....	35	30	30	36.63
West Clinton, Ind.	68.24	104.00	54	240	74	4.49
Yankton, S.D.	5.98	5.56	8	16	12	57.43
Total	\$7,937.91	\$1,305.84	6,206	5,988	5,556	\$4,508.09

Amount donated to local chapters by the general governing board .....\$5,019.85

On the House

MINNEAPOLIS was busy digging out of last month's blizzard when the office of Superintendent G. F. Wilson had a phone call from C. M. Indra, general agent in Minneapolis for the New York Central freight department. It was a personal matter, he said, but he thought it unusual enough to interest Milwaukee Road people. The story went like this:



G. Holter

He had parked his car in the alley behind the Milwaukee Road depot, intending to pick up friends who were arriving in the city on the Pioneer Limited. When he returned he found that the car was stuck in a rut and wouldn't move. Along about the time he was throwing sand under the wheels George Holter, a mail truck driver for the Road, happened by and offered to lend a hand. Mr. Indra described how Holter went to considerable trouble in jacking up the car and easing it out of the rut. In the process his clothes were soiled, but he refused to be reimbursed for either his help or expense. He was glad to do it, he said, inasmuch as Mr. Indra and his



"Here's a list of groceries—pick 'em up in Miles City."

party were patrons of the Road and that he appreciated their patronage.

Mr. Indra wanted it known that he did not consider this a taken-for-granted service, that the courtesy was appreciated, too.

Lewis and Clark's Expense Account

BECAUSE the history of the Lewis and Clark expedition figures prominently in the development of the route of the Milwaukee through the far West, the following story will interest readers of the Magazine.

Congress appropriated \$2,500 for the expedition, the amount being based on an estimate of expenses presented to President Thomas Jefferson by Meriwether Lewis. This is how it was spent:

Mathematical instruments, \$217; arms and accoutrements extraordinary, \$81; camp equipage, \$225; medicine and packing, \$55; means and transportation, \$430; Indian presents, \$696; provisions extraordinary, \$224; materials for making up articles into portable packs, \$55; pay of hunters, guides and interpreters, \$300; in silver coin to defray the expenses of the party from Nashville to the last white settlement on the Missouri, \$100; contingencies, \$87.

The party numbered 45, including the two leaders. Accompanying the expedition were a corporal, six soldiers and nine watermen who escorted the explorers as far as the Mandan village. The appropriation saw the party through the entire expedition, which lasted more than two years.

(The above is taken from the "Know Montana" advertising series published by the Anaconda Copper Mining Company.)



## A Boy Buys Into the Railroad

TO THE DESK of one of the nation's busiest executives on a recent morning came a stack of important mail which demanded decisions which might involve millions of dollars . . .

And also a scrawled note on plain, inexpensive paper, which an astute private secretary was inspired to take a second look at before consigning it to the waste-basket as "crank mail."

It was from a nine-year-old boy, George Samuel Edgar, of Wappingers Falls, N. Y., boldly addressed to P. W. Johnston, "president of the Erie Railroad, New York City." Young Mr. Edgar had saved pennies, nickels and



dimes from his 25-cents-a-week allowance, and from other money received from doing chores.

And here was all his worldly capital

**FROM THE ALBUM.** One of the most interesting pictures in the Milwaukee Road family album is this one, taken on the south steps of the Chicago Art Institute in the spring of 1920, at the time of an operating department staff meeting. The picture just came to light in Green Bay.

Shown from left, first row: W. M. Weidenhamer, general superintendent, Southern District; C. O. Bradshaw, assistant general manager; J. T. Gillick, general manager; W. J. Thiele, general superintendent, Middle District; and J. H. Foster, general superintendent, Northern District.

Second row, from left: Superintendents W. M. Thurber, LaCrosse Division; C. L. Whiting, Milwaukee Terminals; E. A. Meyer, Southern Minnesota; B. F. Hoehn, Kansas City Division; J. F. Anderson, Kansas City Terminals; J. A. Macdonald, Prairie du Chien Division; N. P. Thurber, Chicago and Milwaukee, also Northern Division; P. H. Nee, Wisconsin Valley Division; C. S. Christoffer, Chicago Terminals; C. H. Buford, Sioux City & Dakota Division; O. N. Harstad, Aberdeen Division; and E. W. Lollis, Illinois Division.

Back row, from left: Superintendents G. A. Van Dyke, Twin City Terminals; D. E. Rossiter, River Division, also Iowa & Minnesota Division; L. T. Johnston, Superior Division; D. W. Kelly, Iowa & Dakota Division; F. E. Devlin, Racine & Southwestern Division; B. F. Van Vliet, Des Moines Division; M. J. Flanigan, Hastings & Dakota Division; N. A. Meyer, assistant superintendent transportation, Lines East; and A. J. Hasenbalg, Dubuque Division.

The only ones in the group still living are C. O. Bradshaw, J. T. Gillick, W. M. Thurber, C. H. Buford, D. E. Rossiter, N. A. Meyer and A. J. Hasenbalg.

—\$11.25—with which he wanted to buy a share of Erie Railroad common stock. Would President P. W. Johnston please take the money, and send him the stock?

So happened that, on that morning, Erie Railroad common was selling at \$19 a share. Mr. Johnston smiled, dug into his pocket to make up the difference, and directed that a share in his railroad be purchased forthwith for young George Samuel Edgar.

Not only that—the road's president wrote and asked the youngster to come to New York, all expenses paid, and get his share in person. The lad did and while the board of directors looked on, the president handed young Samuel his share of ownership of all the road's

engines, cabooses, tracks and coaches, and its earnings past and to come.

Then Mr. Johnston turned back to his desk a moment, and picked up a check. To the nine-year-old shareholder he said:

"Now you're well started. And, of course, you expect to make a profit from the savings you have invested in American business."

The boy nodded.

"Well," Mr. Johnston continued, "here is a check for your first dividend—our year-end quarterly dividend of \$1.25 . . . On the back of your stock certificate, it tells you where you should write, if you ever wish to sell your stock."

"Sir, I'll never sell it!" Sam replied.

## A Women's Club Plan for Sewing Success

SINCE many of our readers are home sewers, we're sure they will be interested in what is being done by the sewing group sponsored by Avery (Idaho) Chapter of the Women's Club.

The sewing guild was started early last winter as a social evening for members who enjoyed visiting together while they did their sewing, mending and needlework. Only a few came at first, but after Christmas the attendance picked up until the group now numbers about 15. For the convenience of young mothers who have children to put to bed before they leave home, the meeting starts at 8 P.M. Originally the women planned to sew about two hours, but it has become so interesting that now they seldom stop before midnight. The refreshments are confined to a snack of cookies and coffee so no time is wasted in the kitchen.

A variety of articles are being made this spring—children's dresses, knitted

sacques for babies, a crocheted tablecloth, embroidered aprons, doilies, scarfs, tatted edgings, and of course, mending of all kinds. "We pool our knowledge to help one another," says Mrs. E. W. McKinnon, chapter president. "It is very common to hear, 'I brought this dress because I thought someone could show me how to put in the placket', or 'I'm making Johnny a suit out of his dad's old one. Who will show me how to make the cuffs on the trousers?' Always there is someone in the group who will lay down her work to help.

"In addition to our own projects, we

A junior style for home sewing, McCall pattern No. 8874, available at pattern counters. Note: A leaflet describing sewing techniques, including a chart of correct needle sizes, threads and stitches for various fabrics, is available without charge. Write to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill., for your copy of "The Right Tools Count in Sewing."

have had a demonstration of slip covering and reupholstering furniture. We are a very informal group, but we find that working together is truly a success."



## Variations of Popular Desserts

A NEW idea applied to an old recipe will give it a new lease on life. Here are two to start with, both guaranteed to inspire compliments from your family and friends.

### Pear Streusel Dessert

1 No. 2½ can pear halves  
6 tablespoons sugar  
⅛ teaspoon salt  
¼ teaspoon ginger  
2 tablespoons softened butter or margarine  
½ teaspoon cinnamon  
1 tablespoon molasses  
½ cup sifted all-purpose flour  
Drain pears and place them in greased 1½-quart baking dish. Sprinkle with 2 tablespoons sugar, salt and ginger. Cream together butter, remainder of sugar, cinnamon and molasses in small bowl. Add flour gradu-

ally, blending to a crumbly mixture. Spread mixture evenly over pears in baking dish. Bake in oven 350° F. for 35-45 minutes. Makes 4-6 servings.

A new frosting can do wonders for a plain cake. Broiled toffee icing is a colorful variation of the perennial favorite under-the-broiler topping.

### Broiled Toffee Icing

⅓ cup butter or margarine  
3 tablespoons milk  
¾ cup brown sugar firmly packed  
1½ cups shredded coconut  
2 tablespoons chopped candied cherries  
2 tablespoons coarsely chopped nuts  
¾ teaspoon vanilla extract

Place butter, milk and brown sugar in 1-quart saucepan. Bring to a boil on high heat,

stirring occasionally; remove from stove. Add coconut, cherries, nuts and vanilla extract and blend well. Spread on warm or cold cake. Place on shelf under broiler unit and broil until bubbly and golden brown. Makes enough frosting for two 8-inch layers, a 13 x 9 loaf cake or a 9 x 2-inch loaf cake.

(Recipes by the G-E Consumers Institute)

## Watering Grass Seed Pays Off

Do you know how important it is to water a lawn sown with grass seed? Better Homes & Gardens magazine reported recently that under average conditions just one seed in 20 actually germinates. However, by sprinkling night and morning every day that rain doesn't fall, this can be increased to one seed in five. Obviously, the extra cost of watering is more than offset by the greater coverage per pound of grass seed possible with this care.

The teacher, conducting a grammar lesson on the first day of school, had written on the blackboard: "I ain't had no fun this summer". "What should I do to correct this, children?" she asked.

The youngster who was to prove the pest of the year was ready with the answer. "Get yourself a boy friend", he advised.



# about people of the railroad

## Milwaukee Division

### SECOND DISTRICT

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

Second Trick Operator Archie Brocker at Kiel is the proud father of a baby boy born Mar. 2.

Agent A. W. Liese of Appleton retired Feb. 29 after 42 years of service. The station force presented him with a beautiful South Bend reel and silk line as a farewell gift.

Brakeman Eugene Radtke has been called to military service as of Mar. 5.

R. E. Willman, agent at Amberg, has sponsored a Milwaukee Road bowling team at Amberg since the fall of 1948. He has personally taken care of the financial side of the team, and I understand that for the first time since it was started the team is on top. Members are R. Willman, captain; Bernard Bolander, Mike Dunn, Joseph Nys and Dave Gibbs. Bolander has been with the team since it was organized.

Mrs. J. Millea, wife of engineer, is laid up with a broken hip. Joe Doncker's mother is also in the hospital at Madison with a broken hip.

We welcome to the Milwaukee family on the Second District a new telegraph operator, Alice Boye.

Roadmaster P. Weiland who was in the hospital recently for an appendicitis operation is about again and went to Aberdeen to see his father who has been ill.

We have received word that W. McNulty, retired engineer, passed away recently. Also that C. H. York, retired station agent, died Mar. 18.

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Congratulations to Brakeman Casper Kroening on his marriage Feb. 23. He and his bride visited Excelsior Springs on their honeymoon.

C. W. Wolf, brakeman who has been ill for some time and retired under disability, passed away at Tucson on Mar. 5. Interment was in Chicago.

A son, Scott, was born to Mrs. Beverly Radtke of the signal office on Mar. 8. Grandma is Edna Klatte of the Milwaukee switchboard.

Train Dispatcher Bob Balgard reports a new baby girl at his home, born Feb. 27.

Joe Binstock, operator at Walworth, is home after a trip to California.

After a couple of false starts, Chief Dispatcher H. L. Martin moved to a new home on Apr. 1. He claims he can now swing a mean paint brush.

Operator R. W. Betrovick of Wadsworth was inducted into the armed forces during February.

"Fishing and enjoying life in general" is the word we hear from Brakeman Frank Kobs

who is on an extended vacation at Tucson.

Due to the installation of the retarder yard at the Air Line yard, it was again necessary to open Lake yard on Mar. 25. The assistant trainmasters are A. W. Bentz and H. C. Pfuehler. Two switch engines will be on duty.

Some time ago clothes and personal effects of one of our C&M brakemen were removed from the baggage room at Milwaukee during his vacation. If anyone has the books that were in this lot of goods and would like to return them, they could be wrapped and sent to the baggage room in care of the baggage master. The owner needs them badly.

## Idaho Division

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

Mrs. T. C. Wurth, wife of carman at Avery, has been named the "Woman of Achievement for 1952," in a statewide project sponsored by the Spokane Business and Professional Women's Club. This organization will honor Mrs. Wurth at its annual banquet in May. Mrs. Wurth has been active in many organizations and today is serving on the Spokane school board—the Wurths make their home in Spokane.

Baggageman and Mrs. H. R. Spetz celebrated their 10th wedding anniversary Feb. 29, having been married in 1912—on Feb. 29! That's just like a Scotchman, gyping his wife out of 30 anniversary gifts.

We have learned of the death of Frank J. Noble, retired conductor, Mar. 8. His last railroading was done in 1938 when he moved to Puyallup, but his retirement became effective in 1946.

Train Baggageman D. B. Ott passed away Mar. 12 at Tacoma, where the Otts had made their home since his retirement in May, 1940. The funeral was held in Spokane.

Mrs. E. Olson, mother of Brakeman Choate's wife, passed away recently at her daughter's home in Malden.

Phil Kothoff, retired engineer, has been visiting friends in Malden for several weeks. His home is at Twin Lakes, Wash.

A. C. Pierson, retired conductor, and Mrs. Pierson of Malden have a new grandson—the son of Mr. and Mrs. Corley Pierson of Ephrata, Wash.

The Marvin Williamsons of Malden will not forget to celebrate Lincoln's Birthday from now on—a son, Marvin Claude, was born to them on that date. Mr. Williamson is a telegrapher.

Fireman and Mrs. Herman Sperr recently visited his mother in Sparks, Nev., and also at points in California.

Harold Hurst, a former engineering department employe on this division, has been named division engineer at Miles City.

Fireman-Engineer R. N. Puckett has given up railroading in favor of dairy farming in Missouri. He has moved his family to Neosho, Mo., where his mother now lives and where he will enjoy the fruits of nature and the satisfaction of being his own employer.

With the new five-day week program for

switchmen to take effect Apr. 1, we have hired Beryl W. Rentel as relief yardman at Spokane yard. He is a former Marine, having served in the last war.

J. E. Pugh and G. D. McNamar are newly employed brakemen to work out of Malden. Mr. Pugh is from St. Maries.

Clarence Brank has been hired as relief carman helper, with Harvey Duncan taking the day helper's job on the rip track.

Jack Simpson, Earl Helgert and Hans Sorenson, of the car department, are all sporting Kaiser automobiles this spring.

Those who have made a call to Dr. J. M. Nelson's office since the first of the year no doubt noticed the absence of his efficient and pleasant office nurse, Marlyn Shook Cozue. Mr. and Mrs. Jack Cozue have established their residence in Seattle near the new Northgate shopping district.



Arriving in Miles City, Mont., on the last trip before his retirement Mar. 15, Traveling Engineer R. B. Aney (right) is greeted by Master Mechanic L. H. Rabun. A full report of Mr. Aney's retirement is in the Trans-Missouri Division news.

## Trans-Missouri Division

### WEST

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

Ed Gale, instrumentman in the division engineer's office at Miles City, and Mrs. Gale announce the arrival of a daughter, Rita Ellen, on Mar. 1.

The Milwaukee Road Women's Club meeting of Mar. 3 featured an informative talk on narcotics by Police Chief Vern Handley. Mrs. L. R. Kirchoff, president, was chosen to represent the club at the biennial meeting of the various chapters which will be held in Chicago in May.

Carl Daugherty, machinist apprentice, and Virgil Rask, carman, have returned to their respective jobs after being released from the Navy.

R. B. Aney, retired traveling engineer, was the guest of honor at a farewell party held

the evening of Mar. 17 in the Olive Hotel banquet room. A large number of officers, employes and their wives attended. Superintendent J. T. Hayes acted as master of ceremonies. Speakers included Phil Anderson, assistant road foreman of engines, Milwaukee: Farnham L. Denson, mayor of Miles City; Martin A. Walsh, retired master mechanic; L. H. Rabun, master mechanic; W. A. Horn, trainmaster; A. R. Tonn, general chairman B. of L.F.E.; and H. D. Patten, local chairman B. of L.E., Moberidge, S.D. Mr. Aney had completed 45 years of service with the railroad since he started as a fireman at Aberdeen, S.D. His last 15 years were spent as traveling engineer of the TM Division, stationed at Miles City. Gifts



**MARRIED 50 YEARS.** The golden wedding anniversary of Mr. and Mrs. Roy Herschleb, pioneer residents of Moberidge, S. D., was observed by friends and relatives with a gala celebration at the Masonic Temple on Mar. 8 and a family anniversary dinner tendered by the congregation of St. James Episcopal Church. Mr. Herschleb was a Milwaukee Road engineer until his retirement in 1946. He has since served as local police magistrate and is currently a candidate for reelection to that office. (Moberidge Tribune photo.)



**FOLLOWING THE SUN.** "When winter comes and we shiver and shake, our Dora takes off for California State", Dora being Mrs. D. H. Anderson, retired cashier of Moberidge, S. D., and veteran Magazine correspondent for the Trans-Missouri Division. This picture was taken at San Diego during her recent mid-winter vacation in the Sunshine State.

presented at the party included a rod and reel, a hand tooled belt and a bill fold containing \$60. Mr. and Mrs. Aney plan to leave soon for Bozeman, Mont., where they will make their home.

On Mar. 22 the members of the Miles City Milwaukee Service club assembled in the Eagles dining room for the annual "Jiggs Dinner". There was corned beef, cabbage, baked potatoes and the trimmings in abundance. Korliss Yates, general chairman, and a committee composed of Sam Leo, Pete Leo, Dan Tedesco, Jim Moyes, Dale Schell, Rodney Meseberg, Al Kelm, Martin Kelm and Fred Arnoldt served the dinner in proper style. A general get-together followed the feast.

The Women's Club and the Montana Tuberculosis Association, with the assistance of 10 women's organizations, were instrumental in bringing the mobile X-ray unit to Miles City Mar. 19 to 28 inclusive. The unit was spotted at the back shop Mar. 26 for the convenience of Milwaukee employes who desired to be X-rayed.

Many Milwaukee employes helped to make the Mar. 25 trip of the Red Cross blood-mobile to Miles City successful. Two hundred sixty-three pints of blood were donated by the people of the city and vicinity. Additional donors could not be accommodated because of a shortage of bottles.

Iris Maye Chase was recently hired as agent-operator. She is relieving Agent G. E. Anderson who is convalescing at his home after a severe illness.

## Rocky Mountain Division

### EAST END

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

Engineer and Mrs. William Whitehead have returned home after an extended vacation in California.

Engineer and Mrs. D. A. Robinson left for California recently on a business trip.

Conductor and Mrs. Odell are vacationing in Los Angeles at this writing.

Conductor and Mrs. Ernie Hier have returned home from a vacation in Florida.

Engineer and Mrs. Friend Eggleston left recently for a tour of some of the southern states.

Brakeman Joe Peccia left recently for Minneapolis to see his wife and son. Mr. Peccia's son is being treated for polio at the Shrine hospital there.

Brakeman Mathis left recently for Oakland, Calif., to visit relatives.

Conductor and Mrs. Kilpatrick have returned from a visit in Los Angeles.

Operator Robert Voller is working as relief man between Three Forks and Piedmont.

Engineer Harry Odonnell has purchased the M. C. Ervin home in Three Forks.

Mrs. Owen Gosnell, wife of engineer, has returned from the Broadwater Hospital, where she had been a patient for some time.

Engineer and Mrs. Cecil Adams have returned home after spending three weeks visiting relatives in California and touring some of the southern States.

Engineer and Mrs. Charles Guiot have returned home from an extensive trip which took them through New York and several of



## TRANS-MISSOURI VETERAN RETIRES.

W. P. Distash of Moberidge, S. D., one of the top oldtimers on the Trans-Missouri conductor's list, ended 45 years of continuous service in March. He is a pioneer of the Lines West extension—his father was an early roundhouse foreman at Moberidge and W.

P. entered service in 1907 when the Missouri River railroad bridge was in the early stages of construction. The Distashes will leave Moberidge for a small farm near Moscow, Idaho, where they plan to raise fruit trees. (Moberidge Tribune photo.)

the New England States and Washington, D. C. Evidently Mr. Guiot didn't go there looking for a job because he didn't stay around long. It could be that he stopped off to see if he could find out where all his tax money goes.

Engineer C. H. Hansen has returned to work after spending several weeks at his home near Vancouver, Wash.

Engineer Hayden Levesque has purchased a new Suburban Ford.

## NORTHERN MONTANA

Pat Yates, Correspondent  
Car Foreman, Lewistown

Mr. and Mrs. George Gibbs and their four daughters were here from Denver, visiting at Carman Gus Samuel's home. Mrs. Gibbs is Mr. Samuel's daughter. Some of the railroad men here will remember George as a brakeman here about 10 years ago.

Fireman Charles Damschen and Mrs. Damschen announce the arrival of a girl born Mar. 10. The young lady was named Susanne Ellen.

Chief Dispatcher A. W. (Wick) Wickersham and Mrs. Wickersham announce the arrival of a new baby boy born Mar. 22. "Wick" tells me that this completes his basketball team—this makes five boys and no girls in the Wickersham family. At this writing he hadn't named No. 5 yet, he said all the names he had picked out were girl names.

Agent Ed Wacker of Winnett is in Seattle for a back operation at this writing. Mrs. Wacker is acting as agent during his absence.

Brakeman D. P. Murphy has transferred to the Harlowton yard as switchman.

B&B Carpenter Jim Glasser who retired in 1946 passed away Mar. 25 at the Lewistown Hospital.

General Yardmaster A. J. "Jim" Dougherty of Harlowton retired Apr. 1 after 46 years of faithful and efficient service. Jim started to work for the Road at Mitchell, S. D., in 1906 as brakeman. He came to Harlowton in 1908 and worked on the west end of the old Musselshell Division. In 1909 he transferred to the Rocky Mountain Division and in 1910 was made night yardmaster in Harlowton. When the late W. W. Black was transferred to Deer Lodge, Jim relieved him at Harlowton as general yardmaster. He and Mrs.

Dougherty will continue to make their home in Harlowton. Dom Grevitti who has been yardmaster at Harlowton for many years, will take over Jim's job.

Mrs. Les Simkins, wife of carman, is home recuperating after an operation in the Lewistown Hospital. Les Jr. is back in the Navy after being home from boot training.

Car Clerk Dana Mathews and Mrs. Mathews have returned from Seattle where Dana underwent treatment in Providence Hospital.

All of the railroad people here remember the turkey dinner given by the Milwaukee Women's Club last fall. It was a lovely dinner, so let's get together and renew our membership before the end of April.

## Chicago Terminals

UNION STREET

Florence La Monica, Correspondent

Congratulations are in order for Mr. and Mrs. Sy Simons. They are the proud parents of Steven, born Mar. 29. Sy is on the re-consigning desk at Union Street.

Sympathy is extended to Joseph Sereikas, notice clerk at Kinzie Street, whose wife passed away recently.

If you know anything of interest around Union Street, please make a note of it and pass it on to your correspondent.

### SLEEPING & DINING CAR DEPARTMENT

Marie Keys, Correspondent

Cigars were again distributed by W. Sommer, chief clerk, who is now the proud father of a boy, William, born Mar. 29. Another proud father is Porter J. Hurd whose wife presented him with twins the early part of March—a boy and a girl.

The comptometer position which had been open in our department for some time has been filled by Mary T. Mulcrone who had been employed in the office of the auditor of equipment accounts.

It is our understanding that Waiter A. A. Jackson is recuperating in New Orleans from his recent operation and that the health of Waiter Fred Slaughter is improving.

We were very sorry to hear of the death of the brothers of Waiter in Charge John Ransom, Waiter L. Gladney and Cook T. McBeth, the wife of Waiter W. F. Calloway, the sister of Porter R. Napier and the father of Waiter J. E. Morrison. Our sympathy is extended to Waiter A. Jones upon the accidental death of his son.

Waiter Harry B. Lee, who had been employed as a waiter by our Road since June, 1916, died in a hospital Mar. 21. He is survived by two sisters. Mr. Lee had an enviable service record with the railroad and will be greatly missed by his co-workers. He was the son of Edward Brown, first Negro policeman in Springfield, and a grandson of Henry Brown, a participant in Abraham Lincoln's funeral procession.

Waiter R. Moody was married Mar. 28.

*Willingness without action is like a cloud without rain; there may be lots of thunder and lightning but no parched ground is watered.*

—O. B. Blackledge

## BENSENVILLE

Dorothy Lee Camp, Correspondent

Harry Blevans, retired conductor, called recently to say that his son Donald, a Milwaukee Terminals switchman, is in a hospital in Japan recovering from slight wounds. Donald is a veteran of World War II and served in the military police in Germany after the war. The Blevans' will be happy to give Don's address to anyone wishing to write to him. The home address is 608 W. Belton, Chicago.

The phone directors finally got moved to their new quarters in the assistant superintendent's office. We're told even the mice

daughter and to Mr. and Mrs. Jennings, Sr. on the death of Trainmaster Archie Jennings who was killed in an automobile accident in March. Funeral services were held in Bensenville. The board members of Bensenville Chapter of the Women's Club served a lunch to all relatives and military corps personnel who attended the funeral. Archie will be greatly missed by everyone who knew him.

Relief Clerk Larry Wisniewski spent a week in Washington, D. C., and in Virginia with a group from the civics class of Leyden Community High School, Franklin Park.

Happy to report that Special Officer Harley Edmonds is back on the job after many weeks in the hospital.



**THE HARVEY GIRLS (AND A FEW MEN).** The Fred Harvey Company honors its Chicago employes of 25 or more years with a dinner on the occasion of presenting them with service pins. This group is well known to Milwaukee Road people in the Union Station. From left: Rudolph Rueff, executive chef; Bessie Zillhart, waitress; Lyda Buzek, waitress; Charles Connally, commercial department operating manager; Frances Minch, waitress; Daggett Harvey, vice president; Florence Conley, waitress; and Genia Kyle, waitress.

say that front part of the office is so quiet that they are looking for new places.

Dick Seligmann, relief clerk, bid on the vacation relief job for the Galewood car records but due to a "bump" will stay on as relief clerk between Bensenville and Galewood.

On a recent trip to Kansas City friend hubby (Joe) and I stopped off at Savanna to see Bert Miner, second trick dispatcher. We also had the pleasure of being entertained by Trainmaster Norman Soergel and his wife Mary, son Scottie and dog Candy.

In Savanna we also saw Illinois Division Conductor Bender showing off his beautiful new Chesapeake retriever. Now he is wishing it was fall again and hunting season in full swing.

Yardmaster Bob Lewin is proud of the three beautiful puppies his boxer Amber had in her first litter; two fine males and a female.

Bensenville is happy to welcome its new trainmaster, Martin Garelick, and his wife Betty. The lucky pair have already found a lovely apartment.

Our sympathy to Mrs. Archie Jennings and

## GALEWOOD

Norma Gunderson, Correspondent

Night Crew Caller Bernard Dinny's daughter Patricia Lenander gave birth to a son, Robert Arthur, on Feb. 5. Grandma went to see the new arrival in Columbus, Ohio.

Recently a man on business stopped at Car Tracer Floyd Hall's desk, set down a suit case and walked to the back of the office. Mr. Hall found out later that the suitcase held about \$75,000 worth of diamonds.

Sympathy is extended to Josephine Piconere, clerk at Cragin station, whose brother was killed Mar. 16.

Congratulations to Bernice Stoneberg who was married 20 years on Mar. 20.

Harry P. Brown, retired rate clerk, sent St. Patrick's greetings to his friends at Galewood. Since receiving the card, we understand Mr. Brown has been confined to St. Luke's Hospital.

Helen Bitz, telephone operator, has changed her name to "Cass," being married Mar. 22.

John Duffy, PFI, is leaving Galewood to take up duties at Bensenville. He will be replaced by Joe Olszewski.

Several cards have been received from Checker Archie Sinclair, in Florida, and from all reports he is doing fine.

Route Clerk Frank Chirchirillo is sporting a 1952 DeSoto.

Sympathy is extended to Motorman Adam Pryzbyla on the recent death of his son.

Francis Mason, chief telephone operator, returned to work Mar. 27. She reports having a nice time in California.

Emily Young of the infreight department is \$1000 richer through a recent award made by the 2600 Welfare Club.

## D & I Division

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

Robert K. Shrake, clerk in the superintendent's office at Savanna prior to his enlistment in the Army, has been promoted from private first class to corporal. He recently graduated from a leadership school and now is stationed at Fort Jackson, S. C.

Barbara Cimino, 15-month-old daughter of Mr. and Mrs. James N. Cimino of Caracas, Venezuela, died Mar. 6 in Boston Children's Hospital, Boston, Mass., of a rare disease. Paternal grandparents are the James Ciminos of Savanna—coal shed foreman.

Miss Joan Elizabeth Keiller, daughter of Engineer James Keiller, Savanna, was one of 12 student nurses to be capped at ceremonies in Jane Lamb Hospital, Clinton, Ia., Mar. 14.

The L. James Rabuns (electrician at Savanna roundhouse) have a daughter, Kathleen Michele, born Feb. 29 at the Savanna City Hospital. The paternal grandparents are the L. H. Rabuns of Miles City, Mont., and the maternal grandparents the Matt Pollocks of Savanna.

Trainmaster G. J. Barry, Davenport, Ia., reports the arrival of a young switchman, Thomas Joseph, in the family early in March.

As No. 75 passed Monroe Center on Mar. 10, Agent H. A. Seiple checked off equipment trouble 21 cars from the caboose. The car, when it was set out at Davis Junction, was found to have a broken sand board. His prompt handling of the situation earned a commendation for averting a possible derail-



**FOUR STAR FIREMAN.** In Korea with Robert N. Thomas, Kansas City fireman, who has been in the Army since November, 1950. At the time this picture was taken he was firing on a train carrying General Van Fleet.

ment and property loss.

W. H. Arbuckle, derrick foreman, was credited recently with averting an accident near Forreston. It happened that as No. 62 was passing Arbuckle detected a broken bolster on a lead truck 25 cars from the rear. Superintendent Kiesele commended his alertness in flagging the diesel and having the car removed.

## THIRD DISTRICT

Mrs. Charles E. Hayes, wife of retired switchman, passed away in Kansas City Mar. 21 following an illness of many months. Surviving are her husband and one son.

## Madison Division

### FIRST DISTRICT

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

Superintendent and Mrs. Farnham are rejoicing over the arrival of their first grandchild, Barbara Susan, born to Mr. and Mrs. Paul Scott of Terre Haute, Ind., Mar. 8. The mother will be remembered as Miss Jean Farnham.

J. E. Gillette, retired B&B foreman, and Mrs. Gillette of Mazomanie, Wis., celebrated their golden wedding anniversary Mar. 12 with an open house at their home. The Gillettes have two children, Mrs. Lorna Froberg of Chippewa Falls and Lorell Gillette of Madison.

Telegraph Operators Rollie Frank and Bob McLean recently vacationed by taking a trip to the west coast, stopping en route at Sun Valley, Idaho.

Train Baggage man A. C. Meracle retired Feb. 14 and is now taking life easy at Prairie du Chien. He was a familiar figure on the Madison-Marquette run for many years.

John F. Dahnke, 54, agent at New Glarus, died at his home Feb. 12. He was stricken while attending a basketball game in which his son was playing. He is survived by his wife, two daughters, Mrs. Nathan Figi of Sheboygan and Dorothy, and a son Richard at home; also by his brothers, Carl Dahnke, assistant general passenger agent, and Edgar Dahnke of the passenger department, at Milwaukee.

David P. Valentine, train dispatcher, has taken a position in the assistant general manager's office.

Conductor and Mrs. Everett Fields, Madison, are receiving congratulations on the arrival of a grandson, David Bruce, born Feb. 27 to Mr. and Mrs. Davis Haase of Genoa City, Ill. Mrs. Haase is the former Shirley Fields.

The long legged bird is on the wing at Janesville, leaving daughters at the home of Telegraph Operator William Peterson, (Mary Nell) on Jan. 23 and with Telegraph Operator Jerry Berg (Sandra Kay) on Mar. 18.

Mrs. Marvin White, wife of section laborer, Madison, succumbed to a heart attack at her home Feb. 19. She is survived by Mr. White, a daughter, Marlaine, and two sons, Martin and Matthew, all at home. Mrs. White was an active member of the Milwaukee Road Women's Club.

Crossing Signal Towerman William Higgins, Madison, suffered painful injuries when struck by an automobile on West Washington

## Music, Music, Music!

ATTENTION, railroad people in the Milwaukee, Wis., area! You and your friends are invited to attend the spring concert of the Milwaukee Hiawatha Service Club Band which will be presented May 1 at the Public Service Building, 231 W. Michigan Street, Milwaukee; time 8 P.M.

Admission is free, by ticket. Get your tickets from any Milwaukee Service Club officer.

Avenue Mar. 24. He is confined to the Methodist Hospital at this writing.

Storekeeper Frank Dempsey, Madison, is convalescing at his home following an operation.

## SECOND DISTRICT

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

Hubert Hans, warehouse foreman at Rockford, who was injured last June, returned to work Mar. 24.

Lloyd Dawes, engineer at Rockford, was reported ill and at this writing is undergoing treatment at Mayo Clinic, Rochester, Minn.

M. H. Booth, retired agent at Elkhorn, Wis., passed away Mar. 6. Mr. Booth retired in 1946 after many years with the Road. His age at death was 77.

E. M. Ginaine, retired operator at Elkhorn, Wis., passed away Mar. 26. Mr. Ginaine was operator at Elkhorn for 50 years. His age at death was 81.

## Milwaukee Terminals

### FOWLER STREET STATION

Pearl Freund, Correspondent

Many friends will miss the regular visits of John Metz who passed away Mar. 19 at the age of 76 years. Before coming to Milwaukee he worked for the IC at Freeport, Ill. He began his service with the Road in September, 1918, working for various periods as agent of West Allis, demurrage adjuster at Fowler Street, and finally as clerk at West Allis from which station he retired in March, 1941. During his retirement he remained a familiar figure at Fowler Street, coming in from his home at Oconomowoc, Wis. He is survived by his wife, Julia.

Jack Klima, demurrage clerk, is the proud owner of a silver pin presented to him for 10 years of faithful service with the Hiawatha Service Club Band. Incidentally, this honor is available to charter members only. Jack plays a clarinet.

Our latest casualty is Gene Summerfield, comptometer clerk and messenger. Gene executed a head-on collision with a street construction job on which the customary red lanterns were not lighted. He managed to come out of the fray alive, but with facial lacerations, some internal injuries and a badly wrecked car. The Coast Guard expected

to claim him some time in March, but Gene is more interested in getting well for the present.

Newcomers here are Margaret Weber, formerly employed by the Omar Baking Co., and Wayne Conn, both performing messenger duties.

Bob Neuman was inducted Mar. 17 in the Marines. Before leaving for service he worked in the car record department at Muskego yard.

Among the important notices on the bulletin board of late was the announcement of the arrival of Mark Frank Walczak Feb. 28 made by his parents, Mr. and Mrs. Stanley Walczak.

A second place award was given the Milwaukee Motor Transport Driver's unit for safe driving in 1951. Presentation was made at a dinner at the Milwaukee depot in Green Bay, Wis. Roy Miskimins, manager of M.M.T.C., was the principal speaker. The drivers representing Milwaukee, Wis., at Fowler Street, are Ed Walenski, Henry Koehler, George Gabrich, Tony Kilvinger, Melvin Bartlett and Earl Schultz.

Viola Gidol is back on duty again after spending some time nursing her father during his recent illness, as well as other members of the family. To date they are all on the road to recovery.

Caroline Stelzel has taken a leave of absence. For the past few months she has been dividing her time between North Milwaukee Station and Fowler Street.

The Fun Fair sponsored by the R.B.W.A. at the Hiawatha Service Club auditorium Mar. 16 was a big success. The tempting assortment of home bakery and the fine needlework proved the girls are real homemakers at heart. There was a fine array of fun booths and tables for cards, with a little dancing thrown in. Fowler Street representatives reported a good time.

#### CHESTNUT ST., NORTH MILWAUKEE & NORTH AVENUE

Dick Steuer, Correspondent  
Chestnut Street Station

Due to extensive changes and improvements now going on in the Air Line and Muskego yards area, freight train operation will be handled in the Glendale and Rock Junction yards. Consequently, bulletins have been posted for second and third trick train clerks at Glendale yard, along with a relief position at Rock Junction yard.

Late assignments show Terry Hanstad and Woodrow Olson as successful bidders on the train clerk positions at Capitol Drive. Terry has been around a few years while Woodrow is a newcomer to Milwaukee Road service.

After a four week "stand in" assignment as steno in the superintendent's office at the Union Depot, Phyllis Kowalski has returned to her old steno position at Chestnut Street. Bette Whitford returned to her billing job after filling in nicely on Phyllis' job, and Pat Daly has returned to Fowler Street.

Attention, Railroad Retirement Board! Last month we congratulated Cashier Max Woelfl on completing 30 years of service with the Road. We want to correct that figure. It should be 35 years, and more power to you, Max.

*Success is a journey, not a destination.*

—James J. Booth

April, 1952



**50-YEAR MAN RETIRES.** Charles F. Zunker, finishing 50 years of service Mar. 15, gets a surprise send-off from the North Milwaukee (Wis.) station force. About 40 attended a buffet luncheon in honor of him and Mrs. Zunker, who is shown here beside him. Charley worked as a brakeman on the old Prairie du Chien Division and had also been a switchman in the Milwaukee stockyards district and at North Avenue station before transferring to North Milwaukee about 15 years ago. A new house with an acre and a half of ground at Mequon, Wis., and visits with his daughter and her family in New York will keep him on the go in the future. (Milwaukee Journal photo.)

#### MILWAUKEE UNION STATION

Contributed by Grace M. Johnson

A farewell luncheon was given in the Poinsettia Room of the Medford Hotel Mar. 26 by 32 friends of Mrs. Agnes Soyka, secretary to the superintendent of terminals at Milwaukee, in honor of her retirement Apr. 1. Mrs. Soyka entered the service of the Road Apr. 25, 1920, and practically all of her service was spent in the office of the superintendent. She has two daughters, Dorothy and Marie, both of whom worked for a number of years in the signal department at the Union Station. Marie was a guest at the luncheon. The affair was a complete surprise to Mrs. Soyka, which made for a lot of hilarity. Dolly Johnson of the signal department made the presentation of a corsage. Mrs. Soyka also received a travel iron and a card which advised of more gifts to follow. March 28 was "royal present day." Mrs. Soyka was presented with a beautiful orchid, a three-piece set of luggage, a leather bag and a lovely pin. While she did not disclose her immediate plans, we know there is much well-deserved happiness in store for her. Miss Phyllis Kowalski of the Chestnut Street district has been appointed to Mrs. Soyka's position.

The familiar figure of a man who walked with a cane and had a smile and greeting for all is missing from the Union Depot. Bob Armstrong, who in spite of a crippling accident suffered in childhood, had nothing but happiness to spread, is gone. For those who may not have heard the particulars of the death of Mr. Armstrong, telegrapher in the "GO" office at the station, we give this information:

Mr. Armstrong was taken suddenly ill at home Mar. 14 and passed away at a hospital the following day. He was 66 years of age and is survived by his widow, a son, Robert J., a daughter, Carol, and two grandchildren. He lacked only three weeks of having served the company 50 years. "RA",



**HAIL AND FAREWELL.** Les Canar, recently appointed stationmaster of the Union Station in Milwaukee, is congratulated by John J. Crowley who was his predecessor on the job. Mr. Crowley retired recently after 46 years of service, 11 years as stationmaster.

which was the signature many of his fellow telegraphers knew him by, started service in April, 1902, as an operator in Milwaukee terminals, working there until 1909 when he transferred to the stationmaster's office. From 1913 to 1917 he worked at the old "cut-off" and then returned to the depot and worked in the "GO" office. His friendliness and cheery smile had endeared him to the folks he worked with. When I returned from a trip and learned of his death, there were not many dry eyes among the people who told me about him. We have all lost a friend.

*The best way to get real enjoyment out of the garden is to put on a wide straw hat, dress in thin loose-fitting clothes, hold a trowel in one hand and a cool drink in the other, and tell the man where to dig.*

✓  
a bit about  
"Bite"



SOME FOODS taste better when the "bite" of mustard, horse-radish or sauce is added!



SMOKING TOBACCO tastes better when the "bite" is out! Prince Albert is specially treated to insure against tongue bite!



# BITE'S OUT PLEASURES IN

*there's more tobacco  
in every tin!*

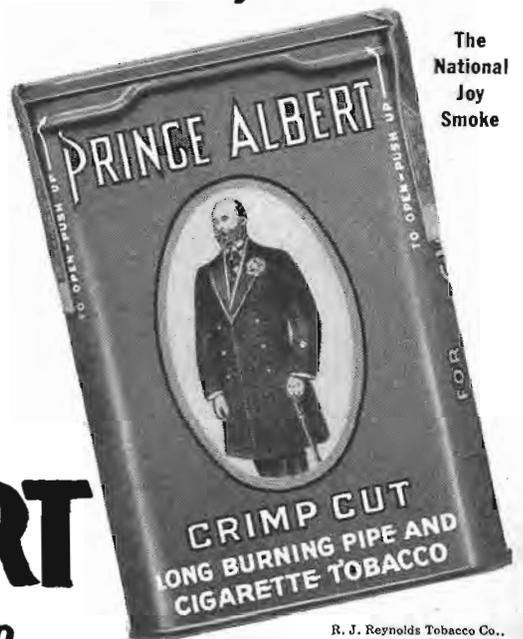
● Get P.A. and you'll get *more* real smoking comfort. Prince Albert is treated with the patented\* "No-Bite" process that guards against tongue bite! Cool and mild - P.A. is the favorite of pipe smokers and roll-your-owners alike!

\*Process patented July 30, 1907

**More Men Smoke**

# PRINCE ALBERT

**than any other tobacco**



The  
National  
Joy  
Smoke

R. J. Reynolds Tobacco Co.,  
Winston-Salem, N. C.

# Chicago General Offices

## PURCHASING DEPARTMENT

Dorothy Fisher, Correspondent

We are happy to report that after a long illness Ray Radicke has returned to work. During his absence he was replaced by Frank Casey. Upon his return Mr. Radicke was appointed office assistant to the chief purchasing officer. Mr. Casey will continue on Mr. Radicke's former position.

Mrs. Evangeline Galbreath, price clerk, will be a little leery of strap-hanging from now on after having torn a ligament in her arm while riding home on a crowded streetcar. Since then she has been sporting an autographed cast, which she hopes will be off when this magazine goes to press.

We are glad to hear that Mrs. Lois Reiter, stenographer-receptionist, is recovering from her recent virus infection. A good rest and a little of that Florida sunshine should bring her back to work in fine health.

Birthdays are really important days in the purchasing department since the old practice of celebrating each one with a cake has been brought back. The women seem to have "taken the cake" for March, as birthdays were celebrated for Nancy Erickson, Evangeline Galbreath and Myrtle Winkelman.

Herbert Maass, price clerk, is displaying a rather unusual prize which he brought back from St. Louis where he attended the American Railway Bowling Tournament last month. As of this writing, his team is in first place.

New members in the department are Richard Hink and John McGinley, both formerly of Fullerton Avenue.

We hope Charlie Finlayson got his new car back to Seattle without any incidents, as the weatherman did not cooperate very well. Charlie went to Detroit to pick up a new car after leaving Chicago.

## FREIGHT AUDITOR'S OFFICE

Edith Marquiss, Correspondent

Well, we are back in print again, for a brave soul was finally found who would try to follow in the footsteps of Joe Strohmeier, who served us faithfully as a correspondent for so many years. We are anxious to provide an interesting column and hope that all news items reach the ears of the correspondent to accomplish this task.

Sympathy is extended to Tillie Mayer whose mother passed away recently after a long illness. Mrs. Mayer was a very active member of the Women's Club and well known to many of us.

Ted Eckhardt is improving in the Municipal Tuberculosis Sanitarium and would be glad to hear from his fellow employees.

Norma Chase, on a leave of absence, has been basking in the sun in St. Petersburg and Palm Beach, Fla., but landed in the middle of a revolution on her visit to Cuba.

W. J. Stern has returned to work after a five-week bout with the gout. Mae Gumz is back with us again after an operation, looking better than ever.

L. R. Lynch was a visitor here recently, but is still not completely well. Kitty Fox is still on a leave of absence, but is recovering nicely from her operation and will be back soon.

Don't say "fire" behind C. W. Bodecker's back unless you want to scare him out of a year's growth. He was called home from

## MAIL SUPERVISOR RETIRES.

L. C. "Luke" Lindley, bureau head in charge of the consolidated mail room at the Fullerton Avenue accounting department, Chicago (center), retires Mar. 31 after 39 years of service. Congratulating him are A. M. Dryer, auditor of passenger accounts (right), and A. B. Montgomery, assistant auditor of passenger accounts. Mr. Lindley had supervised the mail bureau since it was established in 1921.



work a couple of weeks ago because the apartment building in which he lives was on fire. Fortunately his home was not affected, but three floors next to him were demolished.

Harry Meyers sends word from St. Petersburg, Fla., that he is enjoying his retirement.

A recent bride was Irene Dvorak, who became Mrs. Schomisch on Mar. 8.

We are very proud of two of our bowlers, Al Gerke and Charlie Becker, who participated in the National Railway Bowling Tournament in St. Louis the week end of Mar. 22. At this writing their team is in first place, with one more week end to go. Warren Burg, a former member of this office, is also on the team.

## AUDITOR OF EXPENDITURE'S OFFICE

Betty Melnikoff, Correspondent



R. H. Hayden

Robert H. Hayden, veteran clerk in the chief disbursement accountant's office, retired Feb. 29. Associates in the accounting department presented him with an engraved wrist watch and various other gifts. He had been with the Road upwards of 37 years and has a host of friends who wish him

many years to enjoy his retirement.

Ann Posorzelski, of shop timekeeping, displayed a lovely engagement ring Mar. 24. The wedding is set for June.

La Verne O'Niell, of the typing bureau, and Yours Truly have left the railroad to await the stork.

Fred Miller, of accounts receivable, left the Road Mar. 21 to do construction work in Skokie.

Dorothy Siegel, of the payroll bureau, took a European cruise. Ruth Fetsch and Mary Oehn, both of accounts receivable, spent their vacations taking a Caribbean cruise.

The Women's Club meeting of Mar. 11 had an attendance of 100. At the business meeting it was announced that \$100 was realized on the sale of the afghan to dress up the club room this spring.

## CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The concert at Myrtle Lodge on Mar. 31 occasioned many favorable comments from the audience. It was pleasing to have Tillie Mayer and Violet Macdonald among our ranks on this occasion.

The first selection, "Salutation", a choral prologue, is a very appropriate "opener" to our programs.

Programs are scheduled in the near future as follows: Apr. 23 at Mayfair Presbyterian Church; May 5 at Our Lady of Mercy; May 14 at Christ Presbyterian Church.

Director Glenn Jorian and wife Jean have welcomed into their home a new star boarder, Gayle Lee, who arrived on Mar. 22. The members of the Choral Club extend congratulations.

## FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Alice Hansen is the very pleased owner of the afghan sold by the Milwaukee Women's Club Mar. 11.

Understand Margaret and Knute Anderson are the proud owners of a 1950 Hudson. Bill Norton is operating a nice maroon Ford sedan.

Art Slider retired Apr. 11 after more than 10 years of loyal service to the Road. Art intends to take a trip up the northwest coast and perhaps spend a little time in Canada. He will return to his home state of Texas to spend his leisure years among old friends. Art's many friends in the Fullerton Avenue office and the downtown area are glad that it has been possible for him to retire after many years of service.

William Oligney has resigned. We understand he expects to return to his farm home in Wisconsin, or vicinity.

Promotions which took effect on and subsequent to Mar. 15 included the following: Joe Martin to the position of chief clerk; Lawrence Larson, head clerk; Carl Rank, adjuster; Robert Hall, revisor and adjuster; and Grace Williams, senior dictaphone operator.

Sympathy is extended to Anna Nasheim on the death of her mother. Anna wishes to express her thanks for the many cards and letters received during her bereavement.

Under all conditions and at all times.  
T-Z Products give unexcelled service.

T-Z "Clingtite" Dust Guard Plugs  
MW Journal Box Lids  
T-Z Tender Hose Couplers  
T-Z Smoke Preventer Nozzles  
T-Z Boiler Washout Plugs  
T-Z Blow-off Valve Mufflers

T-Z Products, as standard equipment,  
are daily proving their merit.

**T-Z Railway Equipment Co.**  
8 So. Michigan Avenue  
Chicago, Illinois



## WEHR STEEL COMPANY

2100 South Fifty-Fourth St.  
Milwaukee 1, Wis.

**Carbon and Alloy  
Steel Castings**

**Carefully Controlled  
Heat Treating**

**Pattern Making and  
Machining Facilities**

# "M-F"

- Lock Nuts (3 types)
- Water-tight Bolts
- Lock-tight Floor Clips
- Collar Bolts

**MacLean-Fogg Lock Nut Co.**  
CHICAGO, ILL.

Delores Coll has taken a leave of absence to await a blessed event.

The retirement party for Joe Martin and Andy Anderson originally scheduled for May 1 has been re-scheduled for May 15. Additional details can be secured from Bud Bloethner. Understand our good friends Maynard Mortensen, Roy Reimers and Jay Goodenough are expected to attend.

Marie Horatt has announced that a 1952 Chevrolet has been taken into the family.

Wayne Helwig is currently employed by the U. S. Marine Corps at Los Angeles as a private. He likes it, too.

### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Edward Kusch has been appointed to succeed Luke Lindley who retired Mar. 17 after 35 years of service as head clerk in charge of the mail room. Eddie had to do some tall talking to convince his bowling team that three games of 157 in a row were on the up and up.

Ed Rumps went to St. Louis to bowl in the railroad tournament. He isn't talking about his score.

Ken Stone is sporting what he fondly hopes will be a mustache.

Tony Kurr left the Road Mar. 21 to accept another position.

Ray and Lil Hackell celebrated their silver wedding Apr. 9.

A "welcome" hand is extended to Warren Jacobsen, Bob Ross and Joe Behls.

Ellen O'Hara, Rose Finnell, Dolores Specht and Gertrude Walsh are recuperating from illness at this writing.

Mary Lou Burgeson resigned Apr. 4 to live in Milwaukee where her husband has been transferred.

Ann Sundin recently enjoyed several days in Detroit visiting with friends.

Elsa Straumann is engaged to Oscar Leinberger, formerly employed in the chief disbursement accountant's office and now in military service.

I forgot to report Marge Yonan's engagement to George Kelly last month. Sorry, Marge.

Peggy Rosenthal and her husband are spending a month in Florida.

### ENGINEERING DEPARTMENT

H. E. Datisman, Correspondent

Helen Zechlin, secretary to E. E. Burch, bridge engineer, recently vacationed with husband Roy in Florida. The trip was made by auto with stops at Tampa, Silver Springs, Cypress Gardens, Ft. Lauderdale and Miami Beach, and a short but expensive stop at Hialeah race track. Helen suggests that the Milwaukee Road have its general offices at Ft. Lauderdale.

That suntan Prof. Roe L. Stevens, design-detailer for E. E. Burch, has been sporting was acquired during a brief rest at Miami Beach. Understand some people have had trouble finding the sun down there, but apparently he had good luck. Speaking of Professor Stevens, it is interesting to note he is the oldest member of the bridge department. Starting as a draftsman in 1908 he has worked intermittently in the department up to this time. Since 1920 he has also taught structural design at the Illinois Insti-

tute of Technology. On his first day here he began to figure the strength of old bridges and has had that assignment ever since.

Warren G. Burres, designer for E. E. Burch, has left us to assume a responsible position with the engineering firm of Consoer, Townsend and Associates. Warren received his B.E. at Purdue in 1947 and came directly to our bridge department. He is a member of the Army F.A. Reserve. Warren will continue to live at Roselle and ride the Milwaukee to headquarters in Chicago. Unless he has graduated to the "Banker's Special," we will expect to see him now and then.

George G. Grudnowski left the engineering department to take a position as secretary to J. J. O'Toole, assistant general manager. He had been secretary to B. J. Ornburn, assistant chief engineer-structures. This on the heels of the announcement of a baby girl, Mary Ellen, born to Mrs. Grudnowski Mar. 12. George's former position is being filled by William (Bill) Spinks, formerly stenoclerk in office of H. B. Christianson, assistant chief engineer.

E. E. Burch has received word that son Homer has been advanced to cadet sergeant in the Air Force ROTC. He is a freshman at St. Olaf College, Northfield, Minn., majoring in chemistry.

Mr. Burch announced the following promotions in the bridge department last month: R. E. Paulson promoted to assistant engineer; F. P. Drew promoted to chief draftsman, vice R. E. Paulson; J. K. Freeman promoted to assistant engineer.

Ray C. Rust, automotive engineer, passed away at Hines Veterans Hospital the morning of Apr. 3. He had entered the hospital Feb. 28 for treatment of a heart ailment and his condition was reported improving until the morning he died. He is survived by his wife Edith and an infant son.

### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Sympathy was extended to Ernestine Harrer in the death of her brother who was laid to rest Mar. 31.

Rose Irwin is convalescing at home following recent surgery.

Our new office girl is Clara Constantine. Overlooked in our previous write-up was Evelyn Johnstone who joined the railroad family Jan. 30.

Announcement was received that Stephani Stecki became the mother of a boy on Mar. 12.

Mary Mulcrone resigned Mar. 18 to accept the position of "comp" operator at Western Avenue.

Sylvia Rocchetti was honored with a baby shower on Mar. 31 when she resigned.

*The Italian guide was doing his utmost to impress an American tourist with the grandeur of the Bay of Naples, presided over by Mt. Vesuvius. Suddenly, as though to lend force to his words, the volcano let go with one of its mightiest displays of fireworks. The two men stood in awe before the spectacle.*

*"There you are", the Italian said. "You've nothing in America that comes anywhere near that, now have you?"*

*"No", replied the American. "—but we've got a waterfall that could put that thing out in less than five minutes."—Partners*

## good strategy

You used to plan "battles" on the playroom floor. Today, when you sit to think out a knotty problem, enjoy the solace and companionship of fine Dutch Masters Cigars. That's good strategy! For in their unmatched aroma and taste you'll find a helpful, understanding friend—anywhere, any time. They start at two for 25¢.



# Dutch Masters Cigars

*The cigar you've always wanted to smoke*



### PASSENGER TRAFFIC DEPARTMENT

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

The decorative addition to the advertising department these days is Marjorie Haidys, a recent import from the general freight department. Marjorie's job, which consists largely in booking and maintaining that department's collection of 16mm travelogues, has heretofore been handled by the male gender, but this hasn't daunted her. When last seen, she was hard at work learning how to rig up a projector and splice a frame.

Phil Alver is the new arrival in Passenger Rate, taking over on the mail desk. He is a February grad of North Park Academy here in Chicago, where he racked up letters in football and basketball.

It's still a little on the early side to start mulling over vacations, but not for Boris Teron, the night typist in Reservations, who is taking a swing through the Miami-Cuba country. Uncle Sam is beckoning, and the jaunt is a sort of a final, pre-draft fling for Teron.

Alice Ferguson, secretary in Travel Promotion, whisked off to New York on the Mar. 21-22 week-end to see some of her kinfolk off on the SS America. The latter plan an eight-month automobile trip through practically everywhere west of the Iron Curtain, winding up in Switzerland.

From Europe—Wildflecken, Germany, to be exact—Dick Holda has written back to some of his reservation bureau cronies. You may perhaps remember Dick as the singing lad who was trying to get his toe in the door of

Chicago show business before he was tapped for the Army a while back. Dick writes that he has been in Special Services—helping to stage camp shows, entertaining, singing, and so on—and that he expects to be returning Stateside one of these days.

### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Mrs. Hazel Flowers of the station accounting division underwent surgery at Swedish Covenant Hospital Mar. 11 and is now convalescing at her home.

Joe Beauvais, claim checker, underwent an emergency appendectomy Mar. 25. At this writing he is at Hines Hospital.

James J. Lynch of the suspense bureau will be absent for a short time to be with his family while his daughter is convalescing in the South.

Joyce Svedman, comptometer operator of the station accounting division, has resigned to make her home in California.

At this writing Clarence Heuel of the central station accounting division and his wife and daughter are vacationing in New Orleans.

Alvin L. Hills of the relief claim bureau decided recently that it is time for a real vacation and has applied for a retirement annuity.

Word has been received from Mrs. C. W. Bush, wife of deceased traveling auditor, that she is spending the winter in Florida.

Congratulations are again in order for George Weseman, bureau head, whose daughter-in-law presented him with a grandchild Mar. 26.

### I & D Division

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

Agent E. A. Scheetz and wife, Ventura, Ia., have returned from a two-week vacation in Miami and Key West, Fla., and Havana, Cuba.

Pumper Alfred Erickson and Mrs. Erickson of Spencer, Ia., spent their vacation with their son Duane (Bud) at Boise, Idaho, and also visited in San Francisco. "Bud" who formerly worked as a clerk in the freight office at Spencer is now district traffic manager for the IC at Boise.

Miss Grace Moran passed away at her home in Mason City on Mar. 2. She had been employed as secretary to the division freight and passenger agent at Mason City since 1917.

Funeral services were held at Mason City for George B. Eppens, former checker in the Mason City freight house. Since his retirement Mr. Eppens had been living in Seattle.

Something new has been added to the Women's Club room at Mason City—a combination radio and record player. This should add to the enjoyment of the square dances and other social events.

Pvt. Donald E. Woodhouse is attending leadership school at Fort Knox, Ky. He has been assigned to special services following completion of his basic training with the 3rd Armored Division. He is the son of D. W. Woodhouse, chief clerk in the superintendent's office.

With three boys in the service, Margaret

## EDWARD KEOGH PRINTING COMPANY

*Printers and  
Planographers*

732-738 W. Van Buren St.

Phone: Franklin 0925

Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

## CARTER BLATCHFORD, INC.

80 E. JACKSON BLVD.  
CHICAGO

### RAIL JOINTS

Reformed and heat treated  
to meet specifications for  
new bars.

*Still Greater*

## PROTECTION for CARS and LADING

CARDWELL WESTINGHOUSE  
FRICTION DRAFT GEARS

*to absorb horizontal shocks*

CARDWELL FRICTION BOLSTER  
SPRINGS

*to absorb vertical and lateral shocks*

CARDWELL WESTINGHOUSE CO.  
CHICAGO  
CANADIAN CARDWELL CO., LTD.  
MONTREAL

Present Day  
SAFETY Requirements  
DEMAND the Best  
Equipment

## LAKESIDE FUSEES

Fill the Bill  
Safe Dependable Efficient

LAKESIDE RAILWAY  
FUSEE COMPANY  
Beloit, Wisconsin

Burnett, steno in the superintendent's office, is kept busy with them coming and going. Jack Jr. is a major in the Air Force and is now stationed in Thailand. He expects to return to the U. S. this summer. Tom is in the Air Force, stationed at Spokane, and Joe, also in the Air Force, has just reported at Camp Stoneman, Calif., expecting to receive an assignment for overseas duty.

Sophia McKillip has been appointed secretary to the division freight and passenger agent at Mason City. This gal Sophia jumps around so much that she is getting a little hard to keep track of, but it may be that she will stay put for a while this time.

### SANBORN-RAPID CITY

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

H. D. Hopkins is back on the job as agent at White Lake after being off for some time due to illness.

H. M. Davis, operator at Spencer, and his wife, ticket clerk at Mitchell, are vacationing in Florida at this writing.

C. C. Houska, operator at Murdo, and K. L. Lambert, son of Agent K. S. Lambert of Mt. Vernon, are both home on leave from the armed services.

Agent C. E. Croat of Hull is back on the job after spending an extended vacation in California to get away from the severe winter.

W. O. Hampton, retired conductor at Murdo, is vacationing in Texas. Lyle Thieje, section laborer at Kimball, and wife are vacationing in Washington at this writing.

Conductor W. A. Severson and wife of Mitchell spent their vacation in New Orleans, taking in the Mardi Gras.

Section Foreman Nels Johnson at Mt. Vernon is on vacation at this writing, with C. C. Ellis relieving.

### SECOND DISTRICT

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

It's a baby girl born Mar. 21 to the Walter M. Lunds at Sioux City. As Fireman Lund is an enthusiastic amateur photographer, we imagine the young lady will be the most photographed girl in these parts.

Word has been received that Fireman Donald Kearns has finished his Navy boot training at San Diego and has been selected to attend diesel engineering school.

Conductor Earl A. Murphey died at a Sioux City hospital Mar. 24 after a long illness. Funeral services were held in Sioux City. He is survived by his widow, two daughters and four grandchildren, all of Sioux City. Earl started with the Road as a call boy at Sioux City, and entered train service in 1914. He was also yardmaster at Sioux City from 1926 to 1930. At the time of his death he was passenger conductor on the

Midwest Hiawathas. He will be missed by a host of friends on The Milwaukee Road.

News has reached us of the death of Rufus C. Jackson at Inglewood, Calif., Feb. 17. He was an employe of the Road at Sioux City from about 1900 to 1920.

The blizzard which hit Iowa Mar. 22 and 23 really piled up the snow in Sioux City. There were lots of sore arms and backs from shoveling out.

Jim Evans, former yard clerk, is the new general clerk in the assistant superintendent's office at Sioux City.

## Milwaukee Shops

### LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

From sunny California back to good old Milwaukee, says Betty Larson. Betty's reason for her trip was to see her son Ralph, who is an ensign in the Navy. She reports having had a grand time, even had dinner aboard the ship her son is on. Betty is a steno-clerk in the S.M.P. office.

A welcome back to Clerk Harry Borchardt, who was gone for three months due to an eye operation. We are also glad to see Clerk Ray Skiba looking so well after his operation.

Steno-Clerk Joe Trolla vacationed recently in Michigan where his parents live.

We said good-bye to Jessie Hemsey who so willingly helped out in the S.M.P. office.

Material Delivery Clerk Otto Moeller and his wife have returned from a vacation in Florida.

A bouncing baby boy was born to the Clarence Klesers. Daddy is a steno-clerk in the roundhouse.

A welcome to the railroad family for Steno-Clerk Glenn Buchholz.

Sympathy is extended to the family of Foundry Laborer John Badell, who passed away recently after an illness of several months.

Sympathy is extended to Howard Hanscom and to Lewis Howell, on the death of their mothers.

We are sorry to report the death of Nick Dubala, who recently retired as machinist helper.

Our sympathy to Wheel Molder Walter Carlson on the death of his father.

Mrs. Herman Mau, wife of our foundry foreman, is a patient in Doctor's Hospital.

That mighty proud man you see walking around is Electrician John Pfeifer. He recently became a grandfather and says there's nothing to it.

*Although the United States has only 8 per cent of the world's timberland, it produces nearly 45 per cent of the world's lumber, 58 per cent of its plywood and nearly half of its pulp and paper.*

Youngstown Steel Sides for Repairs to Freight Cars  
Youngstown Corrugated Steel Freight Car Doors  
Camel Roller Lift Fixtures

### Youngstown Steel Door Co. & Camel Sales Co.

332 S. Michigan Ave.  
Chicago

—OFFICES—  
The Arcade  
Cleveland

500 Fifth Ave.  
New York

—PLANTS—  
Hammond, Indiana • Youngstown, Ohio

**CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT**

Vincent O. Freihoefer, Correspondent



J. Walker

E. Driscoll

On Mar. 6 a party was held at the North Avenue Auditorium in honor of James Walker, assistant cabinetmaker foreman, who retired Mar. 3, and Edward Driscoll, painter foreman who will retire Apr. 30. A watch was presented to each by General Foreman G. J. Bilty on behalf of fellow supervisors, retired and active, who were present.

James Walker was born in Scotland Feb. 20, 1887 and worked in the ship yards there before coming to this country. He entered Milwaukee Road service in November, 1917. "Scotty", as he is called by his friends, expects to devote more of his time now that he is retired, to his favorite hobby, "bowling on the green".

Edward Driscoll was born in Manitowoc County, Wis., Aug. 31, 1886 and learned his trade at the Driscoll Interior & Exterior Shop in Chicago. He later worked at the Matthews Finishing Shop in Milwaukee for six years prior to entering Milwaukee Road service on Mar. 5, 1918. Ed's favorite hobby is fishing.

We miss Harriet Boyle, timekeeper in this office, since her recent return to the passenger shop office.

Sympathy is extended to the family of Raymond J. Foren, 48, who died of a brain tumor Mar. 23. He was apprenticed as a cabinetmaker at the age of 15 and was a cabinetmaker for the Road for 33 years. He was a member of the Veteran Employees' Association of The Milwaukee Road.

**STORE DEPARTMENT**

Earl L. Solverson, Correspondent

Alfred A. Loughney, retired, age 74, passed away Mar. 23. Interment was in Holy Cross. Al formerly worked in the air brake section and knew most of the items and piece numbers by memory. Our

sympathy to his wife, Mary.

Erv Murawski, now at the oil house store, acquired a son, Robert, Feb. 19 at St. Mary's Hospital. Has a daughter Shirley.

Nick Wirkus, foundry chauffeur, underwent an operation at Milwaukee Hospital Mar. 24. Reported to be up and around and expecting to be discharged early in April.

Assistant Stockman Ed Fuller completed 24 years of service Feb. 11. If he works twice as hard he can possibly join us at the next "Vet" reunion.

John Waldman Jr., assistant at the diesel store, was presented with his first son Mar. 6 at Milwaukee Hospital. He has been named Richard.

Letters from Pfc. Tony Cefalu, formerly of the freight car store and diesel shop, says he is at Fort Hood, Tex. Also that he did not enjoy the 1,400 mile ride by truck from Camp Atterbury, Ind.

Letters from Padre Vidal, OFMCAP, son of Stockman Frank Banaszek, tell us of his experiences as a missionary in Bluefields, Nicaragua. Trying to maneuver an out-board motor for the first time resulted in some close calls. He also succeeded in getting lost in some of the rivers and was rescued through the aid of a feeble flashlight. Says they are in need of clothing and other items for their missionary work.

Milwaukee Road Post No. 18 of the American Legion initiated 22 of 41 new members Mar. 15 at the American Serb Memorial Hall. Ritual by the Forty-et-Eight team of Voiture 85. Past Commander Jerry Host was the speaker.

Milwaukee Road Post No. 18 and Unit will conduct a joint card party on Sunday, May 4, afternoon and evening, at Staub's Hall, 1026 South 16th Street. Everybody is invited.

Bernadine Kleczka, 22, typist in the office of the district storekeeper, died Mar. 30 at St. Mary's Hospital. She was given blood from the shop blood bank, but her condition did not improve. Interment was at St. Adalbert's. She is survived by her father and mother, five sisters and two brothers.

**OFFICE OF MECHANICAL ENGINEER AND SUPT. OF CAR DEPARTMENT**

Harold Montgomery, Correspondent

It's now "Super" John Schnell, John having spent all winter working on his Mercury Lightning 10 motor. He has "souped" it up plenty and now awaits the challenge of other chesty drafting room boatmen, such as Henry Kundert, Merrill Fox, Al Groth and L. L. Lentz.

The young lady taking over Myra Verket's duties is Mrs. Dorothy Lex. Miss Verket had

OVER \$250,000,000 PAID IN BENEFITS  
ALL DEPTS.

Best for all on the Milwaukee Road

There are no assessments at any time



**YOUR BEST FRIENDS TELL YOU**

that Continental's low-cost Accident & Sickness Income Protection is first choice with U.S. railroad men everywhere. Since 1897, Continental has been "the railroader's best friend."

Ask Our Milwaukee Road Agent or Write

**Continental**

**CASUALTY COMPANY**  
General Office: Chicago

THE

*Nalco*

SYSTEM

**RAILROAD WATER TREATMENT**

- Chemicals • Equipment
- Blowdown Systems
- Laboratory Analyses
- Testing Kits • Field Service
- Research • Surveys

**NATIONAL ALUMINATE CORP.**

6216 West 66th Place • Chicago 38, Illinois

**Specialties**  
**DELICACIES FOR THE TABLE**  
**Frozen Foods, Cheese, Poultry, Game, Fruits and Vegetables**

**E. A. AARON & BROS.**  
**CHICAGO, ILLINOIS**

**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**

## R.R. SPECIAL



### EMPLOYEES ONLY

If you work on the Milwaukee our Accident and Sickness Policy is available to you on the payroll deduction plan.

See a Travelers representative at once



or address  
Railroad Department

**THE TRAVELERS**  
HARTFORD, CONN.

## BUCKEYE

CAST STEEL PRODUCTS  
FOR RAILROADS

*Truck Side Frames*

*Truck Bolsters*

*Couplers*

*Yokes and Draft Castings*

*Miscellaneous Car Castings*

*Six-and Eight-Wheel Trucks*

THE  
**BUCKEYE STEEL CASTINGS CO.**  
COLUMBUS 7, OHIO

the misfortune to fall on the ice and fracture a hip. After several weeks in the hospital, she is convalescing at home. Mrs. Lex had previously been in the billing department of the SCD office.

The Bay View Linoleums of the Marino 900 League again went on a rampage, hitting a high 1,070 single, of which our H. Montgomery powered 238. "Jackie" came right back with a 235 finisher for a neat 655. Bud Gurrath also had a very good night with 190, 211 and 224, for 625. Watch these two boys in the ABC on May 5 and 6.

Received a card from the Fred Wiegatz family enjoying a vacation at Clearwater, Fla. Fred is now employed at Cleaver-Brooks and is doing well for himself.

Regret to report the death of one of our former Milwaukee Road bowlers, William A. Stark. Bill retired recently after 49 years with the Road. He was chief inspector and car foreman in the Milwaukee Terminals. He was a brother of Walter Stark of the superintendent of car department billing office. We extend sympathy to his family.

Rudolph Broeksma, retired, came in to visit recently and let us know that it isn't as late as he thought. He has taken unto himself a new bride.

Best wishes for a happy retirement are extended to Walter C. Marshall, assistant to the superintendent of motive power. Walt has been around since 1907 and has the right idea in retiring at 60 so he can enjoy life. Watch for him in the ABC.

H. H. Zunker found the State tournament and alleys to his liking and got himself a little ink and money. His nifty 663 gave him ninth spot in singles and his 625 along with Al Pollnow's 628 gave them 1,253 for third in the doubles.

## FISH and OYSTERS

Supplying Hotels, Restaurants and Clubs  
Our Specialty

Phones Roosevelt 1903, all departments

**W. M. Walker**

213-215 S. Water Market  
Cor. Racine Ave. and 14th Pl.

Pilsen Station  
CHICAGO

## DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT  
AND SWITCHING SERVICE

IN SERVICE ON OVER 150 RAILROADS

## ELECTRO-MOTIVE DIVISION

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

### DAVIES YARD

Eddie Sisolak has received his diploma for a three-year special apprenticeship and is now a full fledged carman in the yard.

Ignatz Hruz, retired carman, passed away Mar. 15 at the age of 72.

Sympathy is extended to William Spindler, inspector on the second shift, whose mother passed away Mar. 8 at the age of 56.

William Stark, retired car foreman, passed away Mar. 18 after a short illness.

Our sympathy is extended to the family of Bill Stark who passed away in March. He had just retired Feb. 1 after some 30 years of service.

We said Godspeed to Jim Numa who has taken up new duties with the Army.

Larry Stuebner has taken another step forward in life, announcing his engagement as of Mar. 3.

Stanley Staniak who has been off for several weeks with a broken ankle will return to work as soon as the doctor gives him the "go" sign.

John Pietruska has been off for two weeks at this writing, due to illness.

The new boss is Henry Shannen, from La Crosse. He took over his job Mar. 1.

## H & D Division

MIDDLE & WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

After more than 30 years of loyal service as an operator on the H&D, Walt Steilow has retired. His favorite hobby is fishing, so take it away walleyes, perch, pike, etc.

Sympathy is extended to the Chambers family in the recent loss of their father and husband.

The calendar says "spring is here," but the congestion at the depot at Roscoe, S. D., after the blizzard of Mar. 22 would have one think otherwise. Due to the line being plugged, No. 805 could not leave, therefore perishables, livestock, and so on were taken care of by the agent, Shorty Lammler, Eli Hanson, the express messenger, and Val Buechler, section foreman, and his crew. They had on display in the waiting room about 500 day-old baby chicks — when they left they were about seven days old and getting stronger — a row of green plants on a plank about seven feet long — they were getting greener with the constant care — one dog, which stopped whining and barking after the third day, two rabbits (still two when they left), and one pigeon. The day the snow crew got the line open, No. 17 brought in by express an 800-pound bull which was billed for the Linton line. Awards for menagerie keepers, or some such title, should be bestowed on these employees.

Six-foot drifts are still common on the H&D at this writing. Spring must be around the corner, but find the corner. I'm sure that all concerned with the prevailing conditions will be grateful when things are back to normal.

M. Holle is the new second trick operator at Woonsocket, prior to C. Birkholtz bidding in the position temporarily.

Operator R. D. Cornell, now a private first class, was home recently before leaving for overseas service.

Agent D. F. Cornell, Bath, is ill at this

The Milwaukee Road Magazine



**FROM NICARAGUA.** A picture taken for the home folks shows Padre Vidal, OFM, CAP, son of Stockman Frank Banaszek, Milwaukee Shops, visiting a ward in the San Pablo Hospital, Bluefields, Nicaragua. He has been chaplain there for the past 18 months. Frequent news letters keep the Banaszeks informed of his work in the Central American mission field.

writing and convalescing at his home. G. W. Behl is the relief agent.

At the recent opening of the new J. C. Penny store in Montevideo, three young women were interested and curious window shoppers. As they stood gazing, one of the fashionable gentlemen models in the window, being of unsubstantial material to withstand their charms, fell over and his head rolled off. An engineer (name withheld) mentioned the fact to me and said he had never seen any man fall quite so hard for any lady, in particular our H&D editor of "Rails", Martha Moehring.

The Rev. E. Francis Gulbranson of St. Paul, who was on the train snowbound near Hague, N. D., late in the winter, wrote of the experience to Superintendent K. R. Schwartz: "Your crew on the Linton-Roscoe line are to be commended for their courtesy and fortitude. Although conditions were not conducive to an enjoyable experience they, by their kindness and consideration, made my stay with them pleasant. Please forward my thanks to the crew. They deserve 'golden time' for their loyalty and performance of duty." The crew which earned the commendation consisted of C. J. Willmar, R. G. Montague, E. C. Kelly, W. V. Ray and L. W. Christianson.

#### EAST END

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

The Tim Warners are enjoying the sunshine in Tucson, Ariz., with their daughter and family at this writing. Chief reason for going was to see the new grandson. Other reason: tri-state rodeo and to watch the New York Giants practice.

George Stuckey is the new operator at Milbank. Watch for startling news about May 31 regarding this former Montevidean. We hope to have a reporter on the spot for first hand information regarding change of marital status.

The Ed Martinsons are back from a trip west and south. Ed says, "Don't let anybody

tell you the sun shines every day out there. We encountered, snow, torrential rains, hard rains and steady rains. In Las Vegas they had their first hard rain in 30 years." Come the next drought in Las Vegas, they might want to have Ed come back!

Death has claimed Conductor Richard Selle who spent 17 years in the Minneapolis Veterans Hospital, a victim of World War I.

Roy "Stub" Holzer, who retired on disability about three years ago, passed away Mar. 25 at his home in Montevideo. Baggage man George Lunderson died on the same day after a long bout with arthritis.

The kind of vacation most people dream about was enjoyed by Engineer Cal Sorby and a friend recently. After purchasing a plane, Cal took off for Mexico City, and then 11 days at Acapulco where the temperature was 90 under a brilliant sun every day. The boys deep sea fished, water skied and even went deep sea diving and brought up pieces of coral.

Agent W. D. Smith has had good experience in limping since he was in an auto accident involving a group of Montevideo business men. Smitty was riding in the front seat and got the full impact from the sudden stop. Outside of a pair of very sore shins and numerous cuts and bruises, he was lucky.

### Iowa Division

#### MIDDLE—WEST—DES MOINES

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

Our sympathy to the family of brakeman Ray Johnson who passed away at Mercy Hospital in Council Bluffs Mar. 29. Death resulted from a collision on Mar. 22 in which he was severely injured. His wife, four daughters and one son survive.

Mrs. Owen Fox, wife of engineer, underwent surgery recently. She is getting along nicely at this writing.

John Heinzleman, retired engineer, has been undergoing treatment at the Kings Daughters Hospital. His condition is much improved at this writing.

W. A. Rogers, retired engineer, underwent



Tells how you can learn

#### AUTOMOTIVE

# DIESEL

## AND ALLIED MECHANICS

Quickly, **AT HOME!**  
Easily

**FAMOUS SCHOOL GIVES YOU SHOP-METHOD TRAINING AT HOME!** National Schools—one of the oldest, largest of its kind—has home-trained railroad men for years. 1000's of successful graduates all over the world.

**YOU GET TOOLS LIKE THESE! AND YOU KEEP THEM!**

You learn by doing. Lots of pictures and diagrams. Get the facts. Mail coupon today.



### NATIONAL SCHOOLS

LOS ANGELES—SINCE 1905

**Send no money! Mail today!**

National Schools, Dept. WD-42  
4000 Figueroa Street  
Los Angeles 37, California

Mail me your FREE Automotive Diesel and Allied Mechanics Book and Free Lesson today.

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_

### MOUNTAIN VIEW

## Motel & Trailer Park

### BENSON, ARIZONA

Vacation Time is Here. Why not make a reservation early and enjoy the sunny climate in the Southwest. Our cabins are air cooled, and equipped for light house-keeping with electric refrigeration. Come and enjoy our hospitality and comfort; forget your pains and nervous strains. Reasonable Rates.

HARRY AND ADA CURTIS  
OWNERS • OPERATORS

115 W. 5th St. P.O. Box 543 Benson, Ariz.

### UNION REFRIGERATOR TRANSIT LINES

4206 N. Green Bay Ave.,

Milwaukee 12, Wisconsin

**Complete  
Banking Service**

at

**13 Convenient Offices**



**FIRST WISCONSIN  
NATIONAL BANK**

of Milwaukee

Established 1853

Member Federal Deposit  
Insurance Corporation

surgery at the Veterans Hospital in Des Moines recently. He has been showing a nice improvement.

Mrs. Charles Hunt, wife of engineer, was a patient at the Kings Daughters Hospital for several weeks. She is now convalescing at home.

Mrs. George Havill has been a patient at the Kings Daughters Hospital. Mr. Havill, who has been in ill health for some time, is at the Moyer Nursing Home.

"Oley" Olson, Des Moines Division train dispatcher, who fell on the ice and broke his arm, expects to have the cast removed soon. However, it will be some time before he will be able to resume his duties.

Our sympathy to Ray Murphy, ticket clerk, whose father passed away recently. He had been making his home with Ray before his death.

**COUNCIL BLUFFS TERMINAL**

Floyd Parrack, Correspondent  
East Yard Office

Tragedy struck a blow here recently. During one of our worst blizzards of the winter a car driven by Frank Fischer, PFE, was struck by a Burlington mail train and completely demolished. Passengers in the car were Conductor Shore, brakeman Ray Johnson and Special Agent Claussen. Shore and Fischer received minor cuts and bruises and Claussen received a broken leg. We are sorry to report that Ray Johnson died of injuries and we wish to express our sympathy to Mrs.

**LOCOMOTIVE:**

**FEED WATER HEATERS**  
(The Locomotive Water Conditioner)  
**BLOW-OFF EQUIPMENT**  
**COMPRESSED AIR**  
**RADIATION**

(ALL-Cast Directional Finned  
Aluminum Elements)  
For  
Interstage or Final Cooling

**UNIT HEATERS**

**WILSON ENGINEERING  
CORPORATION**

122 So. Michigan Ave., Chicago

**OPERATING 161  
MOTOR TRUCKS  
TRACTORS AND  
TRAILERS**

**RECEIVING  
and  
FORWARDING  
POOL CAR  
DISTRIBUTORS**

ESTABLISHED 1880

**P. D. Carroll Trucking Co.**  
CHICAGO, ILLINOIS

Johnson and family.

Orbie Kenninger is still resting comfortably in the hospital, due to injuries received in a fall recently. I know he would like to hear from all of us.

Yardmaster E. L. Hannun's vacation was cut short, due to the death of his brother, R. Hannun. Earl and Mrs. Hannun were visiting their daughter in Georgia when word was received of his brother's death.

Switchman Ed O'Brien is the proud father of a beautiful baby girl. Clerk Sid O'Brien is the grandfather.

Clerk Charles Gue is back to normal after surviving the birth of John Patrick. That makes two boys and three girls for the Gues.

We are sorry to report the death of Ernie Geissler's father recently, after an illness of about two years. He was one of the oldest railroad men in Council Bluffs, with some 40 odd years of service as a carman for the Burlington. He was 82 at the time of his death.

A second lieutenant's commission has been granted Le Roy Lake in the Iowa National Guard. He is the son of Air Brakeman Max Lake.

Carman Emile Christensen has recovered completely from his recent operation.

It's wonderful to be able to live a full life, then retire and still keep active, like Mr. and Mrs. Hollingsworth, parents of Switchman Merl Hollingsworth. The Hollingsworths observed their 63rd wedding anniversary with a family gathering at their home recently. A resident of Council Bluffs since 1903, Mr. Hollingsworth worked for the Milwaukee for 40 years. He retired in 1931, and is now 91. Mrs. Hollingsworth, 82, has a hobby to make life interesting. Some six years ago the Hollingsworths started collecting salt and pepper shakers. They now have 614 pairs of all shapes, styles and sizes. We wish to extend our congratulations to two wonderful people who have not forgotten how to enjoy 63 years of married life. May they have many more.

Dean Moen, former yard clerk at the east end, is now stationed at Camp Sill, Okla. He would like to hear from the fellows at the terminal, so let's all drop him a card or letter.

**EAST END**

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

Operator Edward M. Mullahey died at his home in Marion on Feb. 28, following a two-month illness. Marion had been his home since he was two years old and he began his railroad service at the age of 13, working as a call boy. For the past 15 years he was chief operator in the Marion office. His wife, two sons and four daughters survive him. Burial was in Sugar Creek, Ia. Corp. Michael Mullahey, who was called home from Germany early this year because of his father's illness, returned to Fort Sheridan, Ill., Mar. 9.

On Mar. 8 Otto A. Benech of Marion, retired mechanical department employe, died in a Cedar Rapids hospital following a short illness. He was employed as a blacksmith and had worked for the Road for 40 years before his retirement several years ago. Three sons and four daughters survive him—one son. Oscar, is a chief machinist's mate located at Norfolk, Va. Burial was in Dubuque.

L. E. Howell, retired locomotive engineer, died Mar. 17 while vacationing with his wife



**HE GLIDES THROUGH THE AIR.** Yard Clerk Dean Moen, on leave from the Council Bluffs terminal, is now a full fledged glider pilot in the Army Air Force with the rank of warrant officer. This picture was taken during recent maneuvers at Fort Drum, N. Y. Dean is the son of Passenger Car Inspector Arthur Moen.

at Riverside, Calif., as a guest of his brother Austin. He entered the service of the Road in 1909 as a fireman, was promoted to engineer in 1913 and had retired last Dec. 26. He was returned to Marion for burial.

J. P. Whalen, retired roadmaster, who had been confined to a Cedar Rapids hospital for several months, died Mar. 20. He was the brother of General Manager W. J. Whalen of Chicago. Three sisters also survive; Mrs. P. J. Reichor of Des Moines, Mrs. Henry Fitzpatrick of Madison, Wis., and Mrs. Carl Hurm, Lansing, Ia. Burial was in Lansing. Mr. Whalen had been roadmaster with headquarters at Marion for the past six years and performed his last service on Feb. 28, 1950.

W. S. Starbuck, retired switchman, underwent eye surgery at St. Luke's Hospital in Cedar Rapids Mar. 19. He was 92 in February.

Elmer Rosenbeck has been appointed section foreman at Defiance, the position being vacant because of the death of Charles Theulan on Feb. 8.

Due to the death of Charles Morrow, the position of foreman at Hawkeye was permanently assigned to Arnold T. Bryson who

had held it since the leave of absence granted Foreman Morrow because of ill health about a year ago.

Mrs. James A. Neff spent several weeks in February in Berwyn, Ill., because of the illness of her brother, Claire Neff.

Mrs. W. E. Smith, wife of locomotive engineer, entered St. Luke's Hospital in Cedar Rapids on Feb. 29 for eye treatment, expecting to be hospitalized for about a month. Her daughter, Mrs. Kenneth Rains of Vancouver, Wash., will be at home visiting with her parents. Mr. Smith has been off duty for several months because of a heart ailment.

Mrs. J. F. Maresh, wife of caterpillar tractor operator, has returned to her home in Cedar Rapids from the Veterans Hospital in Des Moines where she was confined for six weeks. She served as a WAC in World War II.

Carol Ann Gorman, 15, daughter of Train Dispatcher N. J. Gorman, won a key of achievement in art and an honorable mention for other work in regional scholastic art awards presented in Des Moines on Mar. 1. Two hundred students participated, representing schools throughout Iowa. Carol Ann is a student at Mt. Mercy Academy, Cedar Rapids.

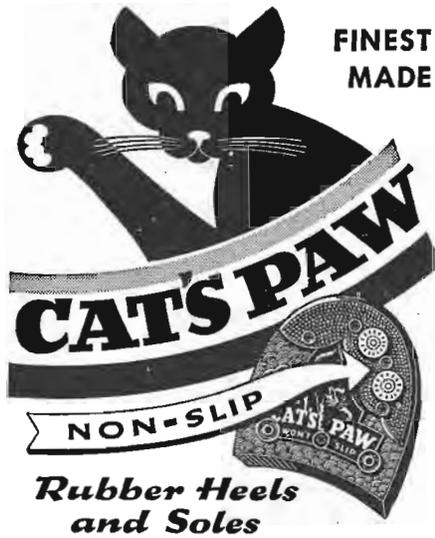
Willis Jordan, retired dispatcher, and wife are spending some time in Denver as guests of an aunt of Mrs. Jordan.

Division Engineer R. W. Whitford has a new grand-daughter, Constance Marie, born Mar. 11 to Mr. and Mrs. Ralph Whitford Jr. of Marshalltown, Ia.

On Mar. 13 a daughter, Barbara Mildred, was born to Mr. and Mrs. Harold Hanson at St. Luke's Hospital, Cedar Rapids. Harold is a lineman with headquarters at Marion.

Two employes in the Marion engineering office recently celebrated their 30th wedding anniversary—L. R. Boetcher on Mar. 1 and S. C. Thomas on Mar. 21.

Charles W. Field, operator-clerk in the Marion office, retired Mar. 1. He started railroading with the Chicago, Peoria and St. Louis, now the CI&M, in 1904 and transferred to the Milwaukee in 1937. He worked in the Atkins yard at Cedar Rapids before he came to Marion where he was stationed for over 14 years. The employes of the Marion office building presented him with a gift of cash, which he plans to invest in his favorite hobby, radio. He and Mrs. Field are vacationing in Texas, Mexico, Colorado and California. They plan to move later to Kil-



## Time Is Our Business

CHAS. H. BERN

Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN

29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH

332 W. Wisconsin Ave.  
Milwaukee, Wis.

Official Watch Inspectors  
for

The **MILWAUKEE ROAD**

Specialists in railroad watches, fine jewelry and personal gift items.

*Always at Your Service*



# SOLID FUELS OF REAL MERIT

**REPUBLIC COAL & COKE CO.**

General Offices: 8 S. Michigan Avenue, Chicago 3

Branch Offices:

St. Louis, Minneapolis, Indianapolis, Peoria, Detroit, Milwaukee, Cleveland, New York, Cincinnati, Kansas City,

**Grain Doors  
Railroad Cross Ties  
Hardwood Lumber  
Timbers**

**Webster Lumber Company**

2522 Como Ave., West  
St. Paul, Minn.

**Lee** UNION MADE  
**OVERALLS**  
and Overall Jackets



for longest  
wear on  
any job...

buy **Lee**

SANFORIZED  
TAILORED SIZES

**Satisfaction Guaranteed or  
your money back.**

**THE H. D. LEE CO., INC.**

Kansas City, Mo. • South Bend, Ind.  
Minneapolis, Minn. • Trenton, N. J.  
San Francisco, Calif. • Boaz, Ala.



**WORLD'S LARGEST MANUFACTURER  
OF UNION-MADE WORK CLOTHES**

bourne, Ill., their home town, where they own several acres of ground which they will cultivate. They will occupy a trailer home. Lyle Rodman, operator at Green Island who has been with the Road since 1949, has been assigned to the position vacated by Field.

John Schnell, assistant division engineer at Miles City, was called to Iowa City in February because of the death of his father. At one time he was a member of the Marion engineering department.

George Barnoske, chief clerk to Superintendent Beerman, has been confined to St. Luke's Hospital.

## I & S M Division

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

J. J. Ashenbrucker, former lineman on I&SM west end, passed away at his home in Sun Prairie, Wis., Mar. 3. He had been ill for several years. He is survived by his wife, Anna, two daughters and one son.

Engineer Frank Deily has returned to service after spending two months in California.

Fireman Herbert Berg and brakeman Joe Simmons have traded the iron rail for the concrete sidewalk by placing at the top of the civil service examinations and being assigned to the Austin police force.

Sympathy is extended to B&B Carpenter Harris Glynn whose mother passed away Mar. 24.

We also extend sympathy to the family of H. B. Corkill, First District conductor, who passed away at St. Olaf Hospital, Austin, Mar. 12. He had been in ill health following a lung operation last fall.

Mrs. Elizabeth Gannon, 78, died Mar. 1 at her home in Minneapolis. A former resident of Farmington, Mrs. Gannon was the mother of Engineer Howard P. Gannon, Austin.

Reinhart Nilson, section laborer, Lake Preston, S.D., died suddenly Feb. 7. He was 57.

### To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.  
THREE FORKS, MONT.

About 20 friends and former co-workers of William R. "Bill" Smith, retired conductor, held a surprise party for him at the Austin Bowl Mar. 31 to celebrate his 73rd birthday. Relatives and friends gathered at the residence on Mar. 30 in honor of the golden wedding anniversary of Mr. and Mrs. Smith.

The Madison, S.D., chapter of the Women's Club met at the home of Mrs. Ben Long on Mar. 11. Eighteen members were present. Mrs. A. P. Vogel presided at the business meeting and Mrs. Earl Allen was in charge of the social hour.

Machinist Mike Perry, Madison roundhouse, met with an accident Feb. 20 and was hospitalized several days.

Mrs. George McKinney, visiting with her daughter at Yankton, S. D., went through the Sacred Heart Clinic. She brought back encouraging reports about her health.

Mrs. Maude Gregerson left Madison Mar. 12 for Dallas, Tex., to visit her son George.

Mrs. Thea Westby, mother of Conductor Lars Westby, celebrated her 93rd birthday recently. Mrs. Westby makes her home at Community Hospital where several friends gathered to help her celebrate.

William Clarke, former section foreman at Fedora, S. D., retired recently after more than 40 years of service. He is enjoying his "extended vacation."

Mr. and Mrs. Leonard Barry and family have located a home in Madison, S. D., where Mr. Barry was recently appointed equipment maintainer.

## Coast Division

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



A. Nicholson

A bunch of the boys from Tacoma shops whooped it up recently at the Model Grill in Tacoma at a party in honor of Electrician Andy Nicholson who retired. Everyone who knew Andy was his friend and he will be missed at the shops. He was born in Scotland where he learned his trade, and during World War I was a captain in the Royal Engineers. After that he was a foreman for the Parson Turbine Company in London. His first job in the United States was for the Anaconda Copper Mining Co. at Great Falls, Mont. He came

# MARSH & McLENNAN

INCORPORATED  
INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

Chicago  
Detroit  
St. Louis  
Indianapolis

New York  
Boston  
Washington  
Pittsburgh

San Francisco  
Los Angeles  
Seattle  
Portland

Minneapolis  
St. Paul  
Duluth  
Phoenix

Cleveland  
Columbus  
Buffalo  
Havana

London  
Vancouver  
Montreal  
Toronto

to the Milwaukee at Tacoma in 1925. In the future part of his time will be spent in finishing his new home.

In the January issue of the Magazine we reported erroneously that Yard Conductor M. W. McClary had passed away. We find now that he is very much alive and in the pink of shape and what we should have reported was that he had retired after being in service as yard conductor at Tacoma since 1916. He retired last Sept. 15. We also found out that Mr. McClary has been elected to represent the Afifi Temple of the Shriners at the Imperial Council session in Miami in June. We wish at this time to extend to him our very best wishes for his retirement.

Jimmy Kohr of the engineering department now has one of those pocket size English cars known as the Hillman Minx. Jimmy fits in the pint-size limousine OK, but when Larry Wean gets poured in he needs a couple of holes in the roof to see the outside world.

Apr. 5 was the date for the wedding of Miss Irene Fearn, daughter of Hazel Cardle, clerk in the roadmaster's office. She was married to Ernest Hopp, who is connected with the State Agricultural Extension Service.

#### SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

Mrs. Lillian Wirth stopped to see her old friends at the local freight recently. She was an LCL rate clerk prior to 1950 when she and her husband moved to Wisconsin where they have since operated a summer resort. They recently disposed of their property there and are planning now to make their home in California.

Chief Car Clerk Mary Webb who fractured an ankle recently was able to return to work Mar. 3.

In a lovely wedding at Our Savior's Lutheran Church in Bremerton on Feb. 29 Barbara Jean Olberg became the bride of Raymond Hervin, son of Assistant Superintendent A. W. Hervin. After the ceremony a reception for about 250 was held at the country home of the bride's parents near Allyn, Wash. The young couple plan to make their home at Richland, Wash., where Mr. Hervin is employed as a chemist.

Bert and Genevieve Roberts of the freight office vacationed in Arizona and California in March.

Robert Rowe, who has been employed at the freight office since last fall, resigned Feb. 15.

Harry Anderson, E&I clerk, returned to work Mar. 3 after a sojourn in Providence Hospital following an operation.

Friends of Mae Zamper, a former employe of the local freight, will be pleased to hear that an operation she underwent in Seattle in March was successful and she hopes to regain her health fully in the next few months. Mae has been ill for the past three years and is living with her parents in San Pedro, Calif.

#### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

We regret to report that Millie J. Anderson died at a hospital in Tacoma Mar. 2. Miss Anderson had been on leave from the freight office since Dec. 11. She was a veteran employe and will be missed. A cash gift was turned over to the Lutheran Home and Hos-

pital Foundation of Puyallup in her name, as a memorial—Miss Anderson had contributed to the furnishing of a beautiful room at the foundation. Hazel Gottlieb, who was filling her position temporarily, has been permanently assigned to abstract and payroll clerk. She was formerly on the expense desk.

We are pleased to report that Conductor T.

three have each contributed blood within the last three months. Another frequent donor is Bruce Andreasen, an employe of the Lundgren Dealers Supply who lease space in our warehouse. Mr. Andreasen is a good friend of Bob.

There will be no meddling with the clocks in Tacoma or vicinity this summer. While the

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



**Right for Railroads**  
**... in Performance**  
**and in Cost**

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



standby time keeps them idle 21 hours a day.

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

(Advertisement)

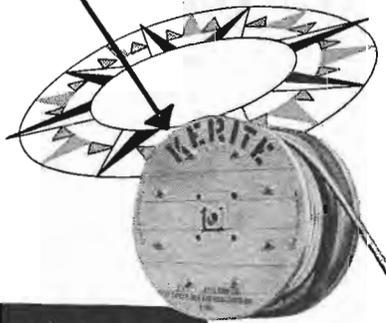
C. Harvey's wife who recently underwent a serious operation is doing well.

Young men in the freight office who are to be commended for helping our fighting men are John Lucchesi, outbound revising clerk who is a Coast Guard veteran; R. D. La Hatt, bill clerk, a member of the Naval Reserve; and Frank Bushy, expense clerk, a veteran of much overseas duty in World War II. These

subject of daylight saving time has been the basis of argument both for and against, Tacoma turned thumbs down at the polls recently.

At this writing, Tacoma, Puyallup and Sumner are busy preparing for the Daffodil Festival to be staged Apr. 5. Probably no other city puts on a show comparable in beauty and public appeal to that sponsored

**around the clock—  
all over the  
compass**



**KERITE**

**guards the  
right-of-way  
in vital  
signal service**

**CREOSOTED  
MATERIALS**

*and*

**COAL TAR  
PRODUCTS**

**Republic Creosoting Co.  
Minneapolis**

by Tacoma and the Valley Cities. The festival has been gaining national recognition throughout the years, and now with the spread of television it will get even better coverage.

Spring vacation has lured Raymond Haskins, ACYC, and wife on a month's trip, dividing their time between Milwaukee, Wis., and Arizona. Also on spring vacation is Carl Ziemer, depot ticket clerk, and wife, visiting Salt Lake and California.

Baggagemen T. E. Norwood and Lysle Smith are seen these days digging and planting around the baggageroom. Looks like the passenger station will be supplied with flowers this summer. The freight house will also undergo a face lifting. Several of the employes have choice flowers and seeds they want to plant.

**SEATTLE YARD**

F. J. Kratschmer, Correspondent

Smokes were passed around recently by L. H. Stewart, roundhouse electrician, to celebrate the arrival of Lester Harry, his first child.

Otto N. Olson, former sergeant in the U. S. Marines, has taken a switching job in Seattle yard. He was with the Marines about 18 months, most of the time overseas and in Korea. He returned to the States about two months ago.

Dave Ellis, formerly of the B&B department who has been helping on the car repair tracks, flew to Fairbanks, Alaska, Mar. 19 where he had a job waiting for him. He intends to go prospecting during the summer and relieve Alaska of a little of her wealth.

Carman Emery Dutrow who underwent an operation in February and is now convalescing took off with his wife Mar. 17 for Harrisburg, Pa. They will also go to Hagerstown, Md., for a visit with relatives. Emery expected to return to work Apr. 1.

Carman (Farmer) Hayden Weber wishes to announce that he has a brand new baby goat in his stock. Also that he has finished his spring plowing and planted some crops.

The pile driver from Tacoma was in Seat-

tle during March, driving piling to strengthen the roundhouse turntable, and the old roundhouse cinder pit is no more. It was taken up with the steam shovel and tracks relayed to the turntable. An extra gang under Foreman Fortney is working in the yard at this writing, changing out rail.

Yardmaster Ray R. Pence of the night shift finally decided to get rid of the old Dodge and is now traveling around in a brand new De Soto.

**La Crosse & River  
Division**

**SECOND DISTRICT**

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

W. J. Cycmanick, traveling passenger agent, suffered a heart seizure Mar. 10 and died the next morning. Funeral services were held in St. Joseph's Cathedral, La Crosse, with His Excellency, the Most Rev. J. P. Treacy, bishop of La Crosse, officiating. The details of Mr. Cycmanick's Milwaukee Road service will be found elsewhere in the Magazine.

Yardmaster Art Colgan, La Crosse, is a proud father again—it's a boy born Mar. 3.

William Marshall, 69, retired machinist formerly of La Crosse, died Mar. 16 at the home of his daughter at Kelso, Wash. He is survived by four sons, four daughters, one brother, one sister and four grandchildren. Burial was at La Crosse.

**FIRST DISTRICT**

K. D. Smith, Correspondent  
Operator, Portage

About every day now we see vacationists returning from Florida to the still cold north, in spite of the geese and robins sure harbingers of spring. Among them we notice Harry Weber, recently retired Portage freight house employe, and wife. Harry must have slept in the sun judging by his coat of tan. And Ben Gothompson and wife have returned to their home at Wyocena after two months of vacation in Florida; also F. P. Miller, retired master mechanic, and wife, and John Robertshaw, retired engineer, and wife. It's nice to escape the snowballs, but Wisconsin still looks good they all say.

Engineer George Rumpf is visiting his son in Charlotte, N. C. R. C. Curtis and Ed Fenner, retired conductors, are still soaking up the Florida sunshine.

At this writing Ivan Little expects to have his new Pontiac, complete with all the new gadgets, including a deepfreeze compartment for carrying game such as fish, and especially coons, of which we are informed he is very fond.

We are sorry to report the death of Julius Lawrenz, 79, retired conductor, Mar. 16 at Portage following a brief illness. Burial was at Portage with Masonic services. Surviving are his wife, one sister, a grand-daughter, and a grandson. Julius was a veteran employe of our road. His hobbies were fishing, at which he was an expert, and carpenter work. We will miss him on the bridge this summer when the pike start biting.

Mrs. James H. Taylor, 80, wife of deceased engineer, passed away at her home Mar. 11 due to a heart seizure. Burial was in Portage.

**THE IMPROVED  
PYRAMIDAL STRENGTH  
FAIR**

**LONG LIFE**

**THE P. & M. CO.**

**CHICAGO** **NEW YORK**

Surviving are five sons, Conductors Harry, Jesse, William, James and Russell, all of Portage, one sister, nine grandchildren and five great-grandchildren. Mrs. Taylor was a lifelong member of St. John's Lutheran Church; also a member of the G.I.A. She was very proud of her family of five boys and their families, and was always handy to make lunches and serve as callboy when they were called out on their runs.

Do you ever notice the engineers nowadays, how lost they are without that oilcan and wrench around the diesels?

As reported in the Milwaukee Terminal news, Robert J. Armstrong, telegrapher, passed away in Milwaukee Mar. 15. A veteran of nearly 50 years of service, he was a friend of the entire personnel on our division. He was also a first class telegrapher. We will all miss his "RA" on the wire and his "Good morning, kind sir."

### THIRD DISTRICT

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

Machinist Bill Farrell and Mrs. Farrell are the proud and happy grandparents of a new baby boy.

Announcement has been made of the engagement of Miss Marjory Young to Fireman Norman Krueger. Miss Young is an instructor in the biology department of the Wausau Senior High School.

At a banquet held in St. Mary's school hall at Wausau on Mar. 4 for 120 Cub Scouts and their parents, Jimmie Conklin, son of Machinist Charles Conklin, was presented with an award. Mrs. Conklin, who is one of the den mothers, has been very active in Scout work.

Recently promoted to conductors on the district are L. V. Carpenter, W. B. Clark, N. R. Davis, C. W. Dolloff, Frank Wisniewski and R. D. Myszka.

The recreation room of Al Kasten's home was recently the scene of an enjoyable get-together supper for retired employes, including Al Kasten, Max Voeltzke, Fred Schmidt, J. Vesloske, Frank Hanousek, E. Morin and their wives. Cards were played and there was accordion music during the afternoon and evening for dancing.

Agent John Singer has sold his home at Merrill and will move to Mosinee, where he has secured the permanent position as agent.

The marriage of Jeff Walden and Miss Marie Duffy of Mauston on Dec. 14 was recently announced. Mr. and Mrs. Walden, accompanied by Mr. Walden's daughter Sue, have returned from a trip to Seattle, Vancouver and Canada.

## Twin City Terminals

### MINNEAPOLIS PASSENGER STATION

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

Stuart W. Rider, Jr., assistant solicitor at Minneapolis, has been named one of seven winners in a contest sponsored by the New York Railroad Club, receiving a \$100 check for his efforts. In a 7,500-word paper he analyzed the relationship of competing forms of transportation. "Government and state control on railroad rates," he said, "renders unattainable a fair rate of return and constitutes a very serious threat to the welfare of the United States."

Two days before the start of our 16-inch



**FINISHES ROAD SERVICE.** Harvey O. Pitts, Olympian Hiawatha engineer, shakes hands with Superintendent L. W. Palmquist, La Crosse & River Division, as he starts his last run Feb. 28. He completed almost 46 years of service, 42 as an engineer, and had been on the Olympian Hiawatha since 1946. For the past several years he had made his home in Minneapolis, but plans to move to Concord, Calif. (La Crosse Tribune photo.)

snow storm of Mar. 21-23 my wife spotted a robin in the backyard. We haven't seen anything of him since and are wondering if he got discouraged and headed back south. For a while there I wouldn't have blamed him if he had.

For the latest information on the application of three-cornered pants, see Hank Budnick in the superintendent's office. Hank reports the birth of his second child, Joseph Henry, on Mar. 8.

### ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent  
c/o General Agent

Our office force is nearly complete again. Our new chief clerk, Alan Brodin, is busy learning the "tricks of the trade." Alan was formerly chief rate clerk in Minneapolis, in the office of our general northwestern freight agent.

Our only missing member, Livestock Agent Frank Arndt, is still unable to return to work because of illness. Fortunately, he is able to do his recuperating at home. A month's session in a hospital is no pleasure.

If a button pops you in the eye, it's probably off the coat of a St. Paul member of our railroad, and it's because we subscribed to well over our quota for the American Red Cross campaign this year. We are the top railroad for contributions in the city. Mr. Quinlan is keyman for the campaign among St. Paul employes, and he had the utmost cooperation from each department.

Does anyone in St. Paul know of a four-bedroom house looking for an owner? We have a general agent who has been worn down to a mere shadow trying to find a home for his wife and family. It would seem simple to find a comfortable home at a reasonable price, but after nearly two months of searching Mr. Quinlan is about to pitch a tent somewhere and forget a house. If you know of any house that has four—or even three—bedrooms, a roof and a floor and a few fixtures here 'n' there, and one that a good wind won't knock down, please call Mr. Quinlan.

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

We welcome back Harry Nee, claim clerk, who has been on a leave of absence for the past six months after an operation.

Bob Keenan, rate clerk in the local freight, has been transferred to Terre Haute, Ind., where he is now chief clerk to C. P. Cassidy, DF&PA.

A welcome to George Hanson, new to the Minneapolis traffic department but not to the Milwaukee, having worked at Albert Lea since 1950.

Mrs. Miller had an early vacation, taking in California and Arizona sunshine. Pretty nice, huh?

Here's best wishes for a speedy recovery to both George Baker and Carl Matzoll.

The male members of the office finally have Doug Workman moved into his new apartment. Now for the steak dinner!

### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

Joe Johanson, expense clerk, is leaving the freight office to take a position as yard clerk at the new yards at St. Paul.

Ed Hansen, window cashier, retired early in April. He has more than 33 years of service.

Gladys Murphy Sheehan is undergoing treatment at Miller Hospital at this writing.

My son, Capt. Dudley Rothmund, reported they had an air raid warning the other morning at three that unidentified planes were coming into Seoul at 85 miles per hour. The unidentified planes were a flock of snow geese.

When all this snow up around these parts melts, the Mississippi River will have its banks full.

We understand that Dick Kulisheck, son of Joe Kulisheck, claim clerk, is a candidate for the J. T. Gillick scholarship. Dick is a bright boy and we all wish him success.

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

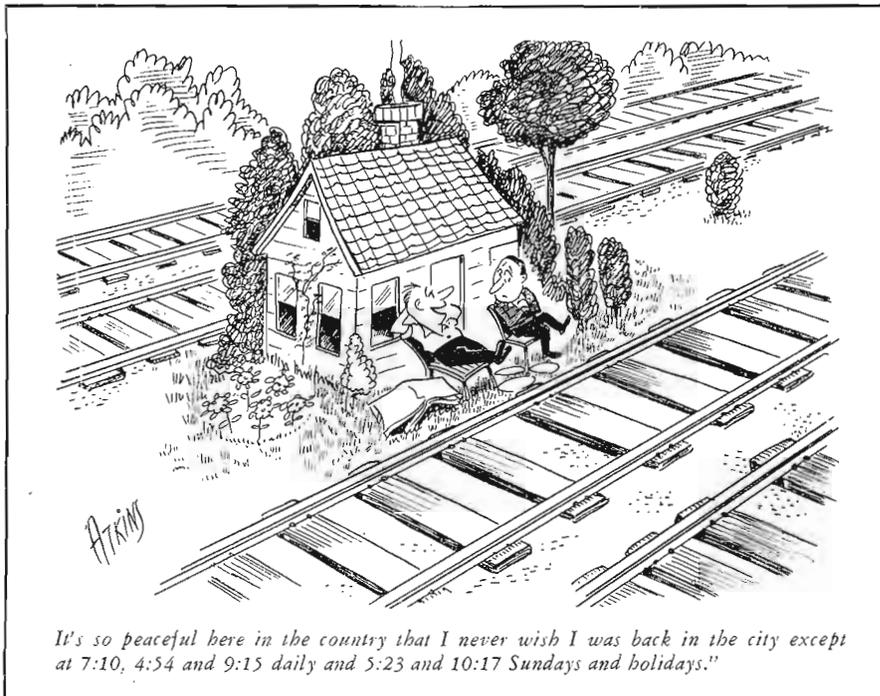
Lieutenant of Police George Beguhl recently underwent surgery at Bethesda Hospital, St. Paul, and is back on the job, feeling better. Police Officer O'Neil, who relieved Mr. Beguhl, traveled to Los Angeles to visit his mother and sister.

George Ward, former store department clerk, is spending the winter in Tucson, Ariz. Store Department Employes George Jukich and A. W. Olson recently underwent surgery at Northwestern Hospital, Minneapolis, and are gaining nicely.

Carman Helper Walter Pearson and the Mrs. are rejoicing over the arrival of a son Mar. 16. Carman Frank Barzdis and wife are happy over the arrival of a baby girl! at their home.

Carman Helper Martin Pfeifer, who has been ill since last October, passed away Mar. 23 at Our Lady of Good Counsel Home, St. Paul.

A welcome is extended to Assistant Foreman O. E. Nelson, transferred from the St. Paul repair track to night foreman in the



*It's so peaceful here in the country that I never wish I was back in the city except at 7:10, 4:54 and 9:15 daily and 5:23 and 10:17 Sundays and holidays."*

schedule car shop. Equipment Maintainer J. J. Breen of Red Wing will be assistant foreman at St. Paul repair track and J. J. Masink will replace Mr. Breen at Red Wing.

From the Service News Roundup, the following item was clipped: "Pfc. Theodore J. Leonard, 2207 16th Ave. So. (Minneapolis), was awarded the Bronze Star for heroism in action in Korea." Ted is a former Minneapolis coach yard carman.

J. C. Weatherall, retired chief inspector, enjoyed a six-week visit with relatives in Los Angeles and with his son, Maj. Richard T. Weatherall, at San Antonio, Tex.

#### TWIN CITY ENCINEMEN, YARDMEN AND ROADMEN

Donald E. Kurtz, Correspondent  
c/o South Minneapolis Roundhouse

George Ferrier, River Division brakeman, celebrated the birth of his first child, a daughter, by buying a brand new car.

Mrs. Roy Dodge, wife of River Division brakeman, is recovering at her home after being seriously injured and hospitalized for several weeks due to an automobile accident.

The young son of Arthur Rickard, River Division brakeman, is well on the road to recovery after suffering a broken ankle caused by a skiing accident.

Harry Magnason, River Division brakeman, is sporting a new car these days and plans on a trip west this summer to break it in.

Minneapolis Yard Switchman Marvin Brown died suddenly Feb. 28, age 51. He had approximately 29 years of service switching in the yard.

Minneapolis Trainmaster R. H. Bourgerie was presented with a new son recently. This makes four boys for the Bourgeries.

Minneapolis General Yardmaster Tim Hogan sold his home and is now busy moving into an apartment.

Joe Bloyer, River Division fireman, reports his oldest son is in service, and that he is also the proud father of another child.

## Terre Haute Division

### TERRE HAUTE DISTRICT

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

Sympathy is extended to the family of Ralph B. Cazee, yardmaster at Bedford, who passed away Mar. 1.

Our congratulations to Mr. and Mrs. Paul Scott who were presented with a baby girl, Barbara Susan, on Mar. 9. Mrs. Scott is the daughter of Superintendent A. J. Farnham and was formerly employed in the Rea Building offices. Mr. Scott is in military service.

Our congratulations to Dick Meek of our traffic department who was appointed city freight agent at San Francisco Mar. 10. He is being replaced by Bob Keenan who was transferred from Minneapolis.

Harley H. Longcor, our agent at Joliet for several years, has taken a leave of absence and gone to Arizona for his health. He is being replaced by Miss T. M. Frank who comes to us from the D&I Division.

Mrs. Charles E. Garrigus, who spent the winter in California, and C. C. Craig, retired conductor, who spent the winter in Mexico, expect to return home in April.

While our No. 82 was passing Cheneyville on Mar. 25, Car Inspector Keith Prickett discovered a sand board loose from trucks on one of the cars. He flagged the train and the car was set out at Coalton. His alertness may have saved a derailment or an injury.

Aaron E. Wright, chief clerk to the division storekeeper at Terre Haute, died Mar. 22. He had been hospitalized only a few days. Survivors include his wife, a sister and several married stepchildren. Mr. Wright had been with the Southeastern and the Milwaukee for about 35 years and chief clerk at Terre Haute for 25 years. He was well known in Terre Haute for his work with the Central Christian Church.

### WEST CLINTON AREA

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

Roundhouse Caller Leverett "Ham" Hamrick returned to work Mar. 26 after being in the Clinton hospital for surgery.

Frank "Happy" Huneger, crane operator of Milbank, S. D., was working on this division in March.

Betty Hartsook is the new extra caller at the roundhouse.

Carman Frank Hunicutt is in the Paris, Ill., hospital for surgery at this writing.

Brakeman O. A. Young is ill at this writing.

Conductor and Mrs. M. L. Hewitt returned Mar. 23 from a visit to Florida. They brought back some really big fish.

Conductor Ocie Hadden "deserted" the north pool and is now on the West Clinton—Lara turn.

Carman Paul Botner has purchased a new Studebaker.

A card from C. C. Craig, retired conductor, from Laredo, Tex., says he is headed north.

New TV fans are Brakemen D. M. Ammerman and C. L. "Doc" Jones, and Yard Clerks Ray Williams and W. Hewitt.

Brakeman Charles Corado is the owner of a new Ford.

Brakeman Loren Dagley came home in March from a trip to Florida. He brought back a trained monkey. "Bud" is on a leave of absence and hopes to entertain the kiddies—and adults—at his lunch room at the Clinton bus station. It will be a lot of fun, folks.

Max Hopkins, son of Carman Harry Hopkins, was home on a month's furlough in March. He is a brother of Brakeman George Hopkins.

The "fishermen" are still bringing in the big ones. Harry Ferguson, retired conductor, recently caught a big 16-inch sucker in Brouillett's Creek.

William Southard, retired conductor, is looking and feeling good after a bad winter. He still lives in Clinton.

Homer McMillan, retired carpenter, is looking good after an operation in the Paris hospital.

Clifford McBride, retired conductor, stopped at the yard office for a visit with old "rails" recently.

### Answers to "What Do You Know?"

1. The Tom Thumb.
2. A railroader who never remained long with one road.
3. Usually two days.
4. All three.
5. About 3½ per cent—3.54 per cent to be exact.
6. Approximately 1,500.
7. Inside length.
8. Brakemen and firemen.
9. Passenger traffic manager.
10. Twenty-eight hours. However, upon the written request of the owner, the time may be extended to 36 hours.



**STAR OF TOMORROW?** She's only 9, but Mary Therese, the photogenic daughter of Marge M. Marriott, a steno-clerk in the engineering department in Chicago, has already made a successful television debut. By audience acclaim she was recently awarded a prize for her singing on the Morris B. Sachs program, the popular talent tryout for Chicago area amateurs.



**DEER ME!** It's a joke, son, a little stunt thought up by La Crosse & River Division Engineer Russ Pike to make things easy for the hunting man. "After you shoot 'em, ride them out of the woods," he says.



**CALIFORNIA-HAWKEYE PICNIC.** A group of Milwaukee Road men who attended the Iowa picnic at Palm Beach, Calif., Feb. 26. From left: A. R. Lowrie, retired conductor; Mr. Carter, former car checker; W. B. Anderson and R. C. Reed, retired conductors; O. Lynberg, retired engineer; Engineer H. Mahnke; Guy Raff, retired switchman; Engineer E. A. Weiland.

**INDIAN CHIEFS.** In-the-news figures of the victorious Marion, Ia., prep basketball season. From left: Coach Hipple, Hugh Leffingwell, Bill Lundquist, J. F. Swartzendruber, assistant superintendent of the Marion High School, Bob Christensen, Jerry Peck and Superintendent of Schools C. B. Vernon. Lundquist is the son of Assistant Engineer O. W. Lundquist and Christensen is the son of J. C. Christensen, express agent. The Marion "Indians" reached the "Sweet Sixteen" quarter finals of the Iowa State tournament and also captured the coveted WaMac Conference championship. (Cedar Rapids Gazette photo.)



**A WEARIN' O' THE GREEN.** No fuss or feathers, just a simple hat-full of the long green was his fellow employees' goodwill gift to John R. Clarke, traveling accountant of the auditor of expenditure's force, as he retired in Chicago Apr. 1. Mr. Clarke had 41 years of railroad service, 33 with the Milwaukee. He had been division accountant, traveling accountant on Lines West and district accountant at Tacoma when in 1940 he transferred to Chicago to assist with the organization of the centralized accounting force. Shown with him here are H. C. Johnson, auditor of expenditure (left), and R. P. Kauppi, assistant auditor of expenditure.



**THE MILWAUKEE ROAD MAGAZINE**

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.

516 West Jackson Blvd.

Chicago (6), Illinois

**EAGLE'S NEST.** A westbound freight disappears into Eagle Nest Tunnel in Montana Canyon.

