

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



AUGUST 1952

AUGUST 1952

# 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
The Importance of Trying By President J. P. Kiley-----	2
He Named the Super Domes-----	3
Scholarship Winner Announced ---	4
Portage Celebrates Its Centennial -	5
Water for the Columbia Basin ----	6
We're All Public Relations Representatives -----	8
Yard Office Plus -----	9
Milwaukee Road Stars in Essay Contest -----	10
How Are We Doing? -----	11
The Cover -----	11
Examples of Unfair Regulation ---	12
A Lesson in Good Government ---	13
Green Thumb Specialist -----	14
G. A. Wetherell -----	14
Appointments -----	15
Madison Club Makes Good Will Tour -----	16
A. C. Harris Retires at Tomah Shops -----	17
What Do You Know -----	18
Home Department -----	19
Retirements -----	21
Toastmasters at Work -----	22
About People of the Railroad ----	23

## The Importance of Trying

LAST MONTH a man who has worked for several years at one of our larger stations wrote me, offering suggestions for mending the "hole in our pocket" described on this page in the June issue of the Magazine. His estimate of possible savings which might be realized at his station alone through changes in methods amounted to many thousands of dollars in the course of a year.

We haven't yet had an opportunity to test the value of his suggestions, and it may be that what he has in mind cannot be worked out, but that fact, in itself, is beside the point.

*The important thing is that someone tried.* He extended his efforts beyond the job at hand and made a sincere effort to do something constructive for his railroad.

Not every idea is a good one, and few of us are experts, but if we can learn to *think together* as we approach our common task, the Milwaukee will be a better railroad.

I take off my hat to the fellow who tries.

*J. P. Kiley*





B. H. Perlick (left), winner of "Name the Cars" contest, and H. Sengstacken, passenger traffic manager, look over the manufacturer's drawings and folder containing samples of materials to be used in the Super Dome car interiors. Mr. Sengstacken points to the name on the side of the car. The length of the car is foreshortened by the angle at which it is pictured.

## He Named the Super Domes

B. H. PERLICK, head of the tie bureau in Chicago, who never entered a contest before in his life, confesses to a feeling of pride when he thinks that the Milwaukee Road's Super Dome cars will carry the name he gave them.

On July 11 Mr. Perlick received the letter from President J. P. Kiley, congratulating him on having won first place in the "Name the Cars" contest with the name Super Dome. United States savings bonds in the amount of \$150 accompanied the letter.

Mr. Perlick took note of the fact that Mr. Kiley's letter reached him only two days before the 46th anniversary of his employment by The Milwaukee Road. His first job, taken at the age of 15, was in the car department at Galewood, in Chicago, where he worked as a record clerk before moving on to various positions in the operating and engineering departments in Chicago. He went to the purchasing department in 1924 as a clerk in the tie bureau and later became head of the bureau.

His pleasure at winning is well mixed with surprise, he says. Although he

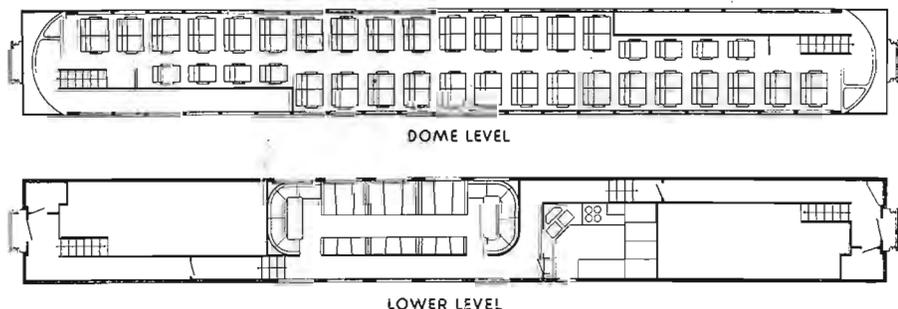
served as correspondent for The Milwaukee Road Magazine several years ago, he disclaims any talent for putting words to paper, except in the routine of business. However, on the day the April issue of the Magazine hit his desk, carrying the contest announcement, he decided he would give it a whirl—more by way of helping to establish evidence of interest on the part of the company's personnel than through any real thought of winning.

"Altogether I submitted seven names," he recalls. "The first six were pretty fancy and didn't sound particular-

ly good, even to me. They didn't say what I thought the company wanted the name of their new cars to say to the public. So I thought some more about a proper name for superior equipment—cars which would really be super, and it occurred to me that perhaps I already had the answer. Why not be perfectly direct? Why not call them *Super Domes*?"

So it was that the lounge cars which will be America's first with an end-to-end glass enclosed upper level came by their name. The judges in the contest, charged with selecting the best name from the many hundreds submitted,

Outline floor plans of the upper and lower levels of the Super Dome cars.



were Vice Presidents J. W. Severs, L. F. Donald, M. L. Bluhm, P. H. Draver and L. H. Dugan.

### **Super in All Respects**

The Super Dome cars will be spacious, measuring 85 feet in length over-all. The upper, or dome level, designed to seat 68 passengers, will be about 73 feet in length, with all of the seats at floor level rather than raised as in other dome car designs. The entire dome section will be air conditioned to let the view in but keep the heat and cold out.

The lower level, which will be sunk below the normal floor level of a car in order to allow plenty of headroom, will contain a dining and lounge section. At the forward end of the lounge section will be an all-electric stainless steel kitchen-bar section.

A third, or normal level, will house most of the equipment usually carried beneath a car. Equipment sections at either end of the car will contain two 25-kw diesel engines for power supply, all air conditioning equipment, water tanks and similar installations.

Both the upper and lower levels will be provided with radio loud speakers, and a public address system will be used for making train announcements.

### **Stairs at Either End**

The stairways leading to the upper level and the passageways on the lower level have been very well planned for the convenience of the traveler. The steps are placed at either end of the car to allow passengers to walk the full length of the dome. The lower level passageways permit passengers to go from one end to the other without disturbing those in the lounge.

The car interiors will be a striking blend of authentic Indian designs and

## **Scholarship Winner Announced**

LEONARD B. FOWLER of La Crescent, Minn., was chosen as the second recipient of a J. T. Gillick Scholarship, according to the announcement made by Carl Kuehnert, secretary of the University Scholarship Committee of Northwestern University who was chairman of the committee which judged the qualifications of the candidates. The winner is the 17-year-old son of Ernest F. Fowler, a signal maintainer in the employ of the Road for the past 30 years.

Leonard was an honor student in the June graduating class of Central High School, La Crosse, Wis., ranking ninth in the class of 270. He plans a career in elementary teaching and has been admitted to Wisconsin State College at La Crosse.

A total of 117 requests for application blanks was received by the scholarship committee. Forty-eight of those to whom application blanks were sent made application to be considered as candidates.

More information about the scholarship winner will appear in a later issue.

symbols, employing modern materials. All ornamental glass panels, pier panel mirrors, and vertical pylons will be safety glass. The windows in the upper dome will be curved sections three feet wide and five feet high, also of heat resistant safety glass. They are so designed that the rider will look out and up at the passing scenery with the greatest ease.

According to the latest report from the Pullman-Standard Car Manufacturing Co., builder of the cars, all 10 cars will be delivered to the railroad by the end of the year, barring unforeseen delays.

Four of the cars will go into service on the Morning Hiawatha and the Afternoon Hiawatha for use between Chicago and the Twin Cities, while the other six will be assigned to the Olympian Hiawatha for use between Chicago and Puget Sound.

## **Retirement Beneficiaries Reach Half Million**

JUNE 1952 marked another milestone in the history of the railroad retirement survivor benefit system when the number of persons on the monthly benefit rolls reached the half million mark. This represents an increase of some 90,000 since June, 1951. During the same period, benefit payments, including lump sums, rose from \$27 million a month to \$37 million.

The Railroad Retirement Board points out that the sharp increase in both the number of beneficiaries and the amount of benefits is due largely to the 1951 amendments to the Railroad Retirement Act. Under those amendments, both retirement and survivor annuities were raised, and provision was made for paying benefits to wives of retired employees. Wives alone accounted for 85 per cent of the year's increase in beneficiaries.

Nearly 70 per cent of those on the rolls in June were retired employees and their wives.

The average retired employe draws \$95 a month, although some get as much as \$165.60. Wives average \$37; widows, \$42; and children, \$29. The most the family of a deceased employe can get is \$160 a month.

The railroad retirement survivor benefit programs are financed by railroad employes and the railroad companies. Both pay a 6¼ per cent payroll tax on earnings up to \$300 a month. The railroads pay an additional ½ per cent to finance the railroad unemployment and sickness insurance programs.



The new dome cars have begun to take shape in the Pullman-Standard shops. All equipment normally carried underneath a car will be housed in sections at either end, as shown.

# PORTAGE celebrates its centennial



"Along the Wauona Trail" . . . Illustration from the cover of the Portage Centennial souvenir program. The early map of the Portage area illustrates what a boon the short portage trail was to early travelers.

PORTAGE, WIS., the city whose name tells a brief story of its past, celebrated its first 100 years on July 3, 4, 5 and 6, and The Milwaukee Road joined in the celebration by carrying "Miss Hiawatha Land", queen of the centennial, aboard the Olympian Hiawatha on a trip to Yellowstone Park.

Actually, the history of the Portage area began much more than 100 years ago. It was in 1673 that Jacques Marquette and Louis Joliet crossed the passage from the Fox River to the Wisconsin, thus establishing the route as a convenient portage for canoes. By Revolutionary War times there were settlers in the general area of the present city, and in 1828 troops were ordered there to build a fort to quiet the restless Indians who resented the white man's presence.

It was not until 1852, however, that the three rival communities—Fort Winnebago, the present First Ward and Gougeville—agreed to unite and take the name of Portage City.

The portage itself was responsible for the growth of the city. The narrow, swampy passage between the Fox and the Wisconsin Rivers linked two empires—the one northward via Green Bay, the Great Lakes and the St. Lawrence to Quebec, and the one via the Mississippi to New Orleans and the sea. Across this

bog, portaging the scant mile to the Wisconsin, trod thousands of bare feet—Indian, French and English. Adventurer, voyageur, trader and missionary, carrying canoes, furs, supplies and articles for barter, continued their journey into the wilderness.

Highlighting the centennial program was the daily presentation of a colorful pageant, "Along The Wauona Trail". One of the episodes dramatized the com-

ing of the railroad to the young city.

The Wauona trail is the path between the rivers, called "Wau-wau-ah-na" by the Winnebago Indians, meaning "carry on your shoulder". The French traders later gave it their name, "le portage", meaning "the carrying place".

A resident of Portage for 96 years, The Milwaukee Road has made it a scheduled stop on all six Hiawatha trains operating through the city daily.

Miss Agnes Esser (left), named Miss Hiawatha Land, queen of the Portage Centennial, is shown arriving at Gallatin Gateway Inn, Milwaukee Road entrance to Yellowstone Park, with her traveling companion, Miss Lois Purves. The trip was their award in the Portage popularity contest.





Commissioner Michael W. Straus, Bureau of Reclamation, opens the valve for delivery of the first water to the Columbia Basin. Donald D. Dunn, service veteran who received free the \$50,000 Farm-in-a-Day to which the water was delivered, looks on happily. At his right is Richard D. Searles, Under-Secretary of the Interior.

## WATER for the Columbia Basin

THE gateway to one of the last great frontiers of the West was thrown wide early this summer when the first irrigation water from Grand Coulee Dam was delivered to the Columbia Basin in central Washington. The birth of the new agricultural empire was heralded with an 11-day Water Festival, held at various places throughout the basin and attended by thousands of residents and out of state visitors.

The irrigation of the Columbia Basin is expected to have the effect of adding a new state to the Union. The project covers approximately 2,500,000 acres, an area almost twice the size of Delaware, of which 1,029,000 acres are considered irrigable. Most of the land has been sparsely settled up to now because a sustained livelihood has been impossible without irrigation water from the Columbia River. Its rich volcanic soil, however, is considered to be some of the most fertile in the United States.

The area to be irrigated is almost equally divided by The Milwaukee Road, roughly one half lying north of our main line, the other half south. It is served by the stations of Othello, Warden and Moses Lake. Initial irrigation will be brought to about 26,000 acres in the Moses Lake region this year.

Lands near Othello are scheduled to receive initial irrigation in 1953 and those near Warden in 1954.

Many pioneers have waited almost 50 years to see the reclamation of the Big Bend country. With the completion of Grand Coulee Dam in 1941, the dream began to take form. The dam, the world's largest, halts the flow of the Columbia at a point 92 miles northwest of Spokane and backs the surplus water into an artificial lake 151 miles long. From this man-made lake, whose spillway is three times the height of Niagara Falls, the mightiest pumping system yet devised will carry water to the soil of three counties.

The 11-day Water Festival was made

possible by financial contributions from donors all over the country who recognized the irrigation of the million-acre project as an event of national economic importance.

The "Cavalcade of the Grand Coulee" at Soap Lake held the spotlight for six days. In an amphitheater seating 5,000 which had been built along the wall of the Lower Grand Coulee, a cast of 700, including descendants of the original Big Bend pioneers, acted out in colorful pageantry the history of the Columbia Basin. Simultaneously a Little World's Fair was staged at Ephrata. This event had world-wide publicity. On opening day resource development leaders of 21 foreign countries which practice soil

Mammoth pipe for a mammoth project—the Soap Lake siphon, measuring 25 feet in diameter. Holding about 37,000,000 gallons of water in its 12,833-foot length, this siphon is the largest of 46 on the Columbia Basin project.



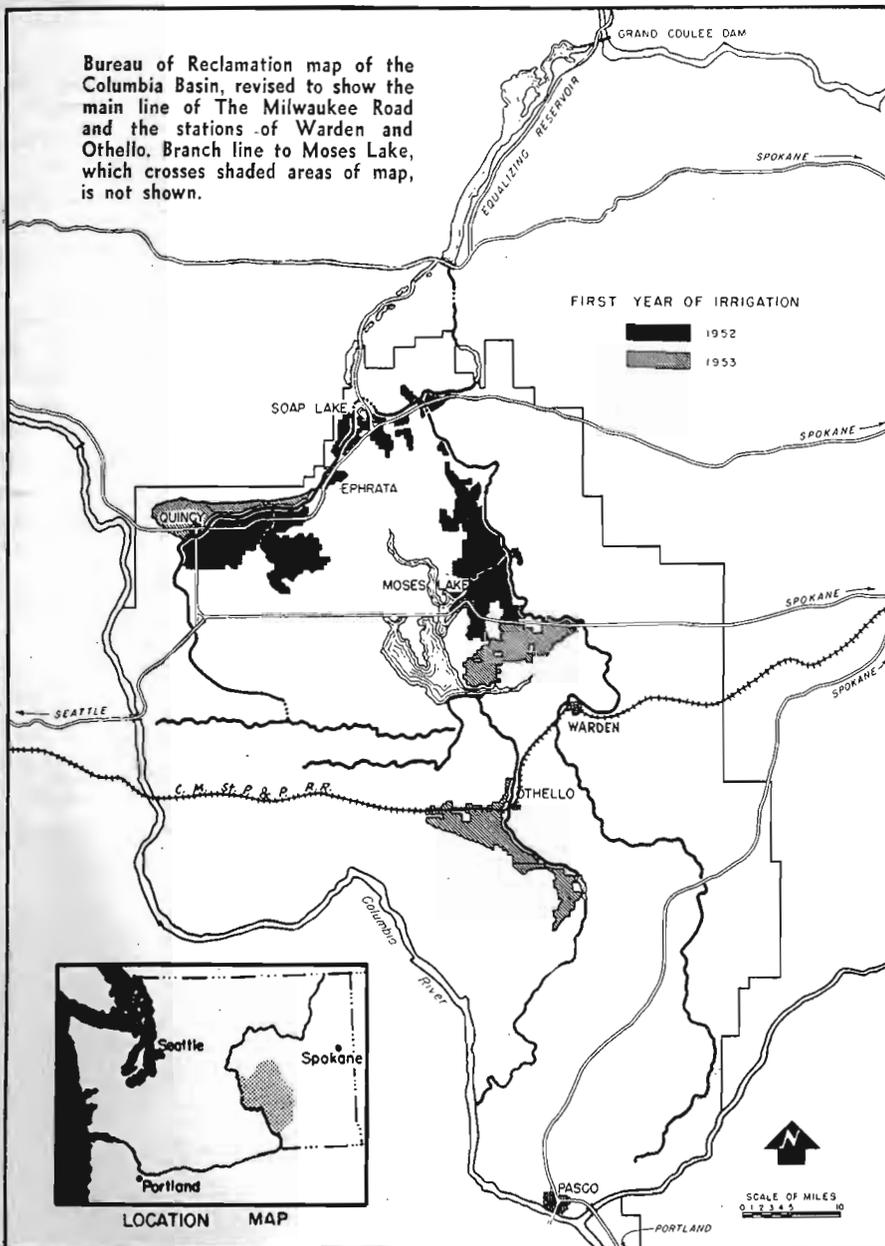
reclamation, together with a large delegation of United States leaders, participated in All Nations Day.

The festival also featured, in addition to many local programs, the Farm-In-A-Day project at Moses Lake, a Bureau of Reclamation land drawing at Othello and a Western Days show and rodeo at Coulee City. In the spirit of thanksgiving, it concluded with interdenominational church services in the amphitheater at Soap Lake.

The imagination of the entire country was fired by the Farm-In-A-Day, the dawn to dusk transformation of an 80-acre piece of sagebrush land into a \$50,000 farm. The project was carried out just north of Moses Lake where for the past dozen years the Road's agricultural and mineral development department and other departments have



Grand Coulee Dam, source of water for the Columbia Basin and power for a vast area of the West.



cooperated with local people in the development of a profitable potato-growing industry. G. A. Dyke, agricultural agent whose headquarters are in Spokane, was among the hundreds who watched the operation, along with Paul Wilson, western traffic manager, Seattle, J. R. Reagan, division freight and passenger agent, Spokane, and D. J. Sullivan, traveling freight and passenger agent, also of Spokane.

The Farm-In-A-Day, symbolizing the thousands of farms which will be created in the basin, was a gift to Donald D. Dunn, a veteran of the 1951 Kansas flood, who was picked by the Veterans of Foreign Wars as the "most worthy veteran of World War II or Korea." Starting at one minute after midnight on May 29, a crew of more than 200 volunteers began erecting the seven-room model home, the combination machine shop and garage, the cattle shed and the chicken house which constituted the building unit. While this work was going on, 47 tractors and close to 75 pieces of auxiliary farm equipment cleared the ground and planted the season's crops.

All material and labor were donated by merchants of Moses Lake, labor organizations and other groups, manufacturers and individuals. Not a detail was overlooked, even to a well stocked pantry and family pets, a dog and a cat. By early evening the buildings were finished and the land ready for irrigation. The signal to start the flow from the Columbia 75 miles away symbolized the delivery of the first irrigation water from the Grand Coulee Dam.

The basin project represents the largest land opening (in the number of



Heavy farm equipment, typical of that which will later be in general use in the fertile Columbia Basin, goes to work on the Farm-in-a-Day near Moses Lake. In the background, workmen constructing farm buildings.

farms) in federal reclamation history. Approximately 20 per cent of the area is federal government owned. All of this land is being sold by individual farm at the dry land appraised value, with first priority to veterans of World War II and Korea. Other farms are in the hands of private owners. Because of the tremendous number of applications for farms, it is necessary to hold drawings to determine the order in which applicants shall be examined for their eligibility. The ratio of applicants for each federal-owned unit rose as high as 290 to 1 in a recent drawing.

The governor of Washington stated recently that \$268,000,000 will be spent in the Columbia Basin during the next seven years for farm buildings, homes, livestock, machinery, house furnishings and schools. A large sugar manufacturing concern has already announced plans for a \$7,000,000 sugar beet processing plant near Moses Lake and an additional investment of \$2,000,000 in nearby facilities. It has been predicted that the value of the crops sold from the 500,000 acres scheduled to be irrigated by 1958 will total approximately \$60,000,000 a year. Sales of commercial power from the Grand Coulee are expected to repay 75 per cent of the total project cost with the remainder to be repaid by the settlers.

*A sergeant drilling a batch of recruits saw that one of them was out of step. Going to the man as they marched, he said sarcastically, "Do you know, Bud, that they are all out of step except you?"*

*"What?" asked the recruit innocently.*

*"I said they are all out of step except you!"*

*"Well", was the retort, "you're in charge. You tell 'em."*

## We're All Public Relations Representatives



EVERY railway employe is a public relations representative of his railroad. Whether he be conductor, engineer, trainman, station agent, telegrapher, freight handler, office worker or boilermaker—he has daily contacts with actual or potential users of railway service or persons who are in fields of activity where they can influence public opinion for or against the railroad.

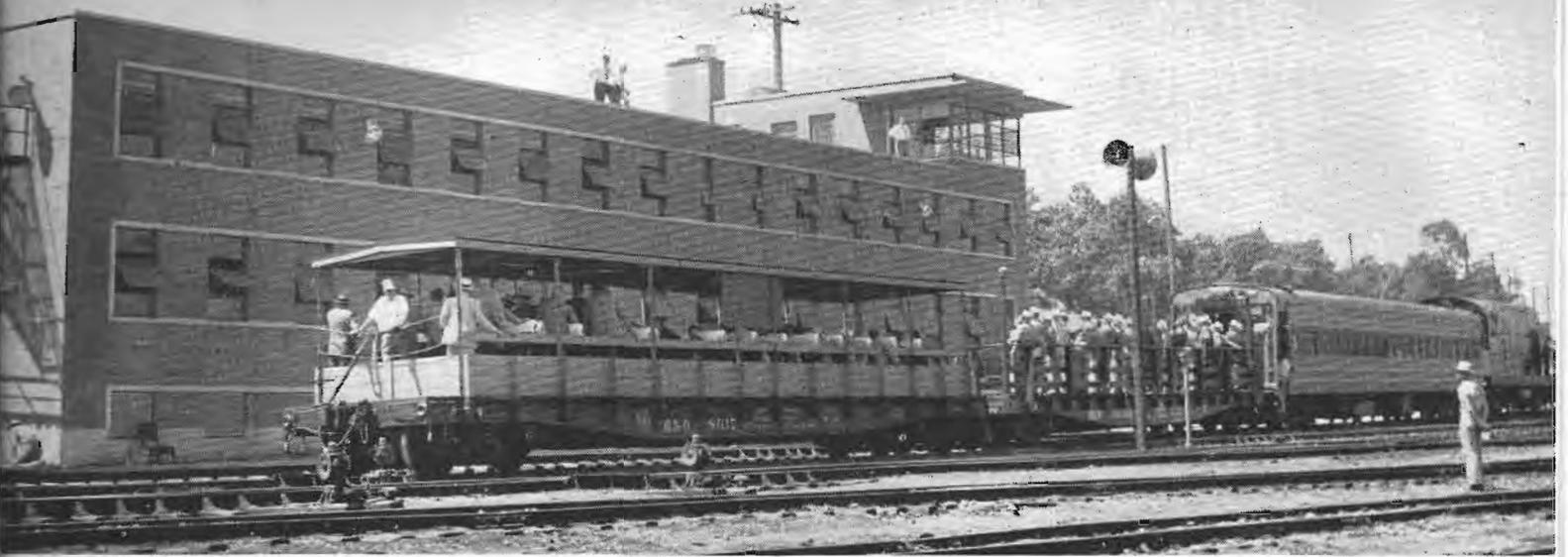
It has been pointed out that there are five major forms of contact between a railroad and the public, namely:

1. Contact through service to persons who ride the trains and who ship and receive goods by rail.
2. Contacts of the individual railroader, in railway stations, trains, offices; in the home; at the church, lodge, club, on the street, and elsewhere.
3. Contacts through correspondence.
4. Contacts through telephone conversations.
5. Contacts through advertising in newspapers and magazines; through radio programs, speeches, published articles and other forms of publicity.

It is through these five forms of contact that the public at large gains all of its impressions and forms all of its opinions of railroad service and railroad personnel. Each and every railroad man and woman makes some of these contacts, every day, on or off duty.

It is well that we keep these facts in mind as we go about our daily work. What we do, how we do it; what we say and how we say it—every act on our part is adding to or subtracting from the reservoir of good will so essential to the future well-being of the company and the industry with which we are identified and which gives us our livelihood.

—Reprinted through the courtesy of  
*Brotherhood of Maintenance of Way Employes Journal*



The new Muskego yard office being viewed by a group of shippers during a tour of Air Line yard and other terminal facilities in June.

## Yard Office Plus

"ONE of the last places a person would go looking for a railroad yard office is at a city park," comments *Railway Age* in a recent article about The Milwaukee Road's new Muskego Yard Office in Milwaukee. Not only does the modernistic structure adjoin Mitchell Park at about Twenty-Third Street, but it was designed to enhance the appearance of the park.

Replacing a frame structure built prior to 1900, the new office has a full basement and an entire floor devoted to welfare facilities for men employed in the yard, as well as a glass-enclosed penthouse which gives the general yardmaster and train director a clear view of practically everything in all directions. From here they direct the general operation of the entire terminal by means of radio, public address system and a telephone selector system.

The second floor of the building provides well-lighted space for the clerical forces, assistant superintendent's office, telegraph operators, train crew boards, yard crew boards and locker and wash-room facilities for road and yard crews.

On the lower floor, in addition to the heating and ventilating equipment, there is a meeting room, record storage space and material storage space.

The entire structure has been designed of materials which will provide durability, easy cleaning and a pleasant appearance. The glazed tile wall surfaces and special floor finishes facilitate the maintaining of cleanliness within the building. The relatively small areas of painted surfaces, such as ceilings, doors and trim, are in colors which conform with the theory of color dynamics to provide a clean and pleasant atmosphere.

The old structure was moved twice in



W. T. Cahill, general yard master, has a clear view of Muskego yard and the east end of Air Line yard from his office in the penthouse of the new building.

its career as the yard layout was revised. The new yard office provides a long-needed facility, making possible the operation of radio equipped cabooses and engines through Milwaukee. Its construction was timed to that of Air Line yard, which lies just to the west.

A new driveway from Mitchell Park, with floodlighted parking area adjoining, serves the new building.

A spacious locker room, shower room and other welfare facilities for yard and service employes occupy the first floor of the building.



*Up and Up We Go: In 1911 federal, state and local taxes paid by the railroads equaled about 1/7 of total passenger revenues . . . in 1921, taxes were equal to about 1/4 of rail passenger income . . . in 1931, taxes were the equivalent of a little more than 1/2 of total passenger revenues . . . in 1941, taxes exceeded total passenger revenues by \$32 million . . . in 1951 the railway tax bill of \$1,300,000,000 equaled total passenger and express revenue, plus 2/3 of mail-hauling revenue.*

The Association of American Railroads  
ON THE TRACK—June 16, 1952



Left: "We are a service department and must do our utmost to see that the using departments have the correct material when and where it is needed, be it a piece or a carload." Bob Metzfeld (right) checking out an order of roller bearing castings with Raymond R. Rydlewicz, department foreman in the locomotive machine shop at Milwaukee.

Below: Discussing the program outlined in the prize-winning essay. Bob Metzfeld (right) and W. C. Lummer, district storekeeper at the Milwaukee shops.

## Milwaukee Road stars in ESSAY CONTEST



Two Milwaukee Road employes have been recognized by the A.A.R. for their constructive suggestions regarding railroad purchasing and store department work and the training of railroad personnel. At the annual meeting of the Purchases and Stores Division of the A.A.R. in Chicago this summer, Robert R. Metzfeld, assistant sectional stockman at the Milwaukee shops, was introduced as the winner of the first prize in the annual essay contest which the division sponsors, and Mrs. Evangeline Galbreath, stationery clerk in the purchasing department in Chicago, received honorable mention.

Some 150 essays were submitted in the contest, which is nationwide for all railroads. Mr. Metzfeld's essay was on the subject of "Personnel Training

in the Purchases and Stores Organization," Mrs. Galbreath's on "The Value of Human Relations in Transportation Today." Mr. Metzfeld also won the first award in 1939 with an essay on "Progressive Storekeeping."

Bob Metzfeld represents the second generation of his family in Milwaukee Road service, his father, P. O. Metzfeld, having been employed since 1912 in the store department at Milwaukee where he is now supervisor of unified material delivery, in charge of automotive equipment. Another Metzfeld son, Herbert, was with the accounting department in Milwaukee and Chicago for a number of years. Except for the years spent in the Army during World War II, Bob has been with the store department at the shops continuously since

1935. Working under Sectional Stockman J. B. McKay, he supervises a crew of six or seven men handling locomotive castings and forgings.

Like many other young men in the industry who want a good living for their families, Bob is interested in the potential of his job as it affects his future. The essay he submitted in the contest was based on personal observations and his opinions regarding the training of younger men who will eventually replace the veterans. The two essays were read at the opening session of the A.A.R. meeting.

The prize winning paper pointed out that the Railroad Retirement Act, in addition to accelerating the turnover of personnel, reduces the period in which one may acquire working knowledge,

# how are we doing?

	JUNE		SIX MONTHS	
	1952	1951	1952	1951
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. ....	\$21,687,666	\$21,538,753	\$128,138,284	\$127,176,463
<b>PAID OUT IN WAGES</b> .....	11,212,077	11,275,144	67,342,474	66,735,751
(Labor in operating expenses)				
PER DOLLAR RECEIVED (CENTS) .....	(51.7)	(52.3)	(52.6)	(52.5)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....	669,197	649,185	3,962,013	3,899,383
PER DOLLAR RECEIVED (CENTS) .....	(3.1)	(3.0)	(3.1)	(3.1)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest .....	9,682,177	9,649,623	56,036,536	55,455,457
PER DOLLAR RECEIVED (CENTS) .....	(44.6)	(44.8)	(43.7)	(43.6)
<b>NET LOSS</b> .....		35,199		
<b>NET INCOME</b> .....	124,215		797,261	1,085,872
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	118,349	130,773	730,740	768,838
Decrease 1952 under 1951 .....	12,424		38,098	

and indicates the advantages of a training program. The program Mr. Metzfeld suggested had these objectives in order of importance: To acquaint personnel with the policies and routines of the various departments; to educate them in the fundamentals of the using departments; to instill in the using departments a feeling of confidence toward the purchases and stores organization.

"As an aid in providing service to the using departments, employees should be

freely supplied with factual information," he said. "Reports relative to the availability of material should be made from time to time. Such information will provide an individual with a better overall picture of department activities and better fit him to handle other positions as promotions come his way." Bob cited his own experience working on a combined system of desk jobs and positions involving the actual receiving, storing and distribution of materials as an ideal arrangement for creating mutual understanding within the organization.

Mrs. Galbreath was the only woman among the hundreds of men attending the annual Purchases and Stores meeting. Although admitting to feeling slightly conspicuous, she was proud and encouraged, she said, as she is greatly interested in purchasing work and the future it may one day offer women. She came to the railroad in October, 1944, as a price clerk, backed by a course in "Foremanship" at Northwestern University. That, combined with reading in the field of psychology, influenced the writing of her essay.

Her paper, judged third among the five honorable mentions, read in part: "It is our problem to build through human relations an urgent desire to travel and a means so desirable that, when the occasion arises, the trend will

be to our own mode of transportation. . . . Today our public has neither time nor patience with delay, errors or inefficiency. To our patrons, their particular problem is the most important at the moment; however, to us, each individual problem should be of parallel importance whether the freight be one package or a carload. To someone it represents intrinsic value and we must respect it as such. By intelligent cooperation and handling of merchandise, a large percentage of losses could be eliminated, thereby increasing our customers' good will and eventually our own revenue."



Mrs. Evangeline Galbreath, who received third honorable mention in the essay contest, being congratulated by V. E. McCoy, chief purchasing officer.

## The Cover

4:45 by the station clock and No. 15, the westbound Olympian Hiawatha, was ready to leave the Milwaukee Union Station on its way to Puget Sound. At the left is the diesel locomotive of No. 35, which departs at 5:10 for Berlin, Wis., via the "Old Line".

# Examples of Unfair Regulation

"Fair and impartial regulation of all modes of transportation does not exist."

—Report of U.S. Senate Committee

Reprinted from Railway Employees Journal

"The railroads can curtail expenditures for maintenance when costs common to such regulation. So, fully regulated truck transport suffers from discriminatory policies along with the railroads.

A spokesman for contract highway carriers, in a recent appearance before a Congressional committee, asserted that "these exempt trucks, rather than the railroads or common carrier trucks, are our competitors." They are no less competitors of common carrier trucks and the railroads.

Contract carrier trucks are not subjected to rate regulation corresponding to that applying to either common carrier trucks or the railroads. Still, while complaining against the special privileges their principal competitors enjoy, the contract carriers were protesting against extension to them of certain regulations, with respect to treating all their patrons alike, that apply to both common carrier trucks and the railroads.

Common carriers, by highway and railway, are more useful and necessary to the whole country than trucks partially or wholly free from rate regulation. They serve all citizens alike, not just those they select for profit reasons. The public reasons for revision of regulations to equalize competitive conditions are consequently clear, as is the justice of such equalization.

A striking illustration of a sort of thinking too common among officials regulating transportation—and one that hits railroad workers where it hurts—was recently afforded by Commissioner Aitchison of the ICC. Commenting on roads so frequently lags far behind the advances in operating expenses that make it necessary, he said:

Railroad workers have special reason to see to it that everyone knows about the many ways in which lack of uniform regulation, and unsound theories among regulatory officials affect them and every-one else. They certainly can't go along with official notions that curtailing maintenance expenditures and cutting off railroad jobs will advance either their interest or those of the public generally.

INSTANCES supporting the Committee conclusion quoted above at the right are common to the country over. The sooner everyone realizes the effects of lack of uniform regulation of competing transportation the better it will be for every-one with a stake in the health of the country's railroads.

Action of a state commission in requiring the railroads to reduce freight rates on feed for live stock, following last summer's Southwestern drought, affords a significant sample of the topsided way current regulation works. The commission's order, later upheld by a court, came at a time when increased operating costs had compelled the railroads to seek higher rates generally. There was no showing that the reduced rates on feed would not result in loss to the railroads. The railroads simply were expected, as they always are in emergencies, to make a contribution to the common welfare.

Although the trucking industry claims that it transports 50 per cent of the country's livestock to markets, it was neither expected nor required to make a corresponding contribution. Instead, the commission concluded that it lacked authority to require highway carriers to do what the railroads were ordered to do. Yet the highway carriers, from the standpoint of stake in livestock traffic, have as great responsibility as the railroads to the distressed areas.

At about the same time, and in the same state, a railroad application for authority to reduce rates on less car load freight, to meet truck competition, was turned down. It was held that there was no showing that the rates proposed would add to railroad net earnings, the judgment of railroad traffic experts to the contrary. Such a showing as to their charges was not required by carriers with whom the railroads compete, though.

The Interstate Commerce Commission is authority for the statement that truck carriers free from its regulation as to rates now have twice as many power

HANK HEAVEN every morning when you get up that you have something to do that day which must be done, whether you like it or not. Being forced to work, and forced to do your best, will breed in you temperance and self control, diligence and strength of will, cheerfulness and content, and a hundred virtues which the idle never know.

from Two Minutes with You

# A Lesson in Good Government



Ground-breaking ceremonies for the new South Side School in Franklin Park. E. M. Klotz is turning the first spadeful of sod, with W. J. McNerney at his right. Mrs. Klotz is at the far left.

THE VILLAGE of Franklin Park, Ill., 13 miles west of Chicago, has problems which are common to all growing communities. How it is solving them provides a lesson in good citizenship, in which two of the leading roles are handled by Milwaukee Road men.

William J. McNerney, who was recently elected president of the village board, has been a leverman at the Soo Line crossing in Franklin Park for more than 30 years. The successful candidate for president of the grade school board was Everett M. Klotz, traveling mail, express and baggage agent in the Chicago Union Station, who lives in the western suburb. Both men will serve a three-year term. Mr. Klotz had previously been a member of the school board.

Franklin Park was founded around 1893 and is the home of many Milwaukee Road people who commute to Chicago. Following the end of World War II it spurred into sudden prominence as the fastest growing suburb in the Chicago area. In the period between 1946 and 1950 the population zoomed from 7,000 to 12,000; and at the present time it is approaching the 15,000 mark.

Its rapid growth quickly taxed all existing facilities and the village board was faced with such problems as an inadequate water supply and sewage system, the need for a larger police force and more fire fighting equipment. All

of these problems, as well as many others, have already been solved and—what is more remarkable—without placing an additional tax burden on the citizens!

One of Mr. Klotz' first duties as president of the school board was to break ground for a new school. The old school, built to accommodate 550, has been inadequate for some time, due to the fact that the number of grade school children, which was 420 in 1946, has grown to approximately 1,200. A study of the situation last fall resulted in a building program which calls for erecting two new schools. They will be low cost but equipped with all the facilities for modern education.

Mr. Klotz points with justifiable pride to the fact that the economies put into effect by the school board the last two years were reflected in lower village taxes. The tax rate, which had been \$1.69 per \$100 of assessed valuation in 1950, dropped to \$1.49 in 1951, and in a year when most school districts were showing an increase.

The substantial taxes paid by The Milwaukee Road in Franklin Park every year have helped to pay for the civic improvements. M. L. Boydston, the Road's tax commissioner, is a member of the Illinois school budget committee clinic, a group which studies expenses and sources of income for all school districts in the state. Its suggestions aid

the school board in making an accurate estimate of its yearly budget.

Both Mr. Klotz and Mr. McNerney agree that what has been accomplished in their community can be done by any average group of citizens with an interest in honest government. There is no waste or extravagance in the Franklin Park administration. All board members consider it an obligation to run their particular department at the lowest possible cost to fellow taxpayers. It means keeping a constant check on current expenses and hired personnel, but as a result the village has operated with a balanced budget the past two years.

## F. C. McCauley Retires From Police Force

FRANK C. McCAULEY, the Road's lieutenant of police at Miles City, Mont., retired July 31. He had been with the railroad 40 years and with the police department since 1922.



F. C. McCauley

Mr. McCauley—"Mac" to his associates—moved from Minnesota to Montana in 1912 and took up a homestead near Sheffield. In the fall of the year he took a job with the railroad as a carpenter helper and was employed in various capacities in the B&B and track departments until 1922 when he transferred to the police department. He has been stationed at Miles City permanently since July, 1923.

Mac will continue to make his home in Miles City with his family, which includes his wife, two sons and a daughter. His future plans call for a little traveling and a lot of fishing. George B. Hand, sergeant of police at Miles City and a veteran of 25 years of service, will succeed him as lieutenant.

*The station agent heard a crash on the platform and dashed out to see the tail end of a train disappearing while a disheveled gent was lying prone on the track in a welter of upset milk cans and the contents of his suitcase. A curious youngster was staring at the scene but making no offer to help.*

*"Was he trying to catch the train?" the agent asked.*

*"He did catch it," answered the youngster, "but it got away again."*

## Green Thumb Specialist

SIX YEARS ago, when Agent Alvin Lingscheit and his family moved from Yankton into the depot at Lesterville, S. D., Mrs. Lingscheit's potted plants promptly went into a decline and threatened to die. No green thumber, Agent Lingscheit nevertheless placed them in a window of the waiting room, in a haphazard attempt to coax them back to life. To his surprise, they responded and started to thrive. Thus began a hobby which has led to a very remarkable collection of house plants.

Outwardly the depot with its small grass plot and modest planting of hollyhocks is like many others on the I&D Division. The waiting room, though, is something to talk about. On the window ledges, on the floor, on wall brackets and shelves—even snuggling up to the summer-cold stove—are specimens of



plants in every shape, size and color. The effect they create is that of an indoor garden.

From the few wilted plants with which he started, Lingscheit has expanded his collection to 130 specimens representing 66 different botanical varieties. Included are a number of rare specimens. Among those not commonly grown are a little avocado pear and a shiny lemon tree.

Many of the plants are remarkable because of their size. Probably the most spectacular is a towering angel-wing begonia. Twelve feet tall, it has reached the ceiling and is now doing a jackknife bend. Another outside specimen is a five-foot fuchsia covered with deep red blossoms. A huge wax plant trained over a circular frame to resemble a wreath is also outstanding.



A few of the giant-size house plants in Agent Alvin Lingscheit's remarkable collection. Behind him is the 12-foot angel wing begonia, in the center the huge wax plant trained over a circular frame. Having run out of regulation clay pots a long time back, Lingscheit has some of his plants rooted in large cans, buckets and boxes, even a couple of oil tins turned on their sides and cut into flower planters. (Yankton Press & Dakotan photo by Honner)

Many of the plants in the station greenhouse are familiar to all foliage growers—the airplane plant, the giant beefsteak begonia, ivies and philadendron, ferns and the old fashioned sweet potato vine. Also included in the collection are the tiger jaw, lantana, ice plant, saddle plant, jade plant, crown of thorns, partridge breast and other varieties of cactus, geraniums, gloxinia, African violets, salmon-flower maple, South American friendship plant and various types of sanseveria.

The cheerful atmosphere of the station attracts many visitors, some bent on business, others on inspecting the plant collection. Agent Lingscheit does not profess to being an expert, but plant fanciers around Lesterville respect his advice and trade bulbs and slips. His own methods are simple: just regular watering and occasionally giving them a little plant food. Since he became interested in horticulture as a hobby, he reads gardening magazines. Next year he will probably have an entry in the Yankton flower show.

### G. A. Wetherell

G. A. WETHERELL, vice president and general manager of the White Sulphur Springs and Yellowstone Park Railway Company, a short line formerly controlled by The Milwaukee Road, died at Rochester, Minn., on July 27 at the age of 43. Funeral services were held at his home town of Bowling Green, Mo., and burial was at Hannibal, Mo. Mr. Wetherell is survived by his widow who is secretary of the company and three children, a daughter 16 and two sons 14 and 5 years of age.

Mr. Wetherell entered the service of the White Sulphur Springs line as superintendent and agent in February, 1931, and was elected vice president and general manager in December, 1944. He was very well known on the Milwaukee, particularly among Lines West officers.

In 1944 The Milwaukee Road sold its 51 per cent stock interest in the line which extends southward from White Sulphur Springs, Mont., to connect with the Milwaukee at Ringling, Mont. The Milwaukee Road continues to do the accounting work for the short line.

G. O. Willard, Milwaukee Road assistant superintendent at Dubuque, Ia., is a brother-in-law of Mr. Wetherell.

*One standard Pullman car generates for its own use enough electricity to supply approximately four ordinary homes.*

## Office of Chief Purchasing Officer

Effective Aug. 1, 1952:

J. N. Wandell is appointed maintenance of way storekeeper, Tomah, Wis., succeeding A. C. Harris, retired. Mr. Wandell started with the railroad on Lines West in 1918 and in 1924 transferred to the Milwaukee shops where he has held various positions, including division storekeeper and assistant general storekeeper. Most recently he has been assistant to general storekeeper.

## Mechanical Department

Effective Aug. 1, 1952:

The office of engineer of research and development is abolished and the following appointments are made:



A. G. Hoppe

H. H. Melzer

A. G. Hoppe is appointed mechanical engineer with headquarters at Milwaukee, Wis. Since 1942, when he was appointed assistant to mechanical assistant to the chief operating officer, Mr. Hoppe has served as assistant chief mechanical officer, general superintendent of the car department and of the locomotive department. He has been engineer of research and development since February, 1950:

H. H. Melzer is appointed chief engineer of tests with headquarters at Milwaukee, Wis. Starting with the Road in 1936, Mr. Melzer has been production engineer on freight cars and foreman of new cars. He was appointed assistant engineer of tests in 1948 and assistant mechanical engineer in 1949.

D. C. Sheffield is appointed engineer of tests (diesel) with headquarters at Milwaukee, Wis. Mr. Sheffield, who came to the Road in 1923, has been special representative of the locomotive department, mechanical assistant in the A.F.E. bureau in Chicago and mechanical assistant to the superintendent of

motive power. Most recently he has been assistant to the superintendent of motive power.

G. H. Koester is appointed assistant to the superintendent of motive power with headquarters at Milwaukee, Wis. Since entering Milwaukee Road service in 1916, Mr. Koester has been employed in the mechanical engineer's office at the Milwaukee shops. He has been diesel engineer since 1945.

## Operating Department

Effective Aug. 1, 1952:

R. W. Graves is appointed assistant superintendent of the Iowa & Dakota Division First District with headquarters at Mason City, Ia., succeeding R. F. Fairfield, transferred. Mr. Graves, who has been with the Road since 1916, has served as trainmaster at Aberdeen (S. D.), Beloit, Chicago and Austin. He has been assistant superintendent of the Madison Division Second District since 1947.

W. T. Stewart is appointed assistant superintendent of the La Crosse & River Division Third District with headquarters at Wausau, Wis., succeeding S. E. Herzog, transferred. Starting in train service in 1922, Mr. Stewart has been trainmaster with headquarters at Otumwa, Marion, Milwaukee and La Crosse, and assistant superintendent at Perry, Ia. Since July, 1951 he has been assistant superintendent of the Chicago Terminals.

R. L. Hicks is appointed assistant superintendent of the Milwaukee Division Second District with headquarters at Green Bay, Wis., succeeding M. T. Sevedge, transferred. Entering Milwaukee Road service as an agent in 1939, Mr. Hicks has been trainmaster at Chicago Heights, Galewood and Mason City. For the past two years he has been assistant superintendent of the Milwaukee Division First District.

S. E. Herzog is appointed assistant superintendent of the Madison Division Second District with headquarters at Beloit, Wis., succeeding R. W. Graves, transferred. Mr. Herzog, who came to the Road in 1922, has been assistant trainmaster and trainmaster at Tacoma and trainmaster with headquarters in Madison, Wis. Since August, 1950, he has been assistant superintendent of the La Crosse & River Division Third District.

M. T. Sevedge is appointed assistant superintendent of the Milwaukee Division First District with headquarters at Milwaukee, Wis., succeeding R. L. Hicks, transferred. Entering the Road's service in 1937, Mr. Sevedge has been trainmaster with headquarters in Austin, Mason City and Aberdeen (S. D.). He served as assistant superintendent of the Milwaukee Terminals from September, 1950 until July, 1951 when he was appointed assistant superintendent of the Milwaukee Division Second District.

R. F. Fairfield is appointed assistant superintendent of the Chicago Terminals with headquarters at Bensenville, Ill., succeeding W. T. Stewart, transferred. A native of Minneapolis, Mr. Fairfield started with the Road there in 1936. He was trainmaster at Minneapolis, Tacoma, and Milwaukee from 1946 until July, 1951 when he was appointed assistant superintendent of the Iowa & Dakota Division First District.

R. W. Riedl is appointed trainmaster of the Twin City Terminals with headquarters at St. Paul, Minn., succeeding W. F. Plattenberger, transferred. Mr. Riedl, who began his railroad service with the engineering department in his home town of Aberdeen, S. D., in 1941, has been trainmaster at Madison (Wis.), Davenport and Aberdeen (S. D.). He has been trainmaster of the La Crosse & River Division First District since July, 1951.

E. P. Sneer is appointed trainmaster of the Chicago Terminals with headquarters at Bensenville, Ill., succeeding J. W. Stuckey, transferred. A native of Minneapolis, Mr. Sneer served as trainmaster there from 1943 to 1948 when he was appointed trainmaster with headquarters at Aberdeen, S. D. He has been train-



master at Spokane since August, 1949.

R. H. Love is appointed trainmaster of the La Crosse & River Division First District with headquarters at Portage, Wis., succeeding R. W. Riedl, transferred. Mr. Love has been with the Road since 1940, starting in yard service at Bensenville, Ill. He was trainmaster there from November, 1948 to May, 1950, and he has since been trainmaster of the Milwaukee Terminals.

W. F. Plattenberger is appointed trainmaster of the Milwaukee Terminals with headquarters at Milwaukee, Wis., succeeding R. C. Jones, transferred. Mr. Plattenberger started in Savanna, Ill., in 1941. He was trainmaster at Terre Haute from November, 1948 until July, 1951, and has since been trainmaster of the Twin City Terminals.

J. D. Simon is appointed trainmaster of the Iowa & Dakota Division Second District with headquarters at Sioux City, Ia., succeeding F. H. Ryan, transferred. Mr. Simon, who entered the Road's service as an agent in 1937, was trainmaster at Green Bay from November, 1947 to August, 1949 when he was appointed trainmaster at Butte.

J. W. Stuckey is appointed trainmaster of the Iowa & Southern Minnesota Division First District with headquarters at Austin, Minn. Mr. Stuckey started with the railroad in 1947 and was assistant to general manager in Chicago from June to November, 1950. Since then he has been trainmaster of the Chicago Terminal Division.

R. H. Jensen is appointed trainmaster of the Iowa & Southern Minnesota Division Second District with headquarters at Austin, Minn. Starting in 1935, Mr. Jensen has worked in the Seattle general offices, as chief clerk to division superintendent at Miles City and as special assistant to general manager in Chicago. He has been trainmaster with headquarters in Milwaukee since July, 1951.

R. R. Balsbaugh is appointed trainmaster of the Milwaukee Division Third District with headquarters at Milwaukee. Mr. Balsbaugh, a native of Perry, Ia., started with the Road as a locomotive fireman and was subsequently promoted to engineer. Since July, 1951, he has been transportation assistant, office of general manager, in Chicago.

J. R. Werner is appointed trainmaster of the Milwaukee Terminals with headquarters at Milwaukee. Mr. Werner entered railroad service in his home town of Perry, Ia., in 1942. Subsequently he was a locomotive fireman and engineer, and since August, 1951, transportation assistant in the general manager's office

## Madison Club Makes Good Will Tour



Start of the good will tour. In the foreground are, from left: Hans Westby, retired engineer; Conductor Bert Westby; Engineer C. W. Callaghan; Dispatcher I. J. Seward; Engineer B. O. Long; William Ireland, band leader; and J. T. Kaisersatt, Service Club president.

THE Milwaukee Service Club at Madison, S. D., sponsored its second annual rail tour of nearby towns on Sunday, July 13. Aboard the train which carried the group were about 50 club members and the prize-winning Madison High School Band. The 60-piece uniformed band was recently judged first in the band competition at the Minneapolis Aquatennial and also in the South Dakota American Legion contest.

The first stop made by the group was at Bryant, S. D., where a civic demonstration was held. With the band in the lead, the Service Club members

paraded through the business section carrying banners advertising The Milwaukee Road. Similar demonstrations were held at Erwin, Lake Preston, Oldham and Ramona, where The Milwaukee Road is the main transportation facility. At each town the party had a warm welcome.

Last year the Service Club, accompanied by the band, made a trip to Pipestone, Minn., stopping at intermediate towns. The enthusiasm created by it prompted the club to make the outing an annual mid-summer event.

in Chicago.

R. C. Jones is appointed trainmaster of the Idaho Division with headquarters at Spokane, succeeding E. P. Snee, transferred. Mr. Jones, who started with the railroad in the engineering department at Milwaukee in 1948, was trainmaster with headquarters in Green Bay from August, 1949 to October, 1951. He has since been trainmaster in Milwaukee.

F. H. Ryan is appointed trainmaster of the Rocky Mountain Division with headquarters at Deer Lodge, Mont., succeeding J. D. Simon, transferred. Mr. Ryan, who started his service at Durand, Wis., in 1934, has been trainmaster with headquarters at Green Bay, train dispatcher at La Crosse, and since June, 1950 trainmaster with headquarters at Mason City.

P. F. Mueller is appointed agent at Terre Haute, Ind., succeeding E. G. Boyd who retired after 42 years of service.

F. E. Daley is appointed assistant agent at Rockford, Ill., succeeding P. F. Mueller, promoted.

## Traffic Department

Effective July 16, 1952:

D. A. Frank is appointed city freight agent at Milwaukee, Wis. Mr. Frank entered the service of the railroad in the operating department at Milwaukee in June, 1942. He transferred to the traffic department in September, 1951.

Effective Aug. 1, 1952:

J. D. Hotchkiss is appointed traveling freight and passenger agent with headquarters at Denver, Colo., succeeding G. S. Barnes, resigned. Mr. Hotchkiss has been with the railroad since 1938, starting in the operating department. Since 1946 he has been city freight agent in Kansas City.

K. A. Lisk is appointed city freight agent at Kansas City, Mo. Mr. Lisk has been most recently chief bill clerk in the Road's Kansas City office.

*At times knowledge may be more unpleasant than ignorance, but it isn't as apt to prove fatal.*

## A. C. Harris Retires at Tomah Shops

ARCHER C. HARRIS, maintenance of way storekeeper at Tomah, Wis., retired Aug. 1, having completed 45 years with the railroad. All but four months of his service were spent at the Tomah shops.



A. C. Harris  
(Gimbel Studio photo)

Mr. Harris decided on a railroad career after graduating from the Tomah High School and started as a draftsman at the Humboldt Avenue Shops in Milwaukee. At the end of four months he was transferred to Tomah and the following year (1908) was promoted to chief clerk of the frog shops. In 1919 he was appointed assistant superintendent of the frog shops and in 1920 assistant district storekeeper, serving in that capacity until 1930 when he was appointed storekeeper. He has been maintenance of way storekeeper since 1943.

More than 70 railroad friends, including many from other points on the railroad, honored Mr. and Mrs. Harris at a dinner in Tomah the evening of July 23. Among the out-of-town group were V. E. McCoy, chief purchasing officer, Chicago, and B. B. Melgaard, assistant to chief purchasing officer; E. H. Sowle, auditor of machine accounting, Chicago, was toastmaster.

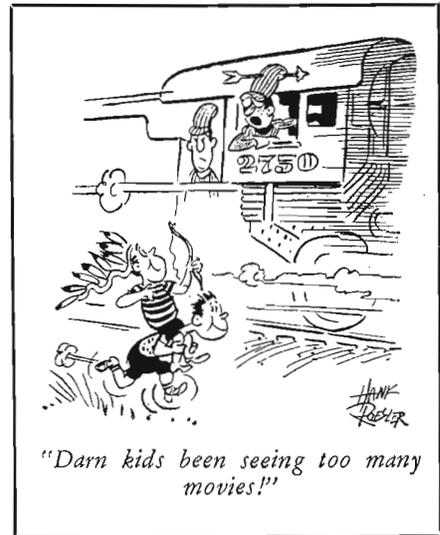
Mr. Harris was known for his readiness to help new employes fit themselves for their jobs and for his own wide knowledge of track materials and the ability to meet emergency demands for them. His retirement plans center on devoting considerable time to his garden in Tomah and long sessions with a pinochle deck.

## Letter With Picture Address Finds Mr. Gillick

ONE OF the advantages of reaching 80 plus is that people just naturally remember your face. So it happened that a letter received in the Chicago Union Station last month with a picture pasted to the envelope in lieu of an address was delivered promptly to the office of the Road's former operating vice president, J. T. Gillick.

The picture was the characteristic pose of Mr. Gillick which appeared in this magazine last month in connection with his observations on his 82nd birthday. Postmarked Northfield, Minn., the letter came from W. J. Schilling who introduced himself as a Milwaukee Road patron for many years and an octogenarian who, like Mr. Gillick, is enjoying the best of health.

Mr. Schilling wrote that he was born in Hutchinson, Minn., just 10 miles from Mr. Gillick's home town, Glencoe, and knew many of the local Milwaukee Road people who figured in his birthday reminiscences. "I was in Hutchinson when Agnes Bonniwell drove the golden spike which signified the entrance of



the Milwaukee from Glencoe, and I also possess the first cast iron frog that was laid by the road in this town. Now I am retired and living just a block west of the depot, and have a Hobby House and museum to keep from growing old."

In his reply Mr. Gillick wrote: "I note you were on hand at the celebration to welcome the arrival of the first train from Glencoe. So was I, and my recollection is of the kegs of beer that were donated to everyone, and the free-for-all fights that took place in the construction gangs that returned to Glencoe on the train."

Although Mr. Schilling was not known to Mr. Gillick previously, the reference to the Hobby House was a clue to his identity. This small private museum is known throughout Minnesota for its collection of unique articles from both this country and abroad. Mr.

## About That Absentee Ballot for Your Serviceman...

JULY 28 was the opening day of the period during which men and women in the armed services may apply for absentee ballots for the Nov. 4 general election.

A new provision of the law, enacted in 1951, permits the mother, father, sister, brother, husband or wife of a man or woman in the service to request that the ballot be sent. The requests should be presented to the county clerk in the home county of the person in the service.

Applications will be accepted until Oct. 30 by the county clerks in accordance with the law, which sets the application period as not more than 100

days before the election. It is very important not to delay the application, however, as many absentee ballots have been voided in the past by being received for counting after election day.

County clerks will have ballots available 45 days before the election for those whose applications are on file, and will mail them directly to the service men and women with return self-addressed envelopes. *The ballots must be back in the offices of the county clerks by election day in order to be counted.*

The above provisions of the law apply only to service personnel.

Schilling served for several years on the War-Farm board under President Hoover, a post that carried him to all parts of the world, and many of the art treasures were picked up during his travels. For many years he also operated a Holstein dairy farm between Northfield and Dundas. He has written about it in a column, "Tales of the Town," which has appeared in the Northfield papers for 57 years.



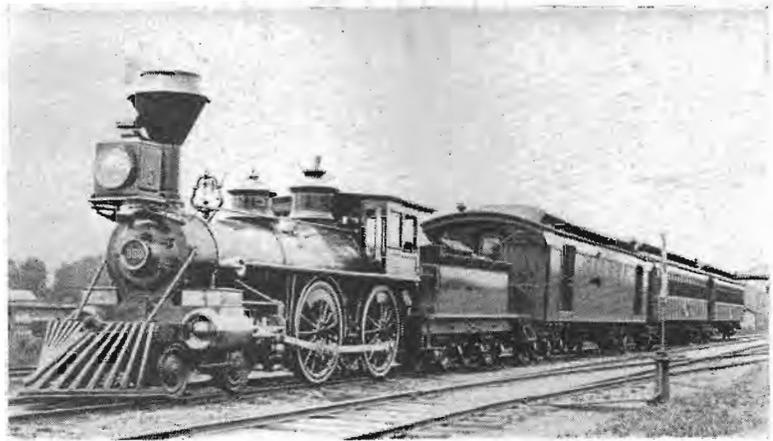
### TEST YOUR KNOWLEDGE OF RAILROADS AND RAILROADING.

(Answers on Page 38)

1. When was the first common-carrier railroad in the United States opened for traffic—1830, 1840, or 1850?
2. What is the current per diem charge for freight car hire—\$1.50, \$1.75 or \$2.00?
3. Is Detroit in the Eastern or the Central time zone?
4. Approximately how many employees are required to operate the Class I railroads of the United States—750,000; 1,000,000; or 1,250,000?
5. What basis is used by the Interstate Commerce Commission for grouping Class I, Class II, and Class III railroads—track mileage, number of employees, or amount of operating revenues?
6. Approximately how many passenger trains operating in the United States are officially designated by names—350, 650, or 1,000?
7. What is the approximate net investment in Class I railway property in the United States—15 billion, 20 billion, or 25 billion dollars?
8. What is a bunker in a refrigerator

- car—a storage bin for ice, a machine used for spraying ice over fruits and vegetables, or a built-in bed where caretakers sleep?
9. What is the expansion and contraction range lengthwise of a 39-foot rail in track—approximately three-tenths, one-half, or two-thirds of an inch?
10. What is a "Rule 1 car"—(1) a freight car on the railroad to which it belongs, (2) a freight car on a

## Resurrection of an "Oldie"



RUMMAGING through an old photograph gallery in his home town of Oconomowoc, Wis., W. H. Brooks, a retired superintendent of the Carnation Company, happened on a forgotten negative. Mr. Brooks, being an avid photographer, passed the print around and it was recognized locally as the daily which once ran between Watertown and Milwaukee. It is believed that the picture was taken at the Oconomowoc station.

The Milwaukee Road history of engine No. 360 shows it as having been built by the Schenectady Locomotive Works in 1880. It was one of the American type 4-4-0 locomotives in common use on railroads at that time. Features to interest connoisseurs of obsolete equipment are the oil burning headlight, the long-nosed pilot with the link and pin drawbar, and the old crosshead driven water pump immediately ahead of the front driver.

Renumbered in 1899, the locomotive operated as No. 759 until 1912 when it was renumbered again to No. 212. It went to the scrapyard Oct. 19, 1917.

railroad which has physical connections with the owning railroad, or (3) a freight car on a railroad which does not have physical connections with the owning railroad?

### Student Tours Are Good Business

THE student educational tours offered until mid-June at reduced rates proved to be a good source of added income for the railroad. Upward of 5,000 young people took advantage of the chance to visit their state capitol, places of historical interest and the large cities in their areas. More than 3,000 tickets were sold in the Milwaukee area alone, producing \$8,466 in revenue. Other ticket offices which made a good showing were Minneapolis, Chicago, and Madison, Wis. The revenue for the railroad as a whole amounted to \$21,547.

### Last Call—Veteran Employees' Association

THIS is to remind the members of the Veteran Employees' Association who plan to attend the 20th reunion at Milwaukee, Wis., on Wednesday, Aug. 27, and Thursday, Aug. 28, to send in their reservation blanks promptly to the secretary, Florence M. Walsh, 862 Union Depot, Chicago 6, Ill., and secure their banquet tickets. An advance guarantee must be made to the Auditorium. It is also important that your hotel reservations be arranged for.

An enjoyable time is being planned.

## August Plan for a Spring Garden

FOR the budding gardener, one pleasantly painless way to achieve a spring showing of flowers, plus a lot of confidence in your gardening ability, is to plant bulbs.

Nature apparently designed bulbs for duffers who wouldn't know a pistil from a stamen. The first step in getting nature to do the dirty work is to pick your bulbs. Start shopping for them now. Your local dealer will have many varieties for your selection and loads of suggestions for making the most of them.

As an amateur hoe-and-rake wielder you may be curious to know what is inside a bulb. If you were to peel it, you'd strip off layer after layer of fleshy scales in which nature has stored the plant's food and energy. The scales are also the bases from which the leaves grow. Keep on peeling and you'll finally reach the bud, a perfectly formed flower in the embryonic stage. That's why bulbs require so little attention—they can raid their own natural larder for nourishment.

Thanks to the research of bulb experts, you can bring up a series of blooms from late winter to early summer with the flowers coming in like actors on cue. First on the bill, snowdrops: These heralds of spring show up each year ahead of all the other blooms and should receive your first

attention, for they need the earliest planting to arrive on time. Plant them between Sept. 1 and Dec. 15, but the earlier the better. For best results, plant near a place where they are not likely to be disturbed and thus will thrive for more than one season.

Clumps of Dutch crocus are perfect for rock gardens. These, along with scillas, chionodoxa, grape hyacinths, daffodils and hyacinths, need early planting. Don't forget the hyacinth, because its rich scent will perfume your entire garden. Blooming during the cool days of April, hyacinths often last for several weeks.

Tulips should be planted in October or early November. "Early" flowering types, such as the Kaufmannianas, will bloom in late March or early April. May-flowering types such as Darwins, Breeder and Cottage, will often last into the early summer. Give some thought as to when you want your tulips to appear, and your dealer can suggest the variety to buy. Plant the bulbs six inches apart to allow for the spread of foliage. For evenness of bloom, plant all bulbs at the same level.

You've made your choice and now you're ready to plant. The first step is to remove the topsoil to a depth of about six inches. If convenient, dig the area a few days in advance to allow the soil to drain and settle. Two or three



inches is enough for the minor bulbs such as snowdrops, crocuses and grape hyacinths. Next insert the bulbs in their beds, pointed ends up. Press the base of each bulb firmly against the bottom of the hole in which it rests. Daffodils, tulips and other narcissus should be planted about the same depth—six inches. Now press the soil over each bulb until the last one is covered, smooth off the bed and the job is done.

Holland bulb growers with 300 years of experience behind them pass on these hints for good bulb gardening: Always buy from a reliable dealer, selecting large, sleek firm bulbs. Order early to be assured of the best selection, and keep the bulbs in a cool dry place until ready for planting. Plant them in well-drained soil before frost hardens the ground—your dealer will supply charts showing the correct planting methods.

If you're ambitious, you can cover the soil with a layer of mulch or leaves or straw just after the surface of the soil is frozen, removing this in the early spring. This, however, is not absolutely necessary. The final step is to sit back and wait for spring and the gratifying pleasure of seeing your floral pageant in bloom.



Tulip bulbs planted six inches deep should bloom several years in a row. Make a ruler part of your gardening equipment. It's worth measuring.

### It's an Idea!

REMOVING lime curd deposits from laundry—those little black specks which appear in the corners of collars, the cuffs of men's shirts and the folds of sheets and pillowcases in hard water areas—is a simple matter of soaking in a solution of packaged water softener and water, one teaspoon to a quart of water. Soak until the water is softened and the soil separated from lime deposits. The curds will then rinse out easily.

## Dish Towel Decor for Attractive Kitchens

DISH towels and toweling offer homemakers a delightful choice of sturdy fabrics for decorating the kitchen. Brilliant stripes and plaids, big bold checks and floral patterns are the inspiration, and at economy prices.

Figuring an average of 39 cents for a sturdy dish towel, with two towels you can make a pair of curtains that are long-wearing and launderable. For the standard low window over the kitchen sink, towels 18 x 36 are exactly the right size. Sew six plastic rings from the dime store at the top of each towel, run a rod through, and you have a pair of curtains!

Dish toweling by the yard is usually about 18 inches wide, a handy width and a wonderful time saver in sewing. For curtains, use double width if desired. For valances, scarves, chair seats and backs, and for ruffling, the single width already selvaged is easy to work with.

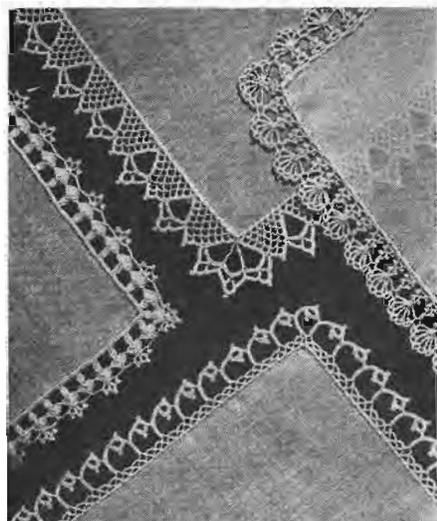
One homemaker decorated her kitchen and dinette in bright toweling and carried out the theme by making table mats of matching kitchen towels. From one 18 x 36 towel she cut three 12 x 18 mats, then fringed all edges about an inch. To fringe, run a machine stitching 1 inch from the edges and fringe up to the stitching line. Three matching napkins 12 x 12 can be cut from one towel. Result: from four towels, six place mats and matching napkins for



Mother and daughter wear identical pinafores, each made of two kitchen towels. The provincial style curtains are made of four kitchen towels; ruffles are edged with ball fringe. (Cannon Homemaking Institute photo.)

much less than a comparable set ready made.

Once you discover the decorative possibilities of dish towels, you will want to make all sorts of related accessories—toaster and waffle iron covers, table scarves, even a bird cage cover. Aprons made from them assure complete harmony with the kitchen decor. Incidentally, dish towel aprons are an idea if you're looking for novelties to turn into fund-raising for your church or club.



**LACY GIFT HANKIES.** Linen handkerchiefs with a frosting of crocheted lace are always welcome gifts. You can make up a dozen or more with a variety of edgings and have them ready the year round for presents or prizes. For extra gift appeal, include a fragrant sachet in the package. This pattern selection includes two edgings made with hairpin lace, for which instructions are provided. Direction leaflets are free of charge. Address requests for **HANDKERCHIEF EDGINGS** to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



## Know Your Pressure Canner!

IF A pressure canner or saucepan is one of your newest possessions, don't be timid about using it during the canning season, but do follow the manufacturer's directions. Most of the accidents with pressure cookers and canners are due to faulty use. Here is the advice offered by the Greater Chicago Safety Council for home canners:

1. Follow the manufacturer's directions exactly for care and use.
2. Keep all openings to pressure release valves, vents and to pressure gauges clean at all times. Use a small wire or pipe cleaner for this purpose—a toothpick or match stick might break off.
3. Know how each part of your cooker works. The safety features on your saucepan may be different from those on your canner.
4. Use exactly the amounts of water or food recommended.
5. Adjust and lock the cover securely as directed by the maker.
6. Check pressure and heat frequently.
7. Wait until the pressure is at zero and until the excess steam has been released before unlocking the cover.
8. Be sure all parts are clean and in good working order.

In open kettle canning be extremely careful of contents boiling over. Do not lift heavy hot loaded kettles and use caution in carrying bulky loads from kitchen to basement. Be sure that all handles of cooking utensils are turned back on the stove, out of reach of exploring young hands. Use proper lifting devices to raise jars from water baths so as to avoid steam burns.

The Council also reminds homemakers that oven canning is one of the most dangerous hazards of the canning season and should be avoided.

## Woman Driver!

FOR the husband who worries about the little woman, the family car and the rear wall of his garage, Norman Brokenshire, home hints star of television, offers a simple tip: Hang an old rubber hose from the ceiling of the garage. The hose should be hung so that the bottom end will touch the windshield of the car, in front of the driver. It will be a foolproof signal that the car has been driven just the right distance into the garage.



## Pack-Easies for Picnics

WE'RE off to the woods, to the park, or maybe just to our own back yard, but whatever the site, it's a picnic. Food always tastes better out of doors, and we'll want to fill the picnic basket with foods that pack well. For dessert we suggest these man-sized cookies—a raisin-filled oatmeal cooky that's almost a little pie, and a lemon flavored drop cooky.

### Raisin Picnic Tarts

1 cup sugar  
 1/2 cup butter or margarine  
 1 cup sifted all-purpose flour  
 1 teaspoon soda  
 2 1/4 cups rolled oats, uncooked  
 1/2 cup sour milk

Cream sugar and butter or margarine. Put rolled oats through food chopper. Sift together flour and soda, add rolled oats and mix well. Add to sugar and butter mixture

alternately with sour milk, mixing well after each addition. Cover and chill until easy to handle. Roll thin on well floured board; cut with a 2 1/4-inch cutter and place half of the rounds on a greased cooky sheet. Place 1 teaspoonful of filling on each round, top with remaining round and seal edges by pressing with finger tips or tines of fork. Bake in moderate oven (375° F.) about 9 minutes. Yield: 4 dozen cookies.

### Filling

1 1/2 tablespoons flour  
 3/4 cup sugar  
 3/4 cup water  
 2 1/4 cups seedless raisins  
 grated rind of 1 lemon  
 3 tablespoons lemon juice

Mix flour well with sugar; add remaining ingredients. Heat to boiling, and simmer until thickened. Cool.

### Lemon Shorties

1/2 cup fat  
 1/3 cup sugar

### CHICAGO GENERAL OFFICES

ERICKSON, MARTHA E.  
 Clerk ..... Chicago, Ill.  
 JOHNSON, DOC A.  
 2nd Cook ..... Chicago, Ill.  
 LARRY, WILLIAM  
 Porter ..... Chicago, Ill.  
 LOBSIGER, ERNEST  
 Chef ..... Chicago, Ill.  
 OLSON, WILLIAM M.  
 S. C. Conductor ..... Chicago, Ill.

### CHICAGO TERMINALS

AUGILAR, ALEJO, S.  
 Perishable Frt. Insp. .... Bensenville, Ill.  
 BONNER, BENJAMIN L.  
 Frt. Stower ..... Chicago, Ill.  
 NYCZ, VALERY  
 Frt. Handler ..... Chicago, Ill.  
 WOLF, ALBERT  
 Caller ..... Chicago, Ill.

### COAST DIVISION

CURTICE, WILLIAM L.  
 Foreman ..... Tacoma, Wash.

DEWHIRST, ELLA  
 Steno-Clerk ..... Seattle, Wash.  
 ERICSON, VICTOR  
 Ex. Gang Laborer ..... Sequim, Wash.  
 REED, LOUIS  
 Ex. Gang Laborer ..... Cle Elum, Wash.  
 WELLS, CYRUS J.  
 Chief Substation Oper. .... Renton, Wash.

### DUBUQUE & ILLINOIS DIVISION

BECKMAN, LOUIS F.  
 Sec. Laborer ..... Dubuque, Iowa  
 FIEDLER, EUGENE S.  
 Conductor ..... Bensenville, Ill.  
 LENNOX, LEO G.  
 Operator ..... Ottumwa, Iowa  
 RYSAK, JOSEPH  
 Boilerwasher ..... Savanna, Ill.  
 THOMPSON, JOHN L.  
 Loco. Engr. .... Savanna, Ill.

### HASTINGS & DAKOTA DIVISION

CARLSON, HARRY M.  
 Loco. Engineer ..... Aberdeen, S.D.

1 egg  
 1 cup sifted all-purpose flour  
 1 teaspoon baking powder  
 1/4 teaspoon salt  
 1 tablespoon grated lemon rind  
 1 tablespoon lemon juice  
 1/2 cup chopped nuts  
 1 cup corn flakes or whole wheat flakes  
 1/2 cup chopped raisins, if desired

Blend fat and sugar thoroughly; add egg and beat until light and fluffy. Sift together flour, baking powder and salt. Add to creamed mixture with grated rind and lemon juice. Mix well. Add nuts, cereal flakes and raisins. Drop by teaspoonfuls on lightly greased baking sheet; flatten slightly with a fork. Bake in a moderate oven (350° F.) 15 to 20 minutes. Yield: 2 1/2 dozen cookies, 2 inches in diameter.

**Hot Meal Idea:** Shish kabobs are filling for hearty appetites. Broil on skewers, cubes of lamb, beef and smoked ham, combined with tiny cooked potatoes, slices of tomato and dill pickle. After cooking they can be slid from the skewers into buttered buns. Ears of corn can be shucked, wrapped tightly in aluminum foil and roasted in the coals of the picnic fire. Allow about 20 minutes for this method of cooking corn.

**Cold Stuff:** To improvise a portable ice box for your perishables, use a large preserving kettle, place in it a fruit jar filled with ice, and around the jar place the perishable items—the meat to be grilled, the spreads for sandwiches, milk, the salad items to be kept crisp. Cover the kettle with its lid and place it in the center of a corrugated box, packing newspaper around it as insulation.

(Cereal Institute Inc., and American Institute of Baking)

## retirements

DYKES, RAY A.  
 Sec. Laborer ..... Sisseton, S.D.  
 GLANDER, ALBERT  
 B & B Carpenter ..... Glencoe, Minn.  
 REIFF, CHRISTIAN  
 Sec. Foreman ..... Frederick, S.D.

### IDAHO DIVISION

SIBBERT, JOSEPH T.  
 Train Baggage Man ..... Spokane, Wash.

### IOWA DIVISION

PETERSON, FREDRICK W.  
 Loco. Engineer ..... Perry, Iowa

### IOWA & DAKOTA DIVISION

HIGGINS, FAY M.  
 Train Dispatcher ..... Mitchell, S.D.  
 PETERSON, HANS J.  
 Asst. Foreman ..... Calmar, Iowa  
 PIATT, EARL W.  
 Torch Operator ..... Sioux City, Iowa.  
 SHUGART, WALTER W.  
 Loco. Engineer ..... Sioux City, Iowa

## Toastmasters at Work

UNACCUSTOMED as they were to public speaking with their wives in the audience, members of the Milwaukee Road Shops Toastmasters Club of Milwaukee opened the ranks long enough for a ladies' night session recently. The table topic for the evening, regular program item at all Toastmaster meetings, was "Why Don't Women Put System into Their Housework?" A number of short talks on the subject by members were followed by a few impromptu remarks by the guests. The program also included several longer addresses.

The group, organized almost two years ago by E. H. Heidel, recently retired general boiler inspector—system, was limited originally to men employed at the shops who were interested in polishing their speaking ability. They have recently decided to accept members from outside the railroad as a means of broadening the scope of their activities.

There are 25 members at present. Meetings are held every Monday night, usually at the Ace Foods Restaurant in Milwaukee. Visitors are welcome.



Prime movers of the club, shown at the ladies night meeting. Left to right: E. H. Heidel, since retired as general boiler inspector—system; H. C. Hanscom, chief clerk, locomotive department, and secretary-treasurer of the group; C. E. Wellnitz, electrical foreman, club president; and R. L. Hicks, now assistant superintendent at Green Bay, Wis., who was vice president at the time the picture was taken.

Toastmasters and wives at the ladies' night dinner, held in the Bungalow Inn, Milwaukee.



SNOW, HOMER C.  
Frt. Agent ..... Sioux City, Iowa  
STEVENS, GEORGE W.  
Machinist ..... Mason City, Iowa

### IOWA & SOUTHERN MINNESOTA DIVISION

BONNELLE, CHARLES  
Loco. Engineer ..... Austin, Minn.

KAUDER, GEORGE E.  
B & B Carpenter ..... Madison, S.D.  
MORDAUNT, HENRY P.  
Telegrapher ..... Mankato, Minn.

### LA CROSSE & RIVER DIVISION

HARRIS, ARCHER C.  
M of W Storekeeper ..... Tomah, Wis.  
HILLIARD, LESLIE C.  
Loco. Engr. .... Minneapolis, Minn.

LINSCOTT, FRANK  
Conductor ..... Oconomowoc, Wis.  
LUDWIG, WILLIAM H.  
Switchman ..... Portage, Wis.  
MATESKA, JOHN J.  
Loco. Engr. .... Minneapolis, Minn.  
NEUSTEADTER, FRANK T.  
Loco. Engr. .... Mauston, Wis.

### MADISON DIVISION

JENKINS, EZRA  
Loco. Engineer ..... Madison, Wis.  
McCARTHY, MAURICE J.  
Loco. Engr. .... Janesville, Wis.  
REID, JOHN D.  
Crossingman ..... Racine, Wis.  
SOMERS, WILBUR E.  
Genl. Yardmaster ..... Rockford, Ill.

### MILWAUKEE DIVISION

CALVINO, NAPOLEON  
Flagman ..... Sturtevant, Wis.  
DOCTOR, JOHN C.  
Conductor ..... Green Bay, Wis.

### MILWAUKEE TERMINALS & SHOPS

HEIDEL, EDWARD H.  
Genl. Boiler Insp. .... Milwaukee, Wis.  
SIMONTON, ANDREW J.  
Laborer ..... Milwaukee, Wis.  
SYNEK, FRANK  
Carman ..... Milwaukee, Wis.

### ROCKY MOUNTAIN DIVISION

CURN, LEONARD P.  
Store Helper ..... Deer Lodge, Mont.  
DYER, LAFAYETTE M.  
Agent ..... Moore, Mont.  
LEWIS, DANA  
Machinist ..... Avery, Idaho  
NECOLA, CONSTANTIN  
Sec. Foreman ..... Straw, Mont.  
TURNQUIST, CARL J.  
Sub Station Oper. .... Gold Creek, Mont.

### TERRE HAUTE DIVISION

DUENSING, ALBERT G.  
Asst. Car Foreman .... Terre Haute, Ind.

### TRANS-MISSOURI DIVISION

CUNNINGHAM, PATRICK  
Boilermaker Helper .... Miles City, Mont.  
DARLING, GEORGE C.  
Sec. Laborer ..... Eagle Butte, S.D.  
HAGERTY, DAVID J.  
Train Dispatcher ..... Miles City, Mont.  
MASTIN, CHARLES B.  
Operator ..... Baker, Mont.  
MOSHER, PHILLIP  
Brakeman ..... Mobridge, S.D.  
MOWREY, CLYDE R.  
Chief Operator ..... Miles City, Mont.  
THOMPSON, ARCHIE O.  
Agent-Operator ..... Bucyrus, N.D.  
WEDMOYER, WILLIAM J.  
Agent-Operator ..... Watsuga, S.D.

### TWIN CITY TERMINALS

ANDERSON, ARTHUR N.  
Boilermaker ..... Minneapolis, Minn.  
CORNISH, GEORGE S.  
M & B Lead Clerk ... Minneapolis, Minn.  
GROSS, WARREN H.  
Switchman ..... Minneapolis, Minn.  
HILGER, ALEXANDER  
Telegrapher ..... Minneapolis, Minn.  
MOSS, WILLIAM R.  
Sheetmetal Worker ... Minneapolis, Minn.

No two railway conductors' ticket punches are exactly alike, each one being registered in the name of the conductor who uses it.

The Milwaukee Road Magazine

# about people of the railroad

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

We express sympathy to Joe Nolan, signal inspector at Milwaukee, whose wife passed away July 20 after a short illness. Jack Dougherty, retired engineer, also had the misfortune of losing his wife a short time ago.

Brakeman Bill Sloane is proud of the new arrival in his home, a little girl born July 14.

At this writing Conductor Will Brady is in a serious condition at St. Michael's Hospital in Milwaukee.

Bill Dempsey, retired traveling engineer, passed away on July 6. William Meyer, retired C&M brakeman, died July 11.

The division welcomes Assistant Superintendent M. T. Sevedge and says good-bye to Assistant Superintendent R. L. Hicks who were transferred Aug. 1.

Conductor George Bowen is not well after a recent attack he suffered at the Union Depot in Chicago.

## Milwaukee Terminals

### FOWLER STREET STATION

Pearl Freund, Correspondent

Virginia Freund, messenger at Fowler Street and the daughter of your correspondent, is the recipient of a nursing scholarship to the college of her choice. The scholarship, amounting to \$650, was presented through the Association of Catholic Hospitals, Wisconsin Chapter.

Virginia is a 1952 graduate of Pius XI High School.



Virginia Freund

James Mongan, clerk at Fowler Street for many years, passed away suddenly July 5. His death came as a shock to his co-workers who had talked with him on the preceding day. He began his railroad service as a train clerk with the C&NW at Milwaukee. His service with the Road began in December, 1916, and he worked for various periods as yard clerk, train clerk, demurrage clerk and finally as clerk in the claim department. He held the office of division chairman of Victory Lodge 1233 for three consecutive terms and also served as its president. He was a member of St. John's Cathedral Parish, where for many years he performed the duties of head usher. He is survived by his sister Margaret with whom he made his home.

Gene Swinsky has been released by Uncle Sam and has taken up civilian duties. This was Gene's second assignment in the armed forces. He has been stationed at Long Beach, Calif., working with Navy personnel.

## DAVIES YARD

Charles Pikalek, Correspondent

We are happy to report that Felix Marshall, carman, is home from the hospital and is doing fine.

Robert Schlinger, carman, who underwent an operation on his knee, is recovering rapidly.

Mr. and Mrs. Jerry Reismeyer spent their recent vacation in Florida.

Mr. and Mrs. Edward Blatt took a trip by auto to Philadelphia. Eddie had the pleasure of driving on the well-known Turnpike Road.

Mr. and Mrs. Tommy Cervero took a choo-choo train to Philadelphia and spent two weeks visiting with relatives.

## MUSKEGO YARD

Grace M. Johnson, Correspondent  
Office of General Superintendent

Muskego Yard is happy to welcome back William J. Cary, Jr. He left Milwaukee on military leave about a year ago and returned with a captain's commission in the Field Artillery after serving 10 months in Korea. He will replace Charles Barth, disposition clerk, who is now on vacation. Charlie will return to the depot and take his old position as time revisor.

Steno George Lawrenz will leave us for summer encampment with the Army, where he has attained the rank of first lieutenant in the Army Reserves.

Joan Gill, from Fowler Street, has been pinch hitting at the office during the vacation period.

George Goelz is back on the job.

Joe Snyder has returned to work and has been assigned the chief clerk's position formerly occupied by Bob Esser.

Charlie Zunker, retired switchman, stopped in. He was on his way to New York to visit his daughter who was returning from a trip to Denmark aboard the new ocean liner, the United States. Charlie will spend several weeks there with her.

Irving S. Edmunds passed away on July 1. He had been employed as switchman in Milwaukee terminals since 1928.

## UNION STATION

James Madushaw returned after a long convalescence to his position as a time revisor. However, after a few days he was displaced and left us to work at Chestnut Street as yard clerk. Charlie Barth will work as time revisor when he returns from his vacation.

Colleen Colgan, operator at the Milwaukee depot, has announced her engagement to Robert Griepentrag. Their wedding is to take place at St. James Church at LaCrosse and a number of their friends from Milwaukee will attend. The Griepentrag's will make their home in Milwaukee where the groom-to-be is in the masonry construction business.

Friends of Joe Nolan, signal inspector at Milwaukee, extend their sympathy to him in the loss of his wife on July 20.

Clarence C. Steed, chief clerk to supervisor of telegraph and signals at Milwaukee, passed

away July 29. Mr. Steed had been with our railroad since 1910, working on Lines West until October, 1936 when he came to Milwaukee. He is survived by his wife and one



**FOWLER STREET FAREWELL.** Office and warehouse employes at Fowler Street station in Milwaukee took time out July 31 to congratulate Paul "Chester" Nevers, foreman of house 7, on his retirement. Chester, shown here shaking hands with Check Clerk Otto Kettner, had 40 years of service at Fowler Street. His new leisure will be utilized for horseshoe playing and following the ball games, with a long west coast trip planned for 1953.



**WINNING WAYS.** Ed Kellerman, retired Milwaukee terminals switchman, is figuring in semi-pro baseball news these days. As coach and senior manager of the Muskego team in the Land of Lakes league (Eastern Division), during the past seven years he has led his players to three championships, one grand championship and one third place. When last heard from, the Muskegos were only one game away from first place in the current season.

# a Bit about "Bite"



A "BITE" or snack after a dance, movie, or during a TV show is always fun!



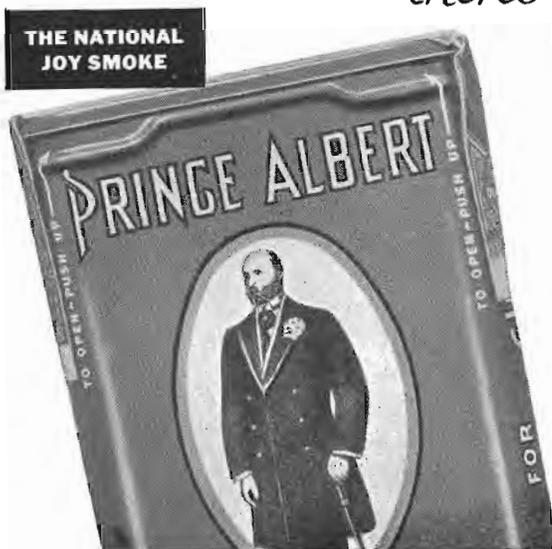
"BITE" in tobacco is never any fun! Prince Albert is specially treated to insure against tongue bite!



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

## Bite's Out... Pleasure's In

*there's more tobacco in every tin*



● Once you've tried P. A., you'll never want to smoke any other tobacco! Crimp cut and mild, Prince Albert is treated with the patented\* "No-Bite" process to assure you of greater smoking comfort! Whether you smoke a pipe or roll your own, you'll enjoy every puff of P. A.!

\*Process patented July 30, 1907

**MORE MEN SMOKE**

# PRINCE ALBERT

**THAN ANY OTHER TOBACCO**

son, Robert P. Steed, who is a commander in the Navy. Mrs. Steed is president general of the Milwaukee Railroad Women's Club.

A farewell party was held at the Medford Hotel July 30 in honor of Assistant Superintendent R. L. Hicks and Trainmaster R. H. Jensen who were transferred to Green Bay and Austin, respectively. A group of about 30 men were in attendance and Mr. Hicks was presented with a leather letter-size folder and Trainmaster Jensen with a traveling alarm clock.

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

Dick Steuer, Correspondent  
Chestnut Street Station



H. R. Zarling

July 31 marked the final day of a long and faithful career on The Milwaukee Road for Hugo R. Zarling, foreman and weighmaster at Cherry Street yard. Hugo broke into railroading as a billing clerk at North Avenue station on June 22, 1907, and held various positions in that

office until he turned to yard clerking in 1911. His district covered all the industries from Highland Avenue to Townsend Street. The hours were long in those days and the pay was a hustling \$47.50 per month. He was assigned to his position at Cherry Street on Aug. 1, 1937.

During his 45 years of service Hugo had some interesting experiences. He recalls the time Agent Klinger sent him out on his first yard clerking job. He was to take numbers of everything on wheels, and he did - even the snow plows at the Cold Spring shops of the Electric Co! Still another time, he had just returned from sealing a box car when a couple of frightened boys ran up to him and informed him that he had just locked one of their pals in a car. When he broke the seal and reopened the car, the imprisoned lad jumped out and ran as fast as he could.

In his retirement, we wish Hugo and his wife many years of good health and happiness. Now they will have time to enjoy their neat bungalow and their son's family, of which they are justly proud.

## Trans-Missouri Division

### WEST

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

George Cobb, who retired July 3, was honored at the meeting of the Order of Railway Conductors on the afternoon of July 6. Conductors C. S. Brown and A. W. Wickersham spoke about their retiring brother. Mr. Cobb then responded and reminisced about his service with the railroad which began at Mason City, Ia., on Aug. 8, 1891.

Milwaukee men who will be candidates for office in the general election to be held in November include Keith Trout, pipefitter, running for state senator from Custer County, and Dan Tedesco, boilermaker helper, for

## Miles City Honors G. F. Cobb and D. J. Hagerty



Conductor Cobb, about to register at the Miles City yard at the end of his last run on No. 16, is congratulated by (from left) Superintendent J. T. Hayes, Master Mechanic L. H. Rabun and Trainmaster W. A. Horn.

WHEN Conductor George F. Cobb brought No. 16 into Miles City July 3, he concluded more than 60 years of continuous service with the Road. The following week, on July 8, he and Dave J. Hagerty, retired train dispatcher, were the honored guests at a banquet given by their friends at the Crossroads Inn in Miles City.

Mr. Cobb started railroading in 1892 as a passenger brakeman on the La Crosse Division. He went into freight service in 1895 and was promoted to conductor in 1898. Transferring to the Trans-Missouri in 1907, he worked between Harlowton and Roundup until 1909 when he moved to Miles City, where he has since made his home. He had the distinction of serving on the maiden trip of the old Olympian over the division in 1911 and on the maiden trip of the present streamlined Olympian Hiawatha when it passed through Miles City June 1, 1947.

The retirement of Dave Hagerty on Apr. 30 ended more than 50 years of service on

various railroads. He started with the Soo Line in St. Paul as a messenger and learned telegraphy. Transferring to the Great Northern, he was employed for a time at Havre. In 1898 he went as a train dispatcher to the NP and held various positions with that road, including acting superintendent, before he transferred to the Milwaukee in 1916. From 1933 to 1937 he served in the Montana legislature following his election on the Democratic ticket.

The banquet tendered the two veterans was well attended by employes from all departments. Trainmaster W. A. Horn presided and Superintendent J. T. Hayes presented the group's gifts of fishing equipment. A number of employes who retired previously were present, including Train Dispatcher Earl Farr, Boiler Foreman F. L. Denson (mayor of Miles City), Master Mechanic M. A. Walsh, Engineers P. J. Farley, Jerry Clifford and E. B. Walters, and Switchman Bill Eaton.

constable, both on the Democratic ticket.

Earl Winther, clerk at the car department, is on the job in Miles City after his release from military service.

The Miles City Athletic Club is the Montana State semi-pro baseball champion following its 8-1 victory over the Great Falls Air Base team July 20 in the final game of the state meet held at Lewistown. Conductor J. J. McGuire and Assistant Roundhouse Foreman E. Holter are claiming part of the honors since sons Jack McGuire, catcher, and Bud Holter, center fielder, played key parts in the campaign.

Mrs. Earl Farr, Mrs. E. V. Wilson and Miss Frances Campbell left Miles City July 23 on the Olympian Hiawatha bound for Seattle to join a two-week boat cruise to Alaska. However, their trip came to a sudden end when only a short distance from the port of Seattle the passenger liner collided with a freighter and was forced to put in to Vancouver. Inspection of the liner proved it to be in need of considerable repairs and the party was brought back to Seattle.

*When a woman tells you her age it's all right to look surprised, but don't scowl.—Wilson Mizner.*

## Coast Division

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

Emmett Griffin, foreman of the B&B crew at Tacoma for many years, who retired several years ago, passed away recently in a hospital at Tacoma.

Brakeman L. E. Dancy passed away very suddenly.

Conductor E. L. Kittleson is in the hospital as the result of serious injuries received when he was struck by an auto. Understand he will be there for some time.

Alvin Nance, secretary to Superintendent J. T. Hansen, has been appointed to a position in the claim department at Seattle. Tom Carscallen is Mr. Hansen's new secretary.

Juanita Modglin, trainmaster's secretary, joined the fast-growing army of TV fans with the purchase of a 21-inch RCA.

Charley Gustafson, retired machinist, passed away recently; also Fred L. Sowles, retired blacksmith helper.

Joseph P. Conley, locomotive engineer who has been railroading for 56 years, 42 of them on the Milwaukee, retired on June 30 at the age of 80. Understand he has purchased a home in Long Beach, Calif., where he intends to live.



**WHAZZAT?** Standing alongside the track about midnight one night last winter, W. E. Nordgren, clerk at Olivia, Minn., recorded this camera impression of the westbound Olympian Hiawatha in a hurry. As for the strange streaks and bumps, he says, "I held the shutter open from the time the train appeared on the horizon until the locomotive sped past me (about four minutes). The haze at the left is caused by the Mars headlight sweeping the clouded sky, and the brighter spots on the upper streak are caused by the Mars light swinging toward the camera at intervals. The double streak below represents the stationary headlight, which is one bulb over another.

Gus Schmidt and Mrs. Schmidt have left for an extended visit in Port Huron, Mich. Mr. Schmidt is a retired blacksmith.

Leonard Wallace, well known telegrapher at Tacoma, passed away in a Seattle hospital following a long illness.

B. D. Wadsworth, agent at Chehalis, is in the Doctor's Hospital at Tacoma due to arthritis.

Leah Carroll has returned to work at Auburn, Wash. She had been off on account of her father passing away July 1.

W. L. Curtice, who for many years has been in charge of the lumber yard at the Tacoma store department, retired July 15. Bill put in 35 years for the railroad, starting in the B&B department. He has purchased a farm near Auburn where he intends to spend his retirement.

Robert E. Wright, retired locomotive engineer, passed away at a hospital in Tacoma after a long illness.

#### SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Goshia, Correspondent

Bernice Facer of the reclaim section is the proud "grandma" of a baby boy who arrived at the home of Mr. and Mrs. Jerome Driscoll June 18. Mrs. Driscoll is the former Myrene Facer who was at one time employed in the White Building.

Helen Hasslinger, rate clerk at the LCL warehouse, returned July 21 from a vacation spent on the east coast and at points enroute. She joined her sister and family at Flint, Mich., and from there the party motored through eastern Canada and the New England states.

Sympathy is extended to Mrs. Vera Tuson of the cashier's office whose mother, Mrs. Anna Birk, passed away June 13. Funeral services were held in Seattle where Mrs. Birk had made her home for 65 years.

Ione Williamson of the billing section is wearing a beautiful diamond and making

plans for a fall wedding, when her fiance, who is with the Army in Germany, comes home on furlough.

Frank C. Bell, retired employe of the freight office, returned recently from a trip to Washington, Ia., where he visited with his brother. Frank accompanied his son Milo and family as far as Washington. Milo Bell, who is coordinator of the state fisheries of the State of Washington, was enroute to North Carolina for a lecture tour.

Ruth Cooke of the reclaim section was called to Sioux Falls, S. D., in June because of the death of her mother who had been in ill health for several years.

Cards which we received from Fred W. Rasmussen, retired chief clerk, report that he and Mrs. Rasmussen enjoyed a vacation in Yellowstone Park.

#### SEATTLE YARD

F. J. Kratschmer, Correspondent

Fred Badham, gang boss in Seattle yard, made a trip to Texas during July to visit his son. He was relieved by Sid Meyer, cleaning track foreman, who in turn was relieved by Carl Jones.

Switchman Coy Carter is the proud father of a bouncing baby girl born July 8. The new arrival has been christened Andria.

Roundhouse Machinist George Dolan and wife left on July 20 for Coeur d'Alene, Idaho, and their old home town of Spirit Lake, Idaho.

B&B Foreman E. E. Thomas returned to work on July 16 after taking a two-week rest. At the car department, John Hurley, carman, took off time to paint his house while his wife was away, and Car Inspector George Dutrow took to the lakes to do some fishing.

*It is hard to realize these days that this country was founded partly to avoid taxation.*

## H & D Division

### EAST END

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

Don Bachelder, formerly an H&D agent-operator and now in the Army, visited with the home folks during July. He now wears captain's bars and is an instructor at Randolph Field, Tex.

Suzanne Madden, oldest of Officer Jim Madden's daughters, has enlisted in the WAVES and is training in Bainbridge, Md.

Engineer H. J. Adamson advises that his son Ralph has been assigned to Fort Atterbury, Ind., as air force chaplain for the Dixie Division. Conductor Clyde Adamson is a brother of Ralph.

Bob Ryan came home from Korea recently and Tom Ryan received his discharge about the same time, so Conductor Dan Ryan packed up the family and went on a vacation to the north woods where the fish bite the way they oughta.

Death has claimed Herwood S. Duncan, retired engineer. He had been living in Stillwater since his retirement a year ago.

While Operator Wayne Dunlap takes time off to help at the family mink farm at Stewart, Chuck Rodeberg is first trick operator at Montevideo and Dick Mohagen holds down second trick.

Engineer Andy Hoaglund is the latest to receive one of the coveted gold passes.

It's been like old times, seeing Min and Fred Burdick around again. Since Fred's retirement as an engineer they are living in San Diego.

Dave Fisher, retired agent, celebrated his 92nd birthday July 21.

Haaken Henstein of the "Monte" roundhouse was married recently to Ethel Nordquist.

Congratulations to the Howard Sheimos upon the adoption of their little daughter, Debra Jean. The little lady is a year and a half old.

## Rocky Mountain Division

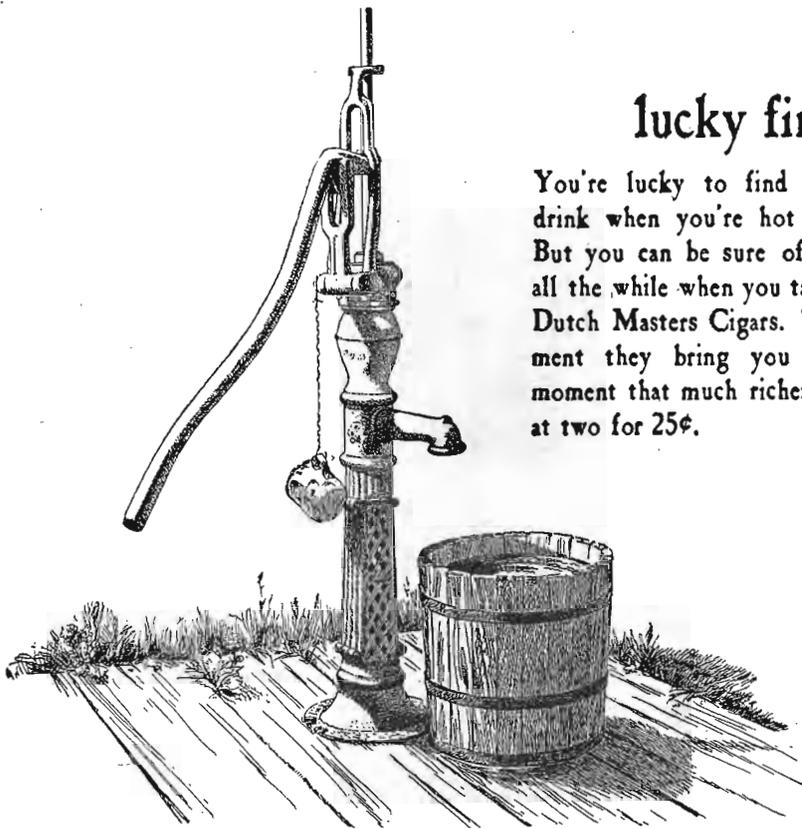
### EAST END

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

Frank McAvoy, retired engineer, and Mrs. McAvoy left Deer Lodge Aug. 10 for Orlando, Fla., to make their future home. Mr. McAvoy entered railroad service in Minneapolis in 1902 and retired at Deer Lodge in 1944. He had been a resident of Deer Lodge since 1909. For a number of years he was traveling engineer on the Rocky Mountain Division. Later he took a passenger run between Three Forks and Deer Lodge. Mrs. McAvoy, who was Miss Hildah Sikla, had been with the Road as stenographer in the master mechanic's office since 1917. She left that position in June. The McAvoy's want to take this means to say good-bye to their friends in Deer Lodge and vicinity.

Brakeman Albert L. Dorsey was killed July 23 in Butte yard. Mr. Dorsey was born in La Crosse, Wis., on June 21, 1922 and moved later with his family to Harlowton. He was a first lieutenant in World War II. After his release from military service he

The Milwaukee Road Magazine



## lucky find

You're lucky to find a clear cold drink when you're hot and thirsty. But you can be sure of refreshment all the while when you take along fine Dutch Masters Cigars. The contentment they bring you makes every moment that much richer. They start at two for 25¢.

# Dutch Masters Cigars

*The cigar you've always wanted to smoke*



started as a brakeman out of Three Forks, where he worked until his death. Survivors are his widow, the former Joyce Hengel of Three Forks, two sons, Jeffrey and Robert, his mother and sister of Harlowton, and a brother in Three Forks.

Engineer Clifford Wilcox has returned home from the Deaconess Hospital in Bozeman where he underwent surgery. He is doing fine at this writing.

Conductor and Mrs. Homer Jenkins attended the Democratic convention in Chicago.

Engineer Luther Brock and Mrs. Brock and the children, who were visiting in Indiana, returned home July 20.

The Army Home Town News Center in Kansas City gave out news last month of Bradley B. Burbridge who was with the Road at Three Forks before he entered the Army in December, 1950. Private First Class Burbridge, a radar repairman, participated in "Operation Signpost," the exercise geared to put the United States air defense on an operational basis. As a member of an anti-aircraft artillery brigade, he worked with the Civilian Ground Observers Corps and the Canadian air defense forces during the July 19-28 exercises in the Pacific Northwest.

*Without a roaring vacuum cleaner, how could a woman indicate to her lazy husband that he ought to be up and doing?—Pickands Mather Magazine.*

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

John J. O'Meara, retired chief clerk to general freight agent, and Mrs. O'Meara left Aug. 4 for a reunion of the Phelps family, Mrs. O'Meara's family at Colesburg, Ia. They intend to spend about six weeks visiting around the northeastern part of Iowa.

A. L. Nance, former secretary to superintendent of the Coast Division, is now chief clerk in the general claim department.

R. C. Spurling, district adjuster general claim department, with Mrs. Spurling spent the first two weeks in July vacationing in southern California around Monterey. They also visited with Lee Merritt, former adjuster-chief clerk in the claim department, who is now statistician for the Simpson Logging Company at San Carlos, Calif.

Morrel Sharp, assistant general attorney in the law department, attended the Republican national convention in Chicago as assistant sergeant at arms, representing the Washington state delegation.

Shelleah Williams of assistant to general manager's office left July 26 for San Francisco to spend her vacation. She will also visit en route at Portland, Ore.

Mr. and Mrs. Hugh Dunn are the parents of a baby boy born in July. Mrs. Dunn is

the former Mary Danielson, stenographer in the purchasing department who resigned last September.

Ed Mason, clerk in the reservation bureau, resigned Aug. 1 and will be with the operations department of the General Steamship Corporation, Ltd. His position is being filled by Jonathan E. Cook.

Henry Williams of the vice president's office spent his vacation the last two weeks of July entertaining his sisters, the Misses Lucy and Elizabeth Williams of Elgin, Ill.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Agent, Spokane

Trainmaster E. P. Snee, who has been in Spokane since August, 1949, has been transferred to the Bensenville, Ill., yards.

C. A. Clark, retired engineer, passed away suddenly while on a fishing trip on Lake Chelan. His home was in Spokane where he is survived by his wife Aileen. Mr. Clark had the distinction of being the first hired locomotive engineer on the Idaho Division—all older in seniority were men transferred from Lines East who came out during construction days. He was formerly employed by the Northern Pacific and the D&RGW.

C. F. Allen, retired roadmaster who spent seven weeks at the VA hospital in Spokane, is now at home getting along nicely. Mrs.

Allen is also recuperating at home after a recent operation.

Locomotive Engineer Jack Downey was recently taken to the St. Maries hospital for treatment.

Margaret Shaw, injured in an auto accident, left the hospital about July 4 to recuperate at home.

D. C. Allen and family are taking it easy at Sacheen Lake, north of Spokane; a very pretty spot with plenty of good fishing, I'm told.

Vincent Perrone's extra gang is making fine progress on the POR line. This line is being rehabilitated into Metaline Falls. General Foreman Williams' gang is working on the St. Maries branch doing maintenance work.

A large beet sugar plant is going up in the Warden area and it is expected much activity will be forthcoming, with spur lines needed to serve this industry.

On a recent inspection trip to Moses Lake and vicinity, the Five Spot was equipped with a new type air conditioning system. Reports are that the "driver" especially kept cool. And who wouldn't, sitting on a cake of ice. With 104-degree weather out on the desert, anything would help.

Mr. and Mrs. Albt A. Blond of Malden (agent-operator) announced the marriage of their daughter Thelma to Alvin Schwartz, the ceremony taking place in Los Angeles, home of the groom, July 4. The bride wore a white ballerina length dress and a white lace cap with a finger-tip veil. The couple will live in Los Angeles.

After several weeks' illness, death came to Mrs. Fred W. Krebs, wife of Engineer Krebs and mother of Roy, Milwaukee conductor. She is also survived by a daughter, Cleo of Spokane, and seven grandchildren. Funeral services were held in St. Maries where the Krebs' lived for many years prior to moving to Spokane, and to Malden during the past year.

## Chicago Terminals

### UNION STREET

Contributed by Mathilde Nauheimer

Florence La Monica, your regular correspondent, is vacationing at this writing, and this is Mathilde Nauheimer pinch hitting.

Cashier George Searles is back at his desk after a fine trip to Florida with Mrs. Searles.

William Kirscher, transit clerk, spent two weeks training with the National Guard at Camp Ripley, Minn.

Florence Enzenbacher, comptometer operator whose hobby is photography, brought back some beautiful snapshots of her trip to Portland and Seattle.

Bill Roberts' daughter Betty is leaving for France to join her husband.

Oscar Nelson, storage clerk, retired July 31. The dinner to be given in his honor was postponed due to illness. We all wish him a long and happy retirement.

Bill Zunker is the father of a baby girl named Carolyn.

We are sorry to report the illness of Frank Sanfilippo, house 5.

We extend sympathy to M. Spooner who lost his three-year-old boy after a siege of polio; also to J. Kelly, house 8, in the recent death of his mother.

We hear that Frank Wernett's little boy

## Charles A. Shoop Retires



Engineer Charles A. Shoop as pictured in a recent article published by the Elgin Courier-News in connection with a series featuring the city's best known citizens.

CHARLES A. SHOOP of Elgin, Ill., floriculturist, one-time sailboat regatta racer and for 52 years a locomotive engineer on the D&I Division, stepped from the cab of his steam locomotive for the last time on July 28. He has been in suburban service for many

years, being well known and liked as the man at the throttle of the 7:05 A.M. train out of Elgin. The hundreds of passengers whom he took into the city daily recognized and appreciated his feeling of responsibility for getting them to work on time. He piloted the 5:12 train from Chicago back to Elgin in the evening.

Having started railroading on the Milwaukee in Chicago Aug. 17, 1900, Mr. Shoop was at the time of his retirement the third oldest man in engine service on the division, in terms of years of service.

For years Mr. Shoop has pursued flower culture as a hobby and is one of the mainstays and principal exhibitors of the Men's Garden Club of Elgin. One of his prized possessions is a 75-year-old cactus plant which he has nurtured carefully since it was given to him 25 years ago. Although dahlias are his specialty, he is principally known in Chicagoland gardening circles for his African lilies. As reported in this Magazine in April, he and one of his giant lilies, the largest ever grown, were featured in March on a Chicago television program conducted by John Nash Ott. Shortly before Mr. Shoop's retirement Mr. Ott presented him with a reel of film taken of him and his engine at the Western Avenue roundhouse in Chicago for showing in connection with the television program. The film was the highlight of the combined retirement and wedding anniversary celebration held in honor of Mr. and Mrs. Shoop on July 29 by a large group of friends.

was stricken with paralysis. Our hopes and prayers go out for him.

We are glad to report that John Wagner, foreman in house 3, is recuperating and coming along nicely.

### BENSENVILLE

Dorothy Lee Camp, Correspondent

Harry Edward Miller, 67, retired switchman of Long Beach, Calif., passed away June 23 at his home. He was born in Watsontown, Pa., but spent most of his life in Chicago. He was a yard conductor and lead man for many years in the Chicago terminals, most of the time at Bensenville. He was a life member of the Elks lodge at Jersey Shore, Pa., and of Chicago local of the Brotherhood of Railway Trainmen. Surviving are his widow, Aville; two stepsons, Lt. Com. Howard Trimble, USN, San Diego, and Byron Trimble of Van Nuys; and grandchildren Richard and Gracie Trimble. Services were conducted by the Long Beach Elks. Pallbearers were Bill Rands, Joe Jorgensen and Clarence Goldhammer, all retired employes of the Road and co-workers of Harry.

In a recent letter from Clarence Goldhammer, retired switchman of 6702 Loma Vista Avenue, Bell, Calif., he asked me to say hello for him to his friends in the Chicago terminals. He'd like to hear from you now and then.

Switchman Vernon Conrad and wife Mary, as well as little sister Debra, are thrilled over the recent arrival of baby Rebecca Lynne.

Clerk Jack Verstege and family spent part of their recent vacation fixing up their beautiful new home.

Jack Warner, Bensenville trainmaster, has been transferred to Milwaukee. Trainmaster Dick Balsbough has been transferred to the Iowa Division.

Mr. and Mrs. Abe Shore (switchman) en-

### GALEWOOD

Norma Gunderson, Correspondent

Sorry to report the sudden death of Howard Kay on Galewood platform July 1.

Bill Stotz, yardmaster at the water tank, and family vacationed in Rochester, Minn.

Chief Clerk Harry Willison and wife celebrated their 20th anniversary and both of their birthdays July 7 at Fox Lake, Ill.

Bill Rieger, retired yardmaster now living in St. Petersburg, Fla., visited Galewood July 18.

Ethel Novak, night telephone operator, passed away July 19 at the Franklin Boulevard Hospital after a long illness. Her sweet personality will long be remembered.

Yardmaster Ed Sullivan, at Western Avenue freight yard with 28 years of service, passed away July 26.

We have two new checkers at Galewood, Carl Williams and Sam Bitakes.

Gustave Beltram, Mexican National, visited friends at Galewood platform during July.

Glad to welcome back Bill Clerk Clarence Mackprang and Special Officer Charles Atwood after their recent stay in the hospital.

*The safest rule for a prediction is to be indefinite about the date. Sooner or later almost anything can happen.*

joyed a vacation at Miami Beach, Fla. Jodie White, day caller at Bensenville, and family are just back from a holiday in California and Mr. and Mrs. Ralph Vannella sent greetings from Wyoming. Estes Barker, operator at tower A-5, and family are touring the west coast at this writing.

Caller Tommy Myers is still laid up at this writing, due to an auto accident some weeks ago.

Engineers Moxie Bergeson and Roy Lange, Fireman Jim Meldrum, Yardmaster Kenny Crouse and Switchman Gene Lewin enjoyed a fishing trip at Otter Tail Lake and at Star Lake in Minnesota.

Jay Line Conductor Archie Davenport reports that his daughter was married June 7 in a lovely church wedding at Bensenville.

In answer to a letter to Pvt. Donald Blevons, Milwaukee, Wis., switchman and son of retired Chicago terminals switchman: Don is feeling fine once more, and is out of the hospital. He writes it's good to be remembered by the folks at home.

Charlie Umberham, Jay Line conductor, is enjoying his layovers in Madison. Charlie has a youngsters' swimming class at one of the beaches. He is an excellent swimmer and diver and is teaching the little tots to be top notch swimmers. Claude Quinn, Jay Line conductor, got away from the heat while on vacation by taking in some of Charlie's classes. He wasn't taking lessons—just keeping cool.

Sympathy is extended to the family of Edward Sullivan who passed away June 26. After 28 years in the railroad family, he will be missed by his friends. Bud Sullivan, serving in the Marines, was home for the funeral services.

Telephone Operator Ethel Novak passed away recently after a long illness. She was known as the operator with the "smiling voice"—always willing to help her fellow employees.

Yardmaster John R. Harding and wife Lucille have taken three of John's grandchildren to raise. The children drop in at the Bensenville office on Saturday night to pick up their pal, Grandpa Harding.

Tommy Dominick is a welcome addition to the Bensenville office, replacing John Duffy as night bill clerk. Duffy took the 11 to 7 bill clerk job.

Assistant Superintendent Bill Stewart is being transferred from Bensenville to Wausau. Bill made many friends in the short time he was in the Chicago terminals.

## I & S M Division

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

We welcome Trainmaster John Stuckey, who will succeed George Riley on the I&SM First District, and Dick Jensen, who succeeds J. T. DeYoung on Second District.

Dick Hinckley, retired switchman, paid a visit to the office recently, and recommends the Arizona climate to others who retire and want to stay young.

Superintendent and Mrs. Rowley have returned from a vacation in Vancouver, B.C.

A card received from "Skinny" D. L. Tallmadge, retired engineer, states that he suffered a heart attack and at present is confined to the Veteran's Hospital in St. Petersburg, Fla.

Chris Nelson, veteran baggageman and trucker at Austin, retired in July. Fellow employees from the freight office, dock and headquarters building presented Chris with a cash purse as a "going away" gift, and he dropped in a few weeks later and displayed a new shockproof, waterproof wrist watch he had purchased with the money.

A farewell party was held in the trainmaster's office at Austin July 31 in honor of George Riley and Tom DeYoung, at which they were each presented with a fine pen and pencil set, tie clasp and a carton of cigarettes, as a remembrance from their fellow employees at Austin.

## Twin City Terminals

MINNEAPOLIS PASSENGER STATION

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

N. E. Smith of Milwaukee joined the engineering department on July 1 as assistant engineer.

B&B Pump Repairer M. A. Kurzeka reports the arrival of his second child, a girl, on July 17, thus making B&B Foreman A. A. Kurzeka a grandfather again. We understand Marve started his vacation July 24 when his wife came home from the hospital in order to assist with the newcomer.

Fred C. Orchard, night yard clerk at the Minneapolis east side yard, graduated from law school at the University of Minnesota this spring with honors, winning \$175 in scholarship prizes. He recently took the bar examination in Minnesota and at this writing is awaiting the results.

## ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent  
c/o General Agent

General Agent G. F. Quinlan spent an energetic week's vacation moving his family into the house he finally found for them after several months of searching. It was hard work, but well worth having the family all together again.

We are sorry to report that Frank Arndt, our livestock agent, is still ill. His duties are being handled temporarily by Douglas Sutton, formerly chief clerk in our local freight office.

The St. Paul Dispatch gave us quite a description of the work being done by our former city freight agent, John Maher. John is commanding officer of a group of flyers in Korea known as the "Minnesota Mosquitos," for their annoying stings at Red anti-aircraft positions. John's group flies low over enemy targets as a guide for jet bombers. That may be easier than soliciting freight, but we doubt it.

Most of us in this office came here from



## FISH and OYSTERS

Supplying Hotels, Restaurants and Clubs  
Our Specialty  
Phones Roosevelt 1903, all departments

**W. M. Walker**  
213-215 S. Water Market Pilsen Station  
Cor. Racine Ave. and 14th Pl. CHICAGO

**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.**

THE *Halco* 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

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

**EDWARD KEOGH  
PRINTING COMPANY**

*Printers and  
Planographers*

732-738 W. Van Buren St.

Phone: Franklin 0925

Chicago, Illinois

**PROMPT AND EFFICIENT SERVICE**

**Present Day  
SAFETY Requirements  
DEMAND the Best  
Equipment**

**LAKESIDE  
FUSEES**

**Fill the Bill  
Safe Dependable Efficient**

**LAKESIDE RAILWAY  
FUSEE COMPANY**  
Beloit, Wisconsin

*Specialties*  
**DELICACIES FOR THE TABLE**  
**Frozen Foods, Cheese, Poul-  
try, Game, Fruits and  
Vegetables**

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

**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.

our Minneapolis freight traffic department, and are sorry to learn of the illness of Ruth Jackson, "pillar" of that office. We hope that by the time this Magazine is received, Ruth will be back to her duties as secretary to Mr. Benz.

**ST. PAUL FREIGHT HOUSE**

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

Joan Radke, daughter of Agent Radke, has named Aug. 16 as her wedding date.

A new arrival at Bob Stewart's home. It's a boy.

George Allendorf, switchman at St. Paul, was found dead in his garage June 27.

Betty Edmiston, PU&D clerk, tendered her resignation effective the first part of August. Our new mayor of St. Paul and our claim clerk, Bill Burfiend, could pass as twin brothers. They sure look alike.

Sorry I missed out on this column last month. I was on vacation.

**MINNEAPOLIS LOCAL FREIGHT AND  
TRAFFIC DEPARTMENT**

G. V. Stevens, Correspondent  
Agent's Office

George E. Benz and family are at this writing enjoying their vacation in California.

Our condolences to Al Lakmann whose wife passed away recently.

There were a number of changes in personnel at the local freight office the past month. Douglas Sutton left to become livestock agent at South St. Paul. Besides the temporary return of Gladys Johnson, Gloria Czerepak, Agnes Nowak and Patty Nelson, who all took a vacation from being "mothers" to help out, we have a new employe—Don Lilledahl.

**MISSING!** One Ford convertible carrying Minnesota License 866-128, belonging to your correspondent. It just disappeared between the time I parked it one night and the time to go to work the next morning. Nor has it been seen since. If found, please return.

A "baby shower" was given by the girls in the office at the home of Patty Nelson on Aug. 5. The guest of honor was Marge Fricke who left Aug. 8.

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

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

Car department schedule shop forces enjoyed their annual vacation July 7 through 18. Mill Foreman William Peck and family entrained to the west coast, Los Angeles and San Francisco. Shop Foreman E. L. Erickson and family drove to Omaha, Denver and Los Angeles; General Car Foreman W. J. Weatherall and family to San Antonio, Tex., to visit his brother, Maj. Richard T. Weatherall.

A welcome to Agnes Millett, stenographer, employed in the car department office June 16, relieving during the illness of Clerk Einar Hauger who is convalescing at Veteran's Hospital.

Mr. and Mrs. Kenneth Fitzhenry welcomed a baby boy June 26. Mr. and Mrs. Edgar LeMay welcomed a baby boy July 7. Congratulations to District Storekeeper A. M. Lemay on graduating to the "grandpa" title.

Airman Herbert Kassin of the air brake shop is temporarily relieving equipment maintainers taking their vacations at Winona, Montevideo and other Northern District stations.

**Terre Haute Division**

**WEST CLINTON AREA**

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

West Clinton Chapter of the Women's Club enjoyed a fish fry Thursday evening, July 16, at the home of Mr. and Mrs. Reed McGinnis. Forty eight were present. Opal Jordan, Valena Wilson and Wanda Wilson entertained with songs, and contests were enjoyed by everyone present. Members from Terre Haute belonging to the West Clinton club were Mr. and Mrs. Walter Glass, Mr. and Mrs. George Lentz and Mrs. Ethel Kelsey. Mrs. Julia McGinnis is president of the West Clinton Chapter.

Conductor and Mrs. M. F. Ernhart returned in July from a month's visit through the West. We wonder if Frank rode the rear end of the train to inspect the track for broken rails.

Welders Henry Howe and Thomas Boslem, who have been working here all summer, visited relatives in Mystic, Ia., in July.

Mrs. Esther Kelley, widow of Yardmaster Guy Kelley, is visiting in St. Petersburg, Fla. Mrs. Charles Jones, mother of Conductor C. L. Jones, had the misfortune to fracture her shoulder in a fall during July. She is the grandmother of Carman Charles Jones.

Conductor Jay Kindred has been seriously ill for several weeks and at this writing is at the home of his daughter in Indianapolis.

Carman G. M. Carmody retired in July. At a ball game in St. Louis recently, Store Helper Joe Presko obtained the autograph of Joe Presko, the Cardinal's star pitcher.

Conductor M. L. Hewitt was seriously ill during July.

Conductor O. S. Hadden and wife drove their Ford around the entire state of Florida in July.

P. C. Deardorf, retired carman, died at his home in Terre Haute July 18.

During July Robert Cook, son of Engineer Earl Cook, began work as a student telegrapher.

Conductor W. W. Chambers is ill at this writing.



**DOG DAYS IN KOREA.**  
Pvt. John J. Kuptz, off duty "somewhere in Korea," demonstrates how to relax without taking the crease out of the trousers. He is an Army recruit from the freight claim department, Fullerton Avenue office, Chicago.

## Chicago General Offices

### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Welcome is extended to Richard McConnell, Mary Bond and Bridget O'Malley.

Len Palla has been hospitalized. Understand he has been convalescing at home.

Sympathy is extended to Catherine Wirtitsch on the death of her mother July 24.

Gladys Larson has been displaying a beautiful diamond engagement ring presented to her by Al Hehl, stationery bureau.

Jack Walsh spent two weeks with the National Guard in a camp in Minnesota.

Neil and Mary Corcoran are the proud parents of a baby boy, Edward Albert, born July 9.

Jean Frogner announced the arrival of her son Clifford, born July 24.

### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Ann Kosko and Walter Franke were married on July 12.

Alma Oeser is on a leave of absence awaiting the stork.

Rose Kaucle and Suzanne Menasser have returned from extended sick leaves.

The typing bureau boasts of a new office girl, Arlene Schutz, and the A.P.A. has a new office boy, Bill Mullins.

Pat Herzog is now a full-fledged aviatrix. Delphine Schechtel has transferred to the auditor of capital expenditures office.

The vacation list reads like a roll call—is everyone away? June Mathieson and Naomi Johnson—Glacier National Park; Gertrude Walsh—Connecticut; Dolores Specht—Twin Lakes; Marion Peterson—The Dells; Betty LeMay and Evelyn Gunnell—"Out West";

Mrs. W. C. Glass, wife of West Clinton storekeeper, is in the hospital at Terre Haute at this writing.

Chauffeur Ben Douglass, of the store department, who has been seriously ill since January, is still confined to his home in St. Bernice.

### TERRE HAUTE DISTRICT

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

Sympathy is extended to Sam Amour in the death of his father at Terre Haute July 1.

Dispatcher Ed Bevington was in a hospital at Terre Haute recently for a check-up and rest. He is up and around again now and expects to return to work soon.

E. G. Boyd, agent at Terre Haute who is several years from the retirement age, created quite a stir when he announced recently that he would retire Aug. 1. He made up his mind very suddenly to operate a farm near Paoli, Ind., which is where he spent his boyhood days. He is going to specialize in livestock.

V. F. Terry, agent-operator who is now at Camp Cook, Calif., and who was recently promoted to lieutenant, had his left hand badly injured by a faulty firing device and was in the Camp Cook hospital in July. He says that fortunately no permanent disability will result from the injury.

Mrs. Henry VanBrunt, wife of retired locomotive engineer, and Mrs. Floyd Chenault, wife of locomotive engineer, both of Terre Haute, were in the Mayo Brothers Hospital in July for a check-up.

Conductor William H. Williamson passed away at Bedford July 27. He had been in our service for about 40 years and was one of our local chairmen. He was the father of George Williamson, yardmaster at Bedford.

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

Best  
for all on the  
Milwaukee Road

There Are  
No Assessments  
at Any Time

### WORKIN' ON THE RAILROAD

Since the days of Casey Jones, Continental has been working on the nation's foremost railroads, paying bills for sick and injured workers. Find out now how we can protect your income, too.

Ask Our Milwaukee Road Agent or Write

*Continental*

CASUALTY COMPANY

General Office: Chicago

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

**CARTER BLATCHFORD, INC.**

80 E. JACKSON BLVD.  
CHICAGO

### RAIL JOINTS

Reformed and heat treated  
to meet specifications for  
new bars.

## 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

*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

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

**Webster Lumber Company**

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

**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**

Bessie White, Mary Distad and Mary Mat-  
 chek—Colorado Springs; Elsa Straumann—  
 Oregon; Kitty McCants—California; Julia  
 Tognarelli—remodeling her home (How did  
 that get in a list of trips?); Goldie Berliner—  
 Seattle; Jo Goetz—Wonder Lake; Cele Koob  
 motored around the Lake; Edythe Sammartino  
 —Gage's Lake; Tom Gavin and Ray Hackell  
 —Detroit and Niagara; Bob Zahnen—the  
 North Woods; Roy Tiedje—Colorado; Len-  
 nie Meyer—Lily Lake; Ralph Ericson—Canada;  
 Fred Dittman—fishing at Fox Lake; Johnny  
 Diversey—farming; Ken Stone—Canada; and  
 I went to Hawaii.

**FREIGHT AUDITOR'S OFFICE**

Edith Marquiss, Correspondent

Among the returning vacationists are Ed  
 Haidys, just home from California, and Joe  
 Chisesi, from New Orleans. While there  
 Joe had the pleasure of calling on Harriet  
 Berg, formerly of this office, who is now  
 Mrs. Sam Domino and the mother of two  
 little girls. Tillie Mayer took her school girl  
 niece Judy on a trip to Detroit, Buffalo and  
 other eastern points, and enjoyed history and  
 geography anew through the eyes of an 11-  
 year-old.

Sympathy is extended to our chief clerk,  
 Joe Riplinger, whose brother Robert was  
 killed in an automobile accident July 1.

Florence Noeth, formerly of the waybill  
 filing bureau, became the mother of a six-  
 pound boy, Frederick, June 25.

John Mischke, Jr., is the new champion of  
 the Milwaukee Road Golf League, which has  
 been playing every Tuesday evening at the  
 Mohawk Country Club, Bensenville, Ill.

We are happy to welcome back Lydia  
 Schuler who has joined the Milwaukee Road  
 family again in the waybill filing bureau.

**PURCHASING DEPARTMENT**

Eleanore Auberg, Correspondent pro tem

On July 22 the entire purchasing depart-  
 ment enjoyed a special buffet luncheon, com-  
 plete with cake and ice cream, to help cele-  
 brate the July and August birthdays of 15 of  
 its members. As a mark of identification,  
 each wore a red rose bud and after the repast  
 the department provided its own entertain-  
 ment with a little community singing.

Cigars for the gents and candy for the  
 ladies were in order July 20 when Ed  
 Moscinski, clerk, became the father of a boy,  
 William Leo.

Joan McCormick became the lovely bride



**SWAN SONG.** Seated at the piano in the  
 Women's Club room of the Chicago Union  
 Station, where the Milwaukee Road Choral Club  
 practices, Ed Stoll, industrial engineer and newly  
 elected president of the club, checks the music  
 library with George Dempsey, outgoing presi-  
 dent. Mr. Dempsey founded the club 15 years  
 ago and has served as president since that time.  
 He is well known on the railroad as general  
 inspector, division of safety.

of Jim McPherson, clerk, on July 26. A  
 garden reception followed the ceremony, after  
 which the newlyweds left on a motor trip  
 through some of the cool northern states.

Periodic postcards with strange stamps and  
 postmarks keep the department abreast of the  
 itinerary of Mrs. Bertha Sexton, clerk, who is  
 touring Europe.

Many members of the purchasing depart-  
 ment have been sending cards to help cheer  
 Dorothy Erlenborn, your regular correspond-  
 ent and steno in the department, who is re-  
 cuperating after a 10-day stay in the hospital.

**TAX DEPARTMENT**

R. G. Bundy, who retired as Milwaukee  
 Road tax commissioner two years ago, re-  
 ported while visiting in Chicago early in July  
 that he and Mrs. Bundy had moved from  
 Pomona, Calif., to Trailer Square, Plant City,  
 Fla., in April. They had been in California  
 since November, 1951. Their return to Chi-  
 cago was in connection with a visit with Mrs.  
 Bundy's daughter, Mrs. Walter Phillips, in  
 Elgin, Ill.

**CHORAL CLUB NEWS**

Theresa Glasl, Correspondent

The club held its annual outing July 14 at  
 Montrose Beach. All reported an enjoyable  
 evening, even though there were intermittent  
 showers which made them "scram" for their  
 cars. We were glad to see the families of  
 several of our members. Merle Buchholtz of  
 Davenport, who was on vacation in Chicago,  
 joined the party; also Ed Sieg. Merle and Ed  
 are former members of the tenor and bass  
 sections, respectively. We hope to see more of  
 Ed this fall.

Rehearsals will be resumed Sept. 8 and we  
 are looking forward to a full attendance. We  
 would welcome any new members at our first  
 meeting, or at any meeting during September.  
 The men's section is particularly in need of  
 new members.

**OFFICE OF AUDITOR OF EQUIPMENT  
ACCOUNTS**

Harry M. Trickett, Correspondent

A bridal shower was held July 3 for Betty Linder who was married to Bud McAleer in Bensenville on July 5.

Mr. and Mrs. Vincent Rocchetti announce the arrival of a baby boy on June 25.

Madalaine Koehler announced the arrival of her grand-daughter, Candice Joyce, on July 19.

Sympathy was extended to Helen Degner in the loss of her mother on July 25; also to Milton Splitt in the death of his brother, and to Marie Gaerte whose sister passed away July 29.

After a long absence Rose Erwin returned to work July 7.

Edgar Dunning returned on July 24 after an absence of several months spent in Phoenix, Ariz., because of ill health.

Anna Littwen who sustained a foot injury on June 21 is still confined at home.

Mildred Pollock is on an extended leave of absence on account of ill health.

**ENGINEERING DEPARTMENT**

H. E. Datsman Correspondent

Wedding bells rang for Ed D. Bruneau and Lolita Spieg of Chicago July 19 at St. Kilian's Church. Ed is a draftsman for Mr. Burch, bridge engineer. He spent a frantic two weeks prior to the wedding preparing an apartment on the South Side where he will take his bride to live. The bride and groom left Chicago July 20 on the Columbian for two weeks on the west coast.

Charles Bredfeldt, assistant engineer in Mr. Ornburn's office, acquired a new son-in-law June 7 when his daughter Mary Lee walked down the aisle with Wayne Wahler of Levalle, Wis., at South Church, Mt. Prospect, Ill.

A belated announcement comes from Don Stearns, former draftsman for Mr. Hornung, architect, that Mrs. Stearns presented him with a baby girl, Stephanie Marie, on June 20. Don is employed by the Illinois State Department of Public Works at Springfield.

P. G. Savidis, retired office engineer, stopped in the office last month on his way from Boston, Mass. He had been visiting a daughter there and was enroute to visit a son in Libertyville, Ill., a daughter in northern Wisconsin and son George Savidis, assistant division engineer at Spokane. While he was in the office, Mr. Penfield, retired chief engineer, dropped by. They promptly staged an "old home week" meeting.

We finally got to see pictures of Miss Bartling's new home. The yard is already well landscaped, though the place is only a few months old.

Did you know we have another celebrity in our midst? None other than Roy S. Scheck, draftsman in Mr. Burch's office. He was recently featured on a sports broadcast relating to his prowess as a water polo player.

E. W. "Bart" Bartlett, clerk in the office of Mr. Ornburn, assistant chief engineer—structures, put his wife, Margaret, on the Queen Elizabeth Aug. 6, bound for Southampton, England. She will visit her mother at Great Ashfield, Suffolk County, for the first time since coming to the United States five years ago. Margaret became the proud possessor of U. S. citizenship papers last June. Bart had said she couldn't go until she was a citizen, and there resulted a lot of hurry and scurry to process the papers in time to make the sailing reservations. Your correspondent became involved in the proceedings and is of the opinion that the average American-born citizen couldn't pass the test without a great deal of cramming.

Mr. Ornburn's son, Lt. B. J. Ornburn, Jr., of the Army Engineers, was home last month on furlough. Upon reporting back, he expected to be assigned to duty overseas.

R. D. Claborn, assistant engineer in Mr.



**ACCOUNTING DEPARTMENT DUO.** Miss Ella Grobe and Ernest Uggla of the office of the chief disbursement accountant, Chicago, who were married at St. Peter's Evangelical Lutheran Church in Chicago June 14. They have since returned from a trip through the Pacific Northwest. Both have many friends along the system. Mrs. Uggla is employed in the AFE bureau, Mr. Uggla has worked for the Road in Minneapolis, Milwaukee and Chicago.

**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

**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.

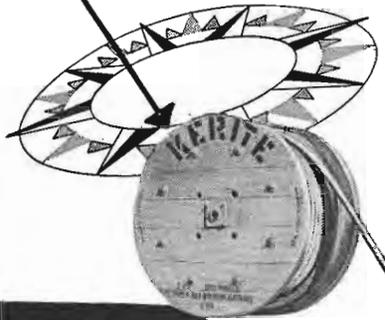
**HARRY AND ADA CURTIS**  
OWNERS • OPERATORS  
115 W. 5th St. P.O. Box 543 Benson, Ariz.

**MARSH & McLENNAN**  
INCORPORATED  
**INSURANCE**

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

- |              |            |               |             |           |           |
|--------------|------------|---------------|-------------|-----------|-----------|
| Chicago      | New York   | San Francisco | Minneapolis | Cleveland | London    |
| Detroit      | Boston     | Los Angeles   | St. Paul    | Columbus  | Vancouver |
| St. Louis    | Washington | Seattle       | Duluth      | Buffalo   | Montreal  |
| Indianapolis | Pittsburgh | Portland      | Phoenix     | Havana    | Toronto   |

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



**KERITE**

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

**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

**UNION REFRIGERATOR TRANSIT LINES**

**4206 N. Green Bay Ave.,  
Milwaukee 12, Wisconsin**

Powrie's office, left our department to accept the position of special representative of vice-president—operations.

"Chet" Miller, chief clerk to Mr. Morgan, superintendent of work equipment and welding, has been appointed assistant automotive engineer. W. E. "Bill" Konertz is the new chief clerk.

Hilary J. Nakielski started as draftsman for E. E. Burch, bridge engineer, June 9. "Harvey" hails from Milwaukee where he had been associated with the Milwaukee office of Consoer, Townsend and Associates. He is keeping his home in Milwaukee for the present and commuting to Chicago.

**OFFICE OF AUDITOR OF CAPITAL  
EXPENDITURES**

L. J. Hogan, Correspondent

Martha Prestin, head typist, was elected first vice president of the Railway Business Women's Association of Chicago at the June meeting of the organization. Before election to her new office she had served as corresponding secretary for three years.

George Kaberlein, formerly with the Chicago Great Western, is a new addition to the valuation bureau.

Henry Azzi, newcomer to the AFE, was formerly in the locomotive department at Western Avenue.

Anne Di Vall, secretary to J. H. Schnaitman, is on leave of absence. Her position is being filled by Bernice Gambill, formerly in the central typing bureau.

Delphine Schechtel, as stenographer in the joint facility bureau, replaces Joanne Ansel, who recently left the Milwaukee to join her husband, an Army photographer at Fairbanks, Alaska.

**AUDITOR OF EXPENDITURE'S OFFICE**

Jim Merchut, Correspondent

Our traveling vacationists provided most of the exciting news for July. Oscar Lodge, general bureau, on his Brainerd, Minn., fishing trip was rescued by his sister-in-law when his boat was overturned by a speeding motorboat. Oscar returned to work with a determination to learn to swim in time for his next fishing trip.



**BIG HAND FOR THE CHAMP.** Wearing his grandfather's boxing gloves and looking very much like him, 7-month-old David Rush, grandson of Assistant Engineer R. A. Johnson of the auditor of capital expenditures office, Chicago, gives with the smile of a champion. He and his mother are living with the Johnsons in Elgin, Ill., while his father does his bit for Uncle Sam as an artillery sergeant stationed at Camp Cooke near Los Angeles.

Mike Samp, B&V, and his pretty Mrs. visited Harry and Ada Curtis' Mountain View Motel and Trailer Park, Benson, Ariz. Ada Curtis formerly worked in this office.

Estelle Wander, Keypunch, brought back Vermont maple syrup for LaVergne Leisten as a souvenir of her trip through New England and Canada. Helen Schroeder, Keypunch, and her husband were another pair of Canadian visitors.

Winners of the "Name the Cars" contest in our office were William Raue, son of Felix Raue, who won third prize of a \$50 U.S. Savings Bond with the name *Masterdome*. Martha Benson, AFE, won a \$25 bond.

Collette Cosgrove, Machine Room, had a bang-up fourth of July. She received a diamond engagement ring from Dick Miller on that day.

Albert Klaus, Jr., Machine Room, was married to Laura Lee Cushing July 26 at Christ Presbyterian Church.

Mary Burns, formerly of the typing bureau, has passed her civil service examination and has been assigned to Williams Air Force Base near Mesa, Ariz.

Traveling Accountant Tom Walters' nine-year-old grandson, Jimmy, is the youngest ball player in Chicago's Pony League.

Mame Hopkins, Machine Room, underwent an emergency appendectomy July 13 at the Martha Washington Hospital.

Proudest woman in the "Comp" section was Martha Gerardin when she became a grandmother to her son's first child, Deborah.

Lucille Ball and her husband were a care-free pair of vagabonds on their recent vacation. They drove around the midwestern states to wherever their fancy struck them.

Carrying on the tradition that The Mil-

waukee Road is one great big family is Jackie Panek, daughter of Mike Panek, who has started work in the timekeeping section.

Pauline and Bill Helfrich were vacationing in California during the recent earthquakes. Pauline, according to Bill, slept right through them.

Joe Palambzio has returned to the B&V after serving two years in Korea with the Army.

Lois Lackowski, track timekeeper now on leave, lost her child at birth.

C. V. Hammer, traveling accountant, announced his retirement after 43 years of outstanding service in the accounting department. He started with the railroad right here at Fullerton Avenue when the auditor of material accounts office was located here. He was district accountant at Cedar Rapids and Minneapolis before becoming traveling accountant.

#### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

It is with deep regret that we report the death of Murray C. Whyte, former traveling claim adjuster, on July 12. Mr. Whyte, who was on a disability leave since January of this year, resided in Ava, Mo.

Pfc. Jack Canty of the Marine Corps visited us recently while home on furlough.

Mrs. Jean Heybrock has taken a leave of absence to await a blessed event.

Mrs. Berniece Haley, central station accounting bureau, and William Hook, suspense bureau, have both returned to work after several months' absence due to illness.

Newest addition to our force is Donald Kirch of the record room.

## La Crosse & River Division

### FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

Mrs. Henry Abraham, 40, wife of B&B carpenter living at Portage, passed away July 7. Burial was in Portage. Surviving are her husband and infant daughter, Stella Mary, one sister and two brothers.

Mrs. Glen Lennon, wife of conductor, passed away July 1. Burial was in St. Mary's cemetery, Portage. She is survived by her husband.

Mrs. Ira Lillie, 68, mother of Portage freight house employe, Earl Lillie, passed away June 7. Burial was at Portage. Surviving are her husband, daughter and son, and one brother of Portage.

Portage celebrated a centennial July 3-4-5-6 during which a queen was elected. The grand prize was a trip for herself and companion to Yellowstone Park on our Olympian Hiawatha. Agnes Esser, queen, and Lois Purves, her companion, both reported a wonderful trip and had the highest praise for our Olympian trains.

Our second trick operator at Portage, Earl Chappell, is high-hatting everyone since the arrival of Sally Eileen, his eight-pound three-ounce daughter, July 13. He already has two boys.

The S. W. Batkers also have a new arrival, Kathryn Ann, born June 7. Mr. Batkers is our agent at Astico.

We are glad to see W. C. Scott, freight service inspector, out of the hospital where he spent some time for treatments.

### THIRD DISTRICT

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

The Mosine Times, in a report of the derailment of No. 202 near Dancy the evening of July 6, carried this random comment: "The fine cooperation J. F. Altenbern, captain of the Milwaukee Road police force, gave us during the time immediately following the derailment of the passenger train was very much appreciated by the staff of the Times. Mr. Altenbern did everything possible to assist all of us and his help was very much appreciated."

### SECOND DISTRICT

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

Traveling Engineer and Mrs. Ward A. Hisman are the proud parents of another boy, born July 3. This is their third boy.

Mrs. Beatrice L. Maker, active Women's Club worker and wife of Thomas M. Maker, local chairman M.O.W. department, LaCrosse, died July 11 after a long illness. Sympathy is extended to her husband and to her parents, Mr. and Mrs. Dan Jerome of LaCrosse.

Signal Maintainer M. E. Barton, LaCrosse, became the father of another baby girl July 17.

Harold Cook of the engineering department became the father of another daughter, Susan Elizabeth, on July 18. The Cooks now have two girls.

## Complete Banking Service

at

13 Convenient Offices



## FIRST WISCONSIN NATIONAL BANK

of Milwaukee

Established 1853

Member Federal Deposit  
Insurance Corporation



# 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.

## 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*

**CREOSOTED  
MATERIALS**

and

**COAL TAR  
PRODUCTS**

**Republic Creosoting Co.  
Minneapolis**

## I & D Division

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

A potluck supper was held at East Park, Mason City, July 24 in honor of the F. H. Ryan family. Gifts were presented to Mr. and Mrs. Ryan by the I&D employes. Mr. Ryan has already left for Deer Lodge where he has been transferred as trainmaster, and will move his family as soon as he can find living quarters.

Engineer L. I. Walter and wife are in Seattle at this writing, on a combined business and pleasure trip.

Conductor W. B. Hendrickson and wife are making an auto trip through the West, visiting relatives in Idaho where Walt plans to get in some hunting and fishing.

Loretta McKee Hagen has been relieving at the Mason City freight office for vacations, and while Marion Schultz is on leave of absence. Marion is in Rochester with her husband, who has undergone surgery.

Anybody want to buy a dog? The car department mascot has seven pups looking for a good home.

J. A. Woonas, section foreman at Mason City, is back on the job after an eye operation at Iowa City.

### SANBORN—RAPID CITY

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

Glen Wallis, general clerk in the Mitchell freight office, took a few days off to "visit his brother" in Aberdeen, but upon his return it was learned that he is now a married man. Well, good luck Walley, many other men have been able to live long and happily as married men.

Fay Higgins, retired dispatcher, was presented with a billfold with his name and the date engraved on it, and a substantial cash contribution in it from the many friends he has made in his 50 years of service with the railroad.

We are sorry to report the death of Robert



**HOME STRETCH.** George W. Stevens finishing his last job at the Mason City machine shop as he retired June 16. He started his apprenticeship at Manhattan, Kans., in 1899 when he was 20. After completing it he "boomed" for four years before going to Mason City where he has been ever since, the last 30 years doing general machine work. He is looking forward to spending his time at home and doing some hunting and fishing. (Mason City Globe-Gazette photo by Musser.)

Paullin, retired machinist at Mitchell.

Verne Waldron, retired boilermaker helper of Mitchell, is now making his home in Port Orchard, Wash.

Due to illness, Switchman Merlin Winter of Mitchell is confined to the hospital for a few weeks.

Section Foreman Oscar Benson of Canton and wife are in Grand Rapids, Minn., at this writing, and the Fred Soop family of Sanborn are in Chicago.

### SECOND DISTRICT

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

A farewell luncheon for Assistant Superintendent Fairfield held at the Mayfair Hotel in Sioux City July 26 was a good party, 46 in attendance. As Superintendent Weiland could not be present, Traveling Engineer Groves, now located at Aberdeen, presided as toastmaster and had the pleasure of presenting Mr. Fairfield with a diamond ring, a gift from I&D employes and friends on other divisions. Mr. Fairchild goes to Bensenville, Ill., as assistant superintendent.

We welcome Trainmaster J. D. Simon who comes to the I&D from Butte. His wife and three daughters will come to Sioux City in the near future.

Station Agent G. G. Thorpe, Tripp, S. D., retired Aug. 1 after 50 years of service. Operator George Raines at Sioux Falls retired after 40 years of service. Railway employes and their wives surprised him at his home in Sioux Falls. Refreshments were served and he was presented with a gift of luggage. Conductor A. M. Hilburn, with 43 years of service, also retired Aug. 1.

Sympathy is extended to Coal Shed Operator P. Hackett, Sioux City, whose wife succumbed July 29. Burial was at Wessington Springs.

The polio epidemic in Sioux City is serious and we are concerned over the condition of

**THE IMPROVED FAIR**

LONG LIFE

**THE P & M CO.**

CHICAGO NEW YORK

Car Department Apprentice Ray Heitman who was stricken in western Wyoming in July while on a vacation motor trip to California with his wife and two children. He has the bulbar type and was flown to Salt Lake City where he underwent surgery and was placed in an iron lung. At this writing reports indicate that he is somewhat improved.

Engineer J. W. Hubbs and Mrs. Maude S. Gray were married at the First Christian Church in Sioux City July 21. We understand they are planning an extensive winter vacation in the South.

Warehouse Employee E. F. Rose has returned to Sioux City after undergoing surgery in Wesley Memorial Hospital in Chicago. He will soon return to work at the freight house.

We welcome F. M. Duffy and Mrs. Duffy who have purchased a home in Sioux City. Mr. Duffy has been appointed freight agent in Sioux City.

## Milwaukee Shops

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent



Gordon Schultz

Gordon Schultz, formerly a helper in the freight and tin shops and son of Arthur Schultz, car designer in the mechanical engineer's office, is now a sergeant in the Air Corps. He spent a 30-day furlough with his parents before being transferred to a hospital base in Iceland. Gordon

received his training as a dental technician at Great Lakes, Ill., and has been stationed at Great Falls, Mont., for the past year.

Cigars were passed around the office by Special Apprentice Jay Elander who became the proud father of a baby girl July 27.

We also have a proud grandfather, Fred Galbrecht, painter in the freight shop, whose daughter, Mrs. Jasper Brouwer, gave birth to a baby girl July 23. The father is a corporal in the Air Corps in Japan. Incidentally, Fred is Republican candidate for assemblyman in the Eighth District.

Emil Buchholz, steamfitter foreman, had his vacation interrupted when he fell at his lake cottage and cut an artery on his hand which was so serious that he was hospitalized. At this writing he is recuperating very nicely.

Congratulations to Clarence Rogers, carman helper, who was married to Frances Niezwicki July 19. They spent a belated honeymoon at Wisconsin Dells.

Two of our "old timers", John Utzig and Martin Andritsch, carmen in the freight shop, retired July 9. John retired at the age of 68 after serving 48 years with the Road. His service started in the Dubuque shops where he worked until 1936, when he transferred to Milwaukee Shops. He is now making his home in Dubuque at 1513 Lincoln Avenue and invites his friends to visit him and play a game of "500", his favorite card game. Martin Andritsch retired at the age of 63 after serving 37 years with the Road.

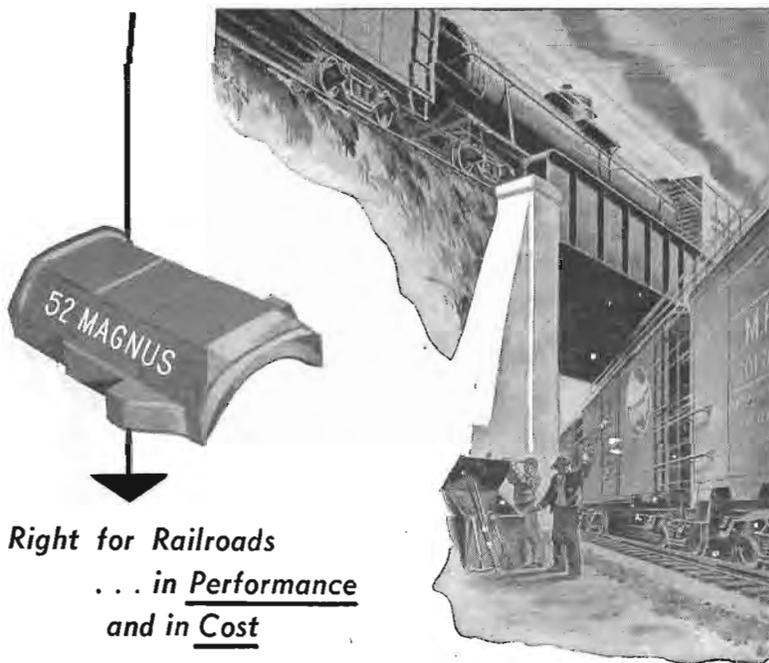
Congratulations to Marshall Johnson on his promotion to general foreman of the freight

shop effective Aug. 1. E. H. Poenisch has been appointed schedule inspector, effective Aug. 1.

Sympathy is extended to the families of the following: August Mayer, retired painter who died July 16; Henry Regner, retired trucksmith, who died July 17; Myrl Austin, carman cutter, who died July 26; and Frank J.

two years ago. He was a member of the Lake Masonic Lodge, the Milwaukee Travelers Masonic Lodge, the B. of R.C., and of the West Allis Presbyterian Church. Surviving are his widow Agnes, four sisters and two brothers. A third brother, William, former chief car inspector for the Road, died six weeks before Mr. Stark succumbed.

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



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

standby time keeps them idle 21 hours a day.

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

(Advertisement)

Schultz, retired blacksmith, who died July 28. Albert Stark, 69, retired Milwaukee Road shop foreman and brother of Walter E. of the SCD office, passed away last month at St. Michael's Hospital. He had been about to undergo surgery. Mr. Stark was born in Germany and brought to this country while he was still an infant. He had been employed in the wood mill 51 years when he retired

## STORE DEPARTMENT

Earl L. Solverson, Correspondent

Jerry Johannes, traveling diesel storekeeper, became the father of a third son born July 31 at St. Joseph's Hospital.

John Pardu, of the wheel gang, died July 18 at the Milwaukee County Hospital; buried in Gillette, Wis. Had a service date



#### ALPHABET ARTIST.

Beth Knope, 13, granddaughter of Engineer Carl Knope of Madison, Wis., and winner of the Badger State Spelling Contest, leaving Madison recently with her teacher, Miss Floy Kendrick, to take part in the national spell-down at Washington, D. C. Seeing her off are, from left, her mother, grandfather, brother David and her dad. In the national finals Beth placed 19th among 51 contestants.

of Feb. 26, 1942. Survived by a sister, Mrs. O. Horner of Milwaukee.

Stockman R. M. Freuler spent a week vacationing at Lake Allis near Tomahawk. Caught a 3-pound 11-ounce black bass which was frozen and displayed in Kummerer's sporting goods store at Tomahawk and which was awarded the first prize for that week.

Assistant Stockman Gerald Meyer and wife spent part of their vacation in Detroit and enjoyed Ford's Greenfield Village with its historical buildings and collection of antiques.

Maletta and Ruth Brimmer of the DSK office enjoyed a two-week escorted tour through the West—Lake Louise, Banff, Victoria, Seattle and points en route.

#### Answers to "What Do You Know?"

1. 1830.
2. \$2.00.
3. Eastern time zone.
4. Approximately 1,250,000.
5. The amount of operating revenues.
6. Approximately 650.
7. 25 billion dollars.
8. A storage bin for ice.
9. Approximately three-tenths of an inch.
10. A freight car on the railroad to which it belongs.

#### Correction

WHILE we were looking the other way, two errors crept into our question-and-answer feature last month. To the question, "What is a laminated crosstie?", the answer given was "A tie which has been treated with a preservative," whereas it should have been "a tie made of several layers of wood." To the question "Is a truss span a part of the substructure or the superstructure of a railway bridge?", the answer given was "substructure." It should have been "superstructure."—*Editor*

Steve Covic, commander of Milwaukee Road Post No. 18 of the American Legion, with Frank Brewa, adjutant, and others attended the Legion convention at Eau Claire. Steve purchased an old Ford and he and the boys painted, applied signs, seats, and a surrey top, and a bell and three sirens. Expected to tow it part way, but it got too late to fix the tow hitch and they drove it all the way to Eau Claire without any trouble. Our Unit and Post members, including Chaplain Father Bittle, and others enjoyed riding in it during the 40 et 8 and Legion parades.

Earl Moore, roundhouse clerk, who met Nick Urmanske, retired chauffeur, at Covina Park July 4, tells us that Nick wants to be remembered to his co-workers and to hear from them. His address is 114 East Dexter Street, Covina, Calif.

## Madison Division

### FIRST DISTRICT

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

One of the summer's loveliest weddings was solemnized in the Blessed Sacrament Church when Patricia Ann Pyre, clerk in the freight department at Madison, became the bride of Dr. William P. Crowley. The bride wore a ballerina-length gown and a chapel-length veil. Following a breakfast at the Blackhawk Country Club, the newlyweds departed for a honeymoon in Door County. They are now at home in Philadelphia where Doctor Crowley will serve his internship.

Miss Lois Joy Marlett, daughter of Train Dispatcher Rollie Marlett of Madison, recently became the bride of Richard E. Steury in the Pilgrim Memorial Chapel, Oak Park, Ill. The bride was attired in a white eyelet organdy gown and a juliet cap with a shoulder-length veil. Following a reception for 100 guests in the church parlors, Mr. and Mrs. Steury left for northern Wisconsin. After Sept. 1 they will be at home in Chicago.

Agent Charles Carpenter of Muscoda and Miss Doris Rohovetz were married recently in St. John's Catholic Church at Muscoda. Following a wedding trip through the eastern

and southern states they are now at home in Muscoda.

A son, Curtis Edward, arrived recently at the home of Switchman Jeromé E. McCann, Fireman, and Mrs. William Westby of Madison announced the arrival of a daughter, Sandra, on June 17.

Mrs. Harold Schicker, wife of Machinist Schicker of Madison, passed away at a Madison hospital June 16.

## Iowa Division

### EAST END

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

Helen Reichert, daughter of V. M. Reichert of Marion, who is a liberal arts student at Mt. Mercy College in Cedar Rapids, rated "distinction" for her work in the academic year just completed. She was one of a group of five freshmen pledged to Phi Theta Kappa, national scholastic honorary society for junior colleges. In the short story contest sponsored by the college women's club, Helen won first place and her story was published in the campus literary publication. She has been appointed editor of the "Moundbuilder," campus newspaper, for 1952-1953.

D. VanCitters was appointed to the position of baggageman at Marion, effective June 27.

H. Horrick and E. W. Scott were assigned to the positions of relief clerk Marion-Cedar Rapids.

F. C. Johnson worked as section foreman at Cedar Rapids during the vacation of Foreman L. W. Winfrey.

Carmen Jones worked as secretary to Acting Chief Clerk Ernie Faylor while Mayme Berryhill was on a tour of Yellowstone National Park; visiting Salt Lake City, Denver and Albuquerque, N.M.

Brakeman R. S. Cooper, who has been off duty for several months during which he was a surgical patient at the Mayos' in Rochester, is home again and hopes to resume his duties in the near future.

General Agent O. R. Lambertson and wife vacationed in the Black Hills and other points of interest in the West.



KEEPING IT AUTHENTIC. Hostesses at a recent meeting of Madison, Wis., Chapter of the Women's Club went all out for the railroad theme. The table decorations were in character, down to a "coffee pot" borrowed from the car department. The pourer here is Mrs. L. J. Wagner, with Mrs. K. C. Ison assisting.

# First Lieutenant Henry A. Commiskey, USMC Medal of Honor



ONE SEPTEMBER DAY, near Yongdungp'o, Korea, Lieutenant Commiskey's platoon was assaulting a vital position called Hill 85. Suddenly it hit a field of fire from a Red machine gun. The important attack stopped cold. Alone, *and armed with only a .45 calibre pistol*, Lieutenant Commiskey jumped to his feet, rushed the gun. He dispatched its five-man crew, then reloaded, and cleaned out another foxhole. Inspired by his daring, his platoon cleared and captured the hill.



Lieutenant Commiskey says:

"After all, only a limited number of Americans need serve in uniform. But, thank God there are millions *more* who are proving their devotion in another vitally important way. *People like you*, whose successful *50-billion-dollar investment* in U.S. Defense Bonds helps make America so strong no Commie can crack us from within! *That counts plenty!*

"Our bullets alone can't keep you and your family peacefully secure. But our bullets—*and your Bonds—do!*"

★ ★ ★

**Now E Bonds earn more!** 1) All Series E Bonds bought after May 1, 1952 average 3% interest, compounded semiannually! Interest now starts after 6 months and is higher in the early years. 2) *All maturing E Bonds* automatically go on earning *after maturity*—and at the new higher interest! Today, start investing in better-paying United States Series E Defense Bonds through the Payroll Savings Plan where you work!

Peace is for the strong! For peace and prosperity save with U.S. Defense Bonds!



The U.S. Government does not pay for this advertisement. It is donated by this publication in cooperation with the Advertising Council and the Magazine Publishers of America.

THE MILWAUKEE ROAD MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.

516 West Jackson Blvd.

Chicago 16, Illinois

PARADISE VALLEY on the slope of Mt. Rainier. Paradise Inn and Lodge appear in upper right hand corner.

