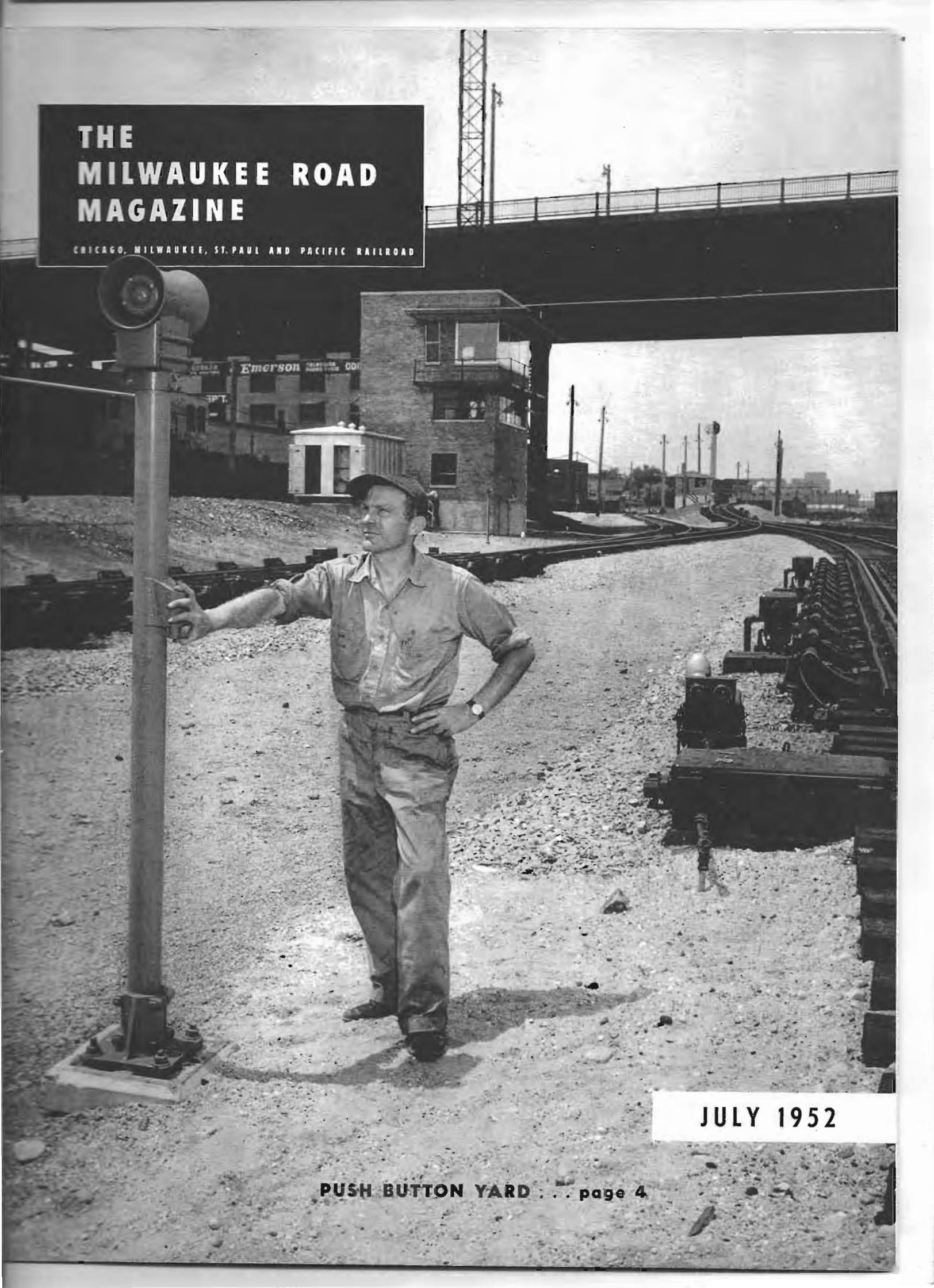


# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



JULY 1952

PUSH BUTTON YARD . . . page 4

JULY 1952

# THE MILWAUKEE ROAD MAGAZINE

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## Modernization Defined

A GREAT DEAL has been said in recent years about the need for railroad modernization. The point has been made that our industry, faced by rising costs and keen competition, can survive only by streamlining, mechanizing and specializing its function.

Although progress in this direction has been steady and impressive, it would appear that "modernization" means different things to different people, and some fail to recognize it at all. That being the case, I believe it will be gratifying to Milwaukee Road men and women to be able to point to the recently rebuilt Air Line classification yard in Milwaukee as their railroad's tangible definition of "modernization."

Built at a cost of \$3,000,000, this yard has been hailed by the industry and by the country's press as the most modern facility of its type ever put into operation. Through the combination of completely automatic switching and variable retarder speed control, it promises to more than double the car handling capacity of the yard, although the number of classification tracks has not been increased. As a result, we are in a better position to meet the growing transportation needs of large industries in the area and to speed up the car classifying task in other terminals as well.

Air Line yard typifies the program of modernization which is today affecting almost every operation in every department of our railroad.

I hope it is a source of pride to all Milwaukee Road people that their railroad is fitting itself for the performance of those specialized services expected of it by the American public.

*J. P. Kiley*





## NO TIME LIKE THE PRESENT

J. T. Gillick Observes a Birthday  
With a Good Word for "Right Now"

"I have to come in occasionally . . . just to be sure things are running right," Mr. Gillick says.

TO ANSWER a question often asked, J. T. Gillick is fine.

The tall, dignified figure of the Milwaukee's former operating vice president, who observed his 82nd birthday on June 1, is still a familiar sight around the Chicago general offices. He enjoys good health and carries his six years of retirement well.

"I have to come in occasionally to make sure you fellows are running things right," he likes to tell his friends. Chairman Leo T. Crowley and President J. P. Kiley, sharing the whole railroad's affection for the senior member of the official family, have provided him with office space for "downtown headquarters." It is a courtesy which he greatly appreciates.

Mr. Gillick's numerous business interests outside the railroad, combined with visits to the office on an average of twice a week and the reading of detective stories in his spare time, keep him well occupied. He has given up golf. "Knees got too damn stiff," he says.

Despite his colorful history and well known talent for recounting events of other years, he declares that he is principally interested in *right now*. "Looking back is bad business for old folks and young ones too," he insists.

When approached by the Magazine, however, he did pause for one long look back, recalling the date of May 1, 1886, when he began his career with the Milwaukee.



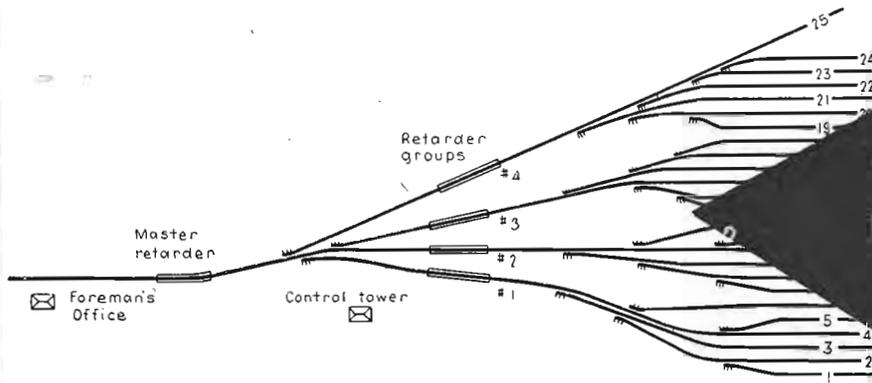
"I was sent to Junction Switch, Minn., a connection with the Fargo Southern Railroad near Ortonville, to take over my first regular job as an operator," he said. "But just one month later, on my 16th birthday, I was transferred back to Glencoe, Minn., my home town. That transfer was the best birthday present I've ever received."

The record shows that he was a train dispatcher on the old River Division three years later.

Commenting on the forthcoming re-

union of the Veteran Employees' Association (Aug. 27 and 28), of which he is president, he said with a smile, "It is always good to get together with men you spent most of your life with and to live over old times. Those men are the finest people I know, and they are all good, solid citizens. I like to reminisce with them, but I think it is important for all of us to realize that right now is the best time of our lives. We shouldn't forget the past, but we should enjoy the present and look forward to the future."

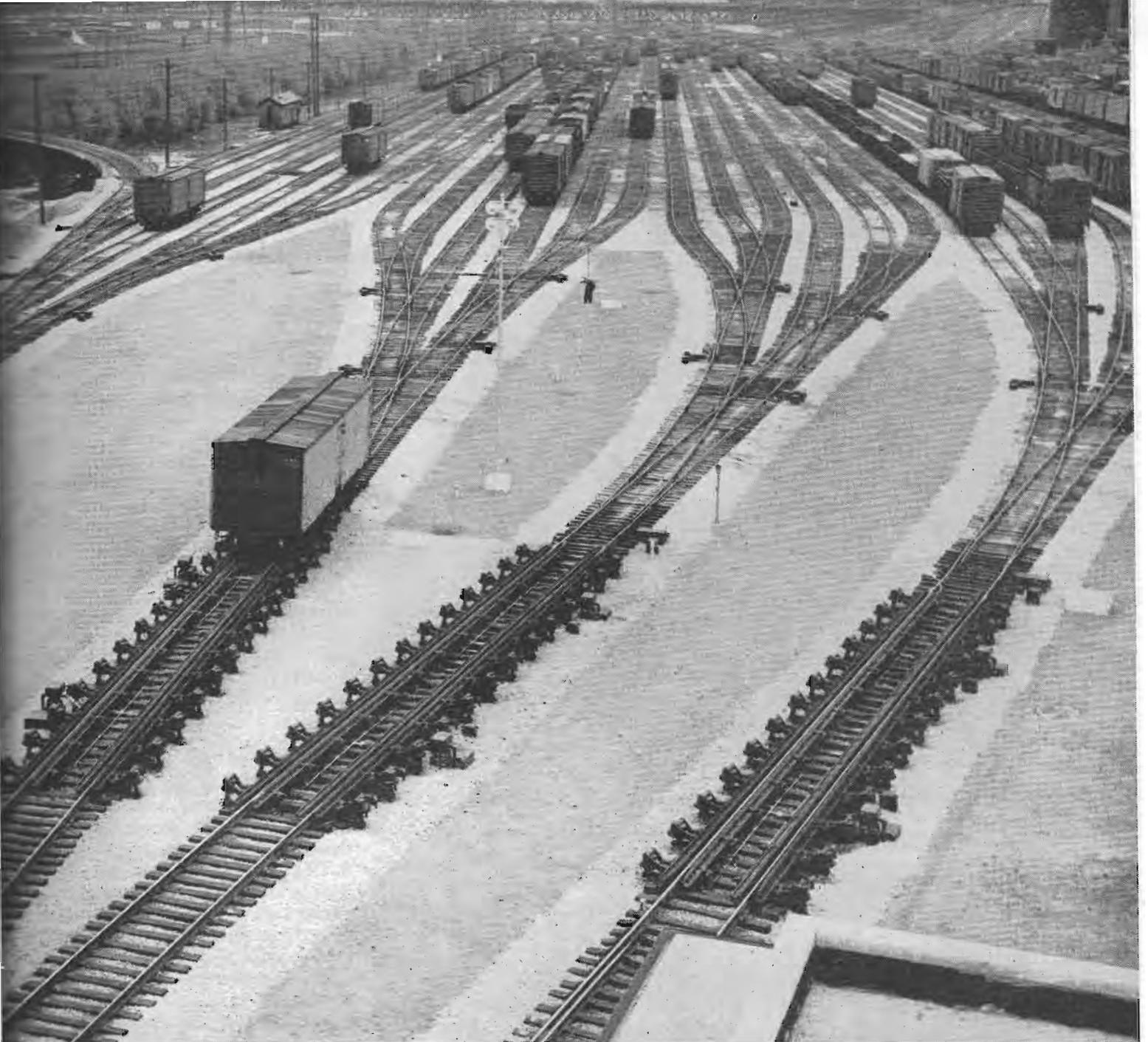
# PUSH BUTTON YARD



inspection tour by directors marks completion of most modern retarder yard



Milwaukee Road directors, officers and representatives of the press watch the operation of the new classification yard from an open observation car while L. F. Donald, vice president-operations (extreme right), explains the features of the yard.



View of Air Line yard from the 35th Street viaduct, looking east, showing classification tracks and three of the four secondary retarders.

THE BIG news on The Milwaukee Road in recent weeks has been Air Line yard in Milwaukee, the \$3,000,000 facility which combines for the first time in railroad history both automatic switching and retarder speed control. Here an operator can, by pressing a single button, route a freight car down a gentle grade and into place on any one of 25 tracks, and by pressing another button control its speed so that it couples onto the cars ahead at less than four miles an hour. By permitting the repetition of the operation at an average rate of 100 times an hour, this newest development in car classification has bright-

ened the Road's traffic future in its most important terminal.

Offering as it did the prospect of more than doubling the yard's car handling capacity to a total of 2,400 every 24 hours, Air Line yard meant enough to the railroad in terms of time, money and customer satisfaction that the gravity-retarder system was rushed to completion and put into commercial operation on May 8, in advance of the installation of other refinements. It was officially opened to public view on June 18 with an inspection tour by the directors of the railroad, accompanied by executive officers and representatives of the press.

A similar tour was also conducted for a group of approximately 100 shippers.

The difference between this facility and similar gravity-retarder yards lies chiefly in the fact that it is the first to combine a variable-speed automatic retarder system with completely automatic switching. Its importance has been increased by the addition of banks of floodlights for night operation; paging and talk-back speakers; a pneumatic tube system two miles long, plus teletypes for the speedy handling of waybills and the transmission of other information for train make-up; devices for the detection of dragging equipment; "assembly-line"



Seated in the glass-enclosed third floor office of the control tower, the retarder operator makes up trains on 24 tracks and sends bad order cars to the repair yard with the push of a button. On the console before him are the buttons controlling switches and retarders. The device at the left shows the numbers of the tracks for which the switches have been lined up. The teletyped switch list lies on the console before him.

This view, taken from the roof of the engine foreman's office at the crest of the incline, looking east, shows almost the entire yard layout. The master retarder appears in the middle distance and the secondary retarders, control tower and classification tracks beyond. The receiving yard is at the extreme right, while the track leading off to the extreme left, No. 25, crosses the Menomonee River into Davies repair yard.



journal box oiling; automatic shunting of damaged cars onto repair tracks; radio for communication with the engine crews; and many other refinements. It adds up to an impressive picture of modern railroading.

As one Chicago newspaperman wrote after visiting Air Line yard, "The sight might well have been a small boy's dream of having his tiny track layout converted into one of giant size."

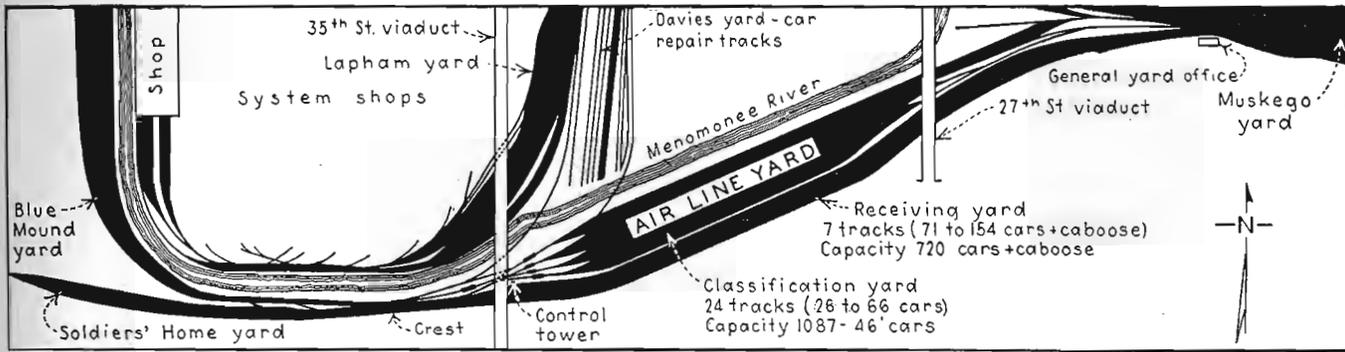
The yard is built on a graduated incline onto which long strings of cars are pushed and uncoupled singly or in cuts according to destination. On the third floor of the control tower, commanding a broad view of the entire yard, the man at the controls sits before a console no larger than an office desk. On it the entire yard layout is reproduced in miniature, with a numbered button for each classification track. Projecting above it is an illuminated panel on which appear the numbers of the tracks for which the operator has set the switches in advance for the next five consecutive cars or cuts of cars. Other sets of buttons permit the operator to vary the speed of a car as it comes from each retarder.

Also before the operator in the control tower is a list of the cars to be switched, including the car number, its contents, weight and destination. This list, sent originally to the yardmaster on the floor below, has been marked by him to indicate the tracks on which each car is to be directed. It is sent upstairs by "dumb waiter", while another copy goes to the engine foreman in the small office at the crest of the incline.

The operators (one for each eight-hour shift) are trained to determine quickly on which of the 24 classification tracks (or the bad order track) the next car in line is to go and at what speed it must travel in order to roll the required distance. By being able to line the switches for five consecutive cars or cuts of cars at a time, the operator is free to devote full attention to the degree of retardation each requires as it proceeds through the master retarder and one of the four secondary retarders.

Cars leave the master retarder at five to 15 miles per hour and are controlled to leave the group retarder at speeds of four to 10 miles per hour, depending on how heavily loaded they are and how easily they roll.

Air Line yard is very important to the handling of Milwaukee Road business. It is a receiving yard for trains arriving from the north and west, as well as being the main yard for the classification



A diagrammatic sketch showing the general layout of Air Line yard and adjoining facilities. (This drawing and the one on page 4 reprinted through the courtesy of Railway Age.)

of cars for outbound movement to the south and east. All outbound trains going in those directions, averaging 12 daily, are assembled there and at Muskego yard, which adjoins it on the east. Delays in classification of cars under the former flat switching method resulted in congestion which backed up into outlying yards. The matter of getting bad order cars out of the yard and onto repair tracks was also complicated and resulted in delays. The new yard was designed to classify cars more quickly and get them made up into departing trains sooner.

The number of tracks could not be increased, as the yard is confined between the winding Menomonee River and the company shops on the north and established industrial plants and the steep slope of the river valley rising on the south. This led to the decision to use the same number of tracks more intensively by changing the facility from a flat-switching to a gravity-retarder yard. The new layout provides longer tracks (holding as many as 154 cars) in the receiving yard. The arrangement is such that some of the tracks in this yard also can be used for departure purposes.

In addition to providing an answer to the problem of how to handle a grow-

ing volume of business currently, Air Line yard is expected to effect substantial savings in per diem expense, as well as reduce loss and damage to lading. It is also designed to improve the over-all operation of the terminal and to simplify the car classifying task at other points, such as Bensenville, near Chicago, by handling automatically much of the time-consuming job of classification which previously was done at those points.



Right: Floodlighting and a complete communication system make operation around the clock a simple matter. Here an uncoupled car goes over the crest of the incline at 1 o'clock in the morning.

## THE COVER

Signal Maintainer H. W. Wellenstein talks with the yardmaster in the control tower (background) by means of a talk-back unit near one of the secondary retarders in Air Line yard. The device is one of 31 similar units strategically placed throughout the yard, in addition to 14 high-level paging speakers. Whenever the yardmaster wants to talk with anyone in the yard, a switch directs his voice through the speaker nearest the individual whose attention he wants. If the man in the yard wants to call the yardmaster, as in the situation pictured on the cover, he presses a button which flashes a light on the yardmaster's control panel, directing his attention to that particular talk-back unit.



Extreme left: Nathan J. Hale, phone director serving as yardmaster, is shown in the second floor office of the control tower. The microphone in his right hand is for radio communication with engine crews, while the one suspended over the desk is for the paging and talk-back speakers in the yard. In the foreground is the teletype.

Left: A view of the incline, with cars being pushed over the crest, as seen from the 35th Street viaduct, looking west.



The "Human Relations" conference in session. Standing are V. E. McCoy, chief purchasing officer (left), and R. D. Hayes, instructor. The chart bears an outline for a discussion of the "Listener's Viewpoint". All meetings were held in the Continental Illinois National Bank & Trust Company building, Chicago.

"Work that used to be put off till the last minute is now a joy to handle," say Milwaukee Road students of...

## HUMAN RELATIONS

by V. E. McCOY, Chief Purchasing Officer

WHAT makes people act the way they do? How can they be persuaded to do things willingly and with enthusiasm? How can time and effort be saved and efficiency increased by gaining their whole-hearted cooperation?

The answers to those questions were sought by key members of the purchasing and stores department in a special course in *Human Relations* recently completed in Chicago. How well they learned the answers will be indicated by improved relations within the department, with other departments, and with The Milwaukee Road's many suppliers. The men in this department have many contacts with the public, with representatives of supply firms, and with shippers, in addition to supervising a fairly large group of employees. It was considered important that these men know as much as possible about human relations as a means of maintaining constructive public relations.

Managements have generally recognized the need for attention to these problems in recent years. Some of the best thinking on the subject may be found in an article in the Reader's Digest for July, in which Clarence Francis, chairman of General Foods, is quoted as saying . . .

*"You can buy a man's time, you can buy a man's physical presence at a given place. But you cannot buy enthusiasm; you cannot buy initiative; you cannot buy loyalty. You have to earn these things."*

It is also covered in an article entitled "Reaching Out in Management" by William Given, board chairman of the American Brake Shoe Company. This article, originally published in the Harvard Business Review, has been circulated by President Kiley to many of the executives of the railroad.

This approach is also clearly set forth in Mr. Kiley's New Year message to

Milwaukee Road men and women, in which he stated:

*"Whatever else we do or fail to do as we earn our living together on The Milwaukee Road, we must always try to understand each other, for unless we understand we cannot cooperate, and without cooperation we cannot survive . . ."*

*"What The Milwaukee Road needs more than anything else in its struggle to solve these problems is the loyalty and understanding of every man and woman who looks to it for a livelihood."*

The training program was begun in October. Human relations specialists were selected with many years of experience in training over 50,000 men in such organizations as the General Electric Company, Chrysler Corporation, Babcock & Wilcox Company, and Good-year Tire and Rubber Company, to mention a few.

The training material provided a

pattern for re-examining one's understanding of people, beginning with a review of fundamentals learned in childhood. But it went deeper to help men understand why people think and act as they do and specifically how to deal with problems requiring thought and action by others.

Greater application of these principles has been found to bring greater job satisfaction both to those who have taken this training and to individuals associated with them. The training establishes a better appreciation of the many and varied problems which are inevitably tied up with the successes and failures in the operation of any business, but which are particularly important to an organization such as a railroad, which is devoted to public service. In so doing, it should bring about an improvement in operations and a better understanding between Milwaukee Road people and those whom they serve.

The program, handled by the conference method, covered a wide range of subjects. Practical teaching required that the trainees learn by actually analyzing and handling current problems. Each man in the group worked out his solution and every one in the conference commented on the work and offered ideas. In this way everyone benefited immediately through improvement on the job.

Early in the course emphasis was placed on recognizing other people's points of view. Unless the other person's point of view, his objective on the



Mr. McCoy (right), at whose suggestion the training course was undertaken, discusses some of the materials in a conference manual with Instructor Hayes.

job or in life is understood, one has very little chance of influencing him. The trainees examined basic causes of good and bad relations, learned or re-learned how to foster the one and avoid the other. They confess that, in the process, they had to do some self-analyzing and soul-searching.

Everyone feels he is important. Recognition of this principle, particularly by supervisors, is one of the greatest factors in obtaining willing, enthusiastic cooperation.

Much of anyone's satisfaction in doing his work comes from a sense of being appreciated. Failure to show appreciation causes more misunderstanding and conflict than any other one thing.

Although the purchasing and stores personnel originally were alone in the course, it soon attracted the attention of others. J. H. Schnaitman, auditor of

## appointments

### Mechanical Department

Effective July 1, 1952:

A. A. Edlund is appointed general boiler inspector with headquarters at Milwaukee Shops, Wis., succeeding E. H. Heidel who is retiring after many years of service. Mr. Edlund, a native of Minneapolis, started with the railroad there in 1911. He was appointed welding supervisor-system with headquarters in Milwaukee in 1924 and since 1947 has been assistant boiler inspector in Milwaukee.

### Traffic Department

Effective July 1, 1952:

D. C. Sutton is appointed city freight agent at St. Paul, Minn.

capital expenditures, thought it would be a good thing for him and obtained the approval of J. W. Severs, vice-president, to join the group. Frank Upton, at that time master mechanic at Western Avenue, and since promoted to assistant superintendent of motive power, also joined the group. All of the men who took this training agree that their jobs have since become much more enjoyable.

It is a matter of interest that representatives of two other railroads have called on class members to learn their reaction to the program, and several of the supply companies are considering similar training programs.

The class received approximately 140 hours of instruction. At first the conferences extended over a three-hour period each Friday night but the group soon asked to attend all day Saturday so as to receive the training more quickly and thus be able to apply it sooner.

Although the men have completed the course, they say that in the months to come they expect to continue developing and growing through conscious application of the principles learned in the day-to-day solution of current problems. It has become an exciting challenge to each of them to see how well he can meet and solve his problems, and to seek new fields in which to work.

*Youth today must be strong, unafraid, and a better taxpayer than its father.—Harry V. Wade, creator of "Senator Soaper."*



Business as usual, even during the mid-morning breather. Left to right: R. K. Baker, district storekeeper, Southern District; J. H. Schnaitman, auditor of capital expenditures; L. V. Schwartz, assistant general storekeeper; G. V. Ireland, general storekeeper; and W. C. Lummer, district storekeeper at Milwaukee shops.



Above: Paul R. Cook, freight car repairman at Davies yard, registers at the bloodmobile with M. J. Biller, general chairman of the car department unit of the blood donors' club. Next in line are Painters Arnold Blaubach, Anthony Alcanter and George Schneider. Cook, married and the father of two small boys, saw three years of Navy combat action in the Pacific Theater during World War II and an additional year of service in the present war.

Below: Medical history taken, Carman Cook has his pulse, temperature and blood pressure checked by Junior Leaguer Mary Ellen Griffin. In the background Cabinetmaker Louis Klein, a co-chairman of the car department unit of the blood donors' club, is reporting to Chairman Biller.



## blood for home and country

EMPLOYEES at the shops in Milwaukee who maintain their own blood bank for the protection of themselves and their dependents have currently expanded the program to include our fighting men abroad. The annual mid-year contribution to The Milwaukee Road Blood Donors Club on June 3 and 4 had a two-fold objective this year—to replenish their own reserve and to support the Red Cross Defense Blood Program for the armed forces.

The donors club, organized in 1949 under a plan sponsored by the Junior League Blood Center of Milwaukee, Inc., insures its members against the cost of blood transfusions by enabling them to

Below, top: Trained personnel make it so easy that you don't feel the prick of the needle. Carman Cook, having passed the physical test, is being attended here by Nurse Audrey Spychalla. To his right are Sheet Metal Apprentice G. J. Wichgers, Carman M. J. Kunda, Carman A. F. Tiesl and Blacksmith M. M. Cartwright.

Below, bottom: After it's over a short rest and a hot snack quickly restore the old bounce. This group, starting with Carman Cook at the right and reading clockwise, consists of Carmen S. K. Dec, G. H. Johnson and J. M. Brunner, Blacksmith Foreman R. E. Baum and Carman M. J. Kunda; Mrs. Lydia Diehl is the Red Cross worker.



make donations to the Blood Center in advance of need. As in former years, the mass bleeding was handled through a bloodmobile set up at the shops by the Junior League for the convenience of employes who wanted to contribute without too much loss of time.

Of the 350 employes who signed up, about 300 passed the clinical tests for donors. The locomotive and store department volunteers were processed the first day, the car department the second day. Out of the total blood collected, approximately one third was turned over to the Red Cross Defense Program. Milwaukee Chapter of the Red Cross demonstrated its appreciation by operating a canteen adjacent to the bloodmobile where employes were served sandwiches, coffee and other light refreshments before returning to their jobs.

Since its activation three years ago, the blood donors club has saved participating employes \$24,780. The actual saving, however, is computed in terms of people restored to health or who have had their lives prolonged through its benefits. The benefits extend to the continental limits of the United States, special arrangements being made to handle cases outside the Milwaukee area. Members are reimbursed at the rate of \$35 for each transfusion, their only expense being the administering

## B. H. Perlick Submits "Super Dome" To Win Car Name Contest

B. H. PERLICK, head of the tie bureau in Chicago, who submitted the name *Super Dome* to characterize the 10 new dome cars now being built for The Milwaukee Road was selected as first place winner in the "Name the Cars" contest, the judges announced as this issue of the Magazine went to press. His award was \$150 in U. S. Savings Bonds.

Richard R. Premo, a fireman living in Madison, Wis., won second award of \$100 in bonds with the name *Master Dome*, and William Raue, son of Felix Raue, bureau head, auditor of expenditures office, Chicago, won the third place award of \$50 in bonds with the same suggestion, spelled as one word—*Masterdome*. As the rules of the contest stipulated, the merit of the brief statement accompanying each entry determined the order of the awards in cases of duplication.

The eight consolation awards, each a \$25 bond, were made as follows:

Nick J. Kiggins, locomotive engineer, LaCrosse, Wis. . . . *Master Dome*.

Adolph N. Andrekus, operator-leverman, Kenosha, Wis. . . . *Ultra Dome*.

Harry J. Briggs, machinist helper, Everett, Wash. . . . *Ultra Dome*.

K. N. Stinebaugh, roadmaster's clerk, Othello, Wash. . . . *Panorama Dome*.

Mr. and Mrs. E. J. Notske, assistant tax commissioner, Seattle . . . *Panorama Dome*.

Carl W. Knope, locomotive engineer, Madison, Wis. . . . *Panorama Dome*.

G. P. Hamilton, traveling freight agent, Vancouver, B. C., Canada . . . *Panorama Dome*.

Martha W. Benson, A.F.E. clerk, accounting department, Chicago . . . *Panorama Dome*.

Back on the job, the white bandages identify the men who gave. Carman Paul Cook (left), working opposite Carman Stanley Dec, talks over the experience with (from left) Carmen J. M. Brunner, M. J. Kunda and G. H. Johnson.



Donors who have been processed clear it with Mrs. F. T. Ross, authorized business agent of The Milwaukee Road Blood Donors Club. From left: A. B. Bieniewski, A. S. Hartung, R. B. Voight, H. C. Strzykalski, L. L. Laughman, C. F. Smith, D. J. Bartz and G. J. Reidy.

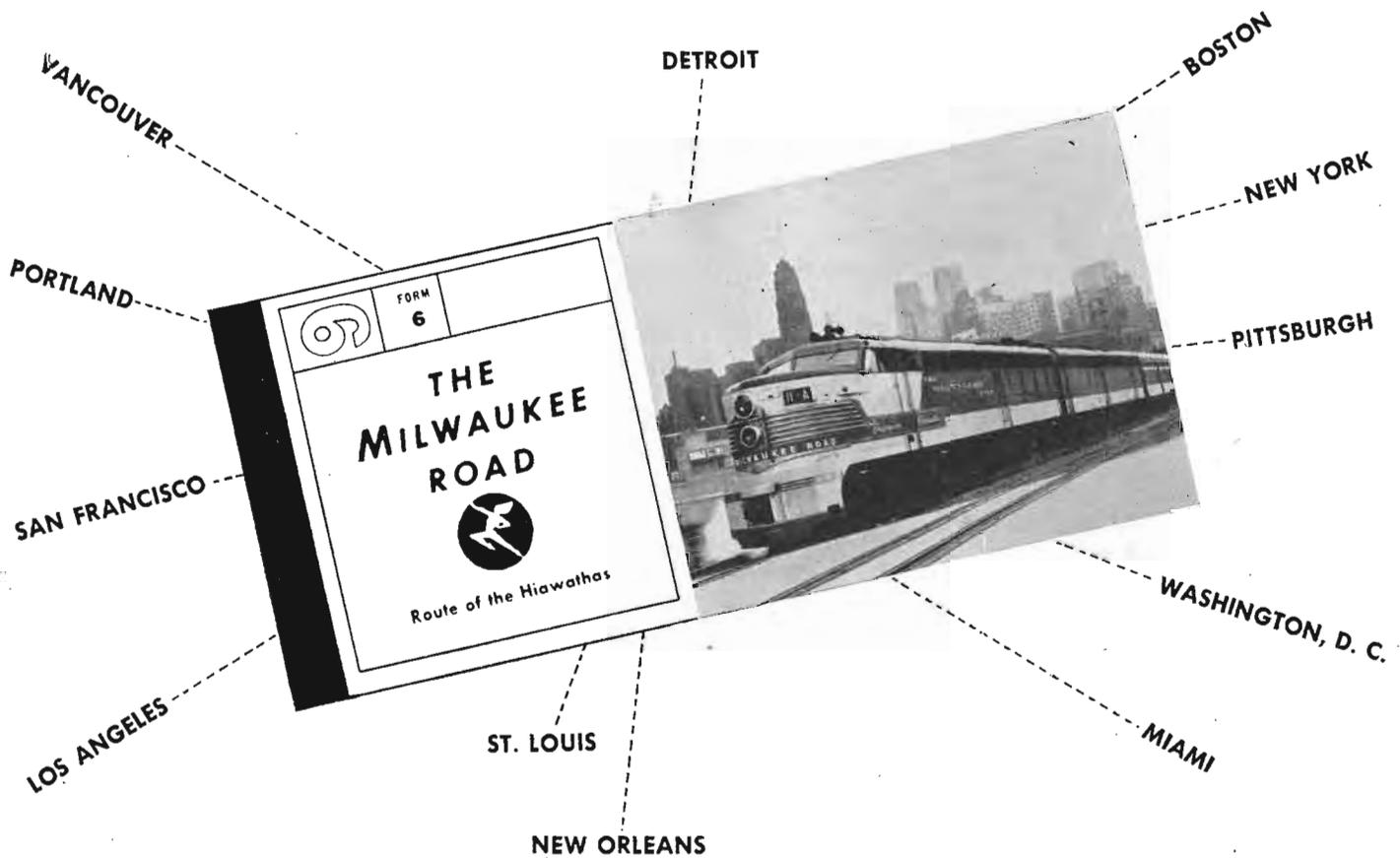


fee charged by the hospital. To obtain this benefit they are required to report their business transaction with the hospital to the club's authorized agent within 30 days.

Mrs. F. T. Ross, wife of the supervisor of telegraph offices-system, is the club's authorized agent and one of the many volunteer workers responsible for the fine showing made at the mass blood contribution. The railroad police came into the picture by supervising the safe conduct of the bloodmobile and the Red Cross canteen, and Milwaukee Chapter of the Women's Club helped by furnishing a mid-day meal for the Junior League and Red Cross staffs.

"The blood donors and the volunteer workers both deserve a great deal of credit," Mrs. Ross said. "Not everyone is capable of giving blood. Those who did will never know the names of the men they are helping, but all have the satisfaction of knowing that indirectly they may save a life in the fight for freedom."

*Opportunity may open a door, but it takes work to stay on the other side.*



## THE INTERLINE TICKET GOES MODERN

AFTER nearly two years of experimentation, The Milwaukee Road has developed and adopted for general use a new type of interline ticket in booklet form which is the ultimate in simplicity. Harry Sengstacken, passenger traffic manager, reports that as far as the Milwaukee is concerned the old conventional style of interline ticket, with its yards of coupons, has gone the way of the horse and buggy and the family album.

These book tickets can be prepared with a pencil, ball point pen or typewriter, and since the back of each coupon is pre-carbonized, all data written on the top coupon is transcribed on those under it. The ticket seller simply fills in the route, class, fare, and date of expiration in spaces provided; after which the ticket is stamp dated and as many as six coupons, plus agent's and passenger's portions, are thus prepared in one operation. Where more than six coupons are required, two or more books can be stapled together.

The attractive front cover, pictured above, shows the Hiawatha approaching the Chicago Union Station. A full map

of the railroad is shown on the back cover. The inside of the back cover serves as the passenger's receipt, containing all of the information shown on regular passage coupons.

While many of the essential features of the original test forms have been in-

corporated into the present ticket, some decided improvements have been made as follows:

1. Space at bottom of coupons is non-carbonized, making tickets easier to type, as they hold better in the typewriter; also coupons can be de-

### Advantages of New Interline Ticket

- Savings in paper stock due to elimination of numerous forms and different colored paper for various classes of tickets.
- Savings in purchase of rubber stamps.
- Eliminates necessity for large ticket cases.
- Complete information on each coupon provides all necessary data in connection with ticket redemptions or exchanges, and is also of great value to the accounting department.
- Less time required for traveling auditor to check stock.
- Reduces possibility of errors.
- Easy to explain to patrons.
- Ordinarily requires less time to prepare than conventional form.
- Less confusing to inexperienced ticket seller.
- More compact and easier to handle than old forms.
- Less ordering and invoicing of tickets necessary.
- Provides a medium for advertising not possible before.

tached without getting carbon on fingers, and space has been provided for endorsements.

2. Coupons have improved perforation, permitting easier detachment.
3. Passage coupons are printed on light yellow-colored paper, providing better legibility, especially in dimly lighted cars.
4. "From" and "to" points, "class" and "via railroad" are heavily outlined, and all information in which honoring carrier is not interested is shaded out on each passage coupon. This eliminates any possibility of confusion for conductors.
5. Improved carbonization has been used, with lighter carbon on first two or three coupons and heavier carbon on last coupons. This reduces smudging.
6. Space has been provided on inside of front cover for passenger's name and address as a protection in case ticket becomes lost.
7. Separate pasteur forms have been provided to cover transfer at Chicago.

In addition to six blank forms, containing from one to six coupons each, 24 forms have been preprinted to show the more important destinations and for the more prominent routes. These 30 forms have replaced approximately 875 old style interline ticket forms and greatly reduced the storage problem, both in the ticket stock room and in the ticket office.

Several large carriers, among them the Union Pacific and Southern Pacific, have, like the Milwaukee, already adopted the book type ticket, and many other carriers have indicated that they will follow suit.

11-40  
ISSUED BY  
CHICAGO, MILWAUKEE, ST. PAUL  
and PACIFIC R. R. CO.

Dec 26 1952

4-4  
GOOD FOR ONE PASSAGE (LIMIT)  
IF THE CAR IS USED FOR A ROUND TRIP  
THE FIRST COUPON MUST BE USED FIRST

TO: Minneapolis X  
FROM: CHICAGO X  
CLASS: 1  
VIA RAILROAD: U. M. & O.

TO: ST. LOUIS X  
FROM: CHICAGO X  
CLASS: 1  
VIA RAILROAD: U. M. & O.

TO: Minneapolis X  
FROM: ST. LOUIS, Mo. X  
CLASS: 1  
VIA RAILROAD: MILW. P. R.

DATE: Jul 25 1952  
TIME: 3:40  
CLASS: 1  
VIA RAILROAD: CHICAGO  
TIME: 5:10  
CLASS: 1  
VIA RAILROAD: CHICAGO  
TIME: 3:40  
CLASS: 1  
VIA RAILROAD: CHICAGO

TICKET NOT TRANSFERABLE  
VOID IF DETACHED

AGGAGE

Facsimile of one of the coupons from a new interline ticket reduced to half size. A round trip between Minneapolis and St. Louis requires a four-coupon booklet. The back of each coupon is carbonized and the same information (differently blocked off) appears on all, including the inside back cover. The latter is the passenger's receipt.

## EXIT the Class A's



No. 1 in the heyday of its popularity when it clipped off the 410 miles between Chicago and the Twin Cities (including seven stops) in 375 minutes.

THE WORLD'S fastest steam locomotives—the Atlantics which broke all records for speed when they pulled the first Hiawathas between Chicago and the Twin Cities in 1935—have faded into railroad history. Almost 17 years to the day after No. 1 rolled proudly away from the bunting-trimmed platform in Chicago on her inaugural run to St. Paul and Minneapolis she, along with Nos. 3 and 4, went quietly to the scrap yard in Milwaukee. No. 2, slated for the same fate, had a short reprieve doing standby steam service for the Glidden Company in Chicago.

The famous quartet were the victims of their own popularity. Built to haul five-car trains when Hiawatha service was started, they never succeeded in operating with so few cars. The attractions of fast day time schedules and air conditioned comfort resulted immediately in increased patronage. As trains lengthened to 14 cars, heavier power was required and diesels gradually replaced the 4-4's until the entire Hiawatha fleet was drawn by diesel electrics.

The Atlantics withstood the strain until the end of World War II when they were assigned to service on shorter speed runs. In that phase of their service they hauled Chicago-Milwaukee expresses, Madison locals and on occasion the Chippewa Hiawatha. By the end of 1951 they were ready to rest on the reputation of a short and fast life, but a useful one!

When engine No. 1 rolled out of the American Locomotive Works at Schenectady, N. Y., in April, 1935, it was the biggest Atlantic type locomotive ever built, as well as the first to be scientifically streamlined. The driving wheels were seven feet high and the oil heated boilers blew off 300 pounds of steam

pressure per square inch. Number 2, which came off the assembly line a few days later, was destined to establish the Road's reputation for high speed operation. On May 15, near Mauston, Wis., it was clocked at 112 miles per hour, thereby breaking the record of 103½ miles made by a Milwaukee F-6 the previous year, which was the highest speed attained by any locomotive on the American continent in 30 years.

The engineer testified that the faster it ran, the smoother it rode. The builders' claim that it would make 120 miles per hour was proved frequently afterward, but the Road set the limit for top speed at 100 miles per hour. In a short time the stretch of track between New Lisbon and Portage became known as the world's fastest.

Everyone wanted to ride the record breaking Hiawathas and it became necessary to add No. 3 in 1936, then No. 4 in 1937, to pinch hit and handle second sections.

The graveyard run of the famous four was remarked on nostalgically by the press as the grand finale of a dramatic episode in locomotive history.

Pilots touching, Nos. 1 and 4 stand ready to be converted to scrap. (Trains & Travel photo by Wallace W. Abbey)



# how are we doing?

	MAY		FIVE MONTHS	
	1952	1951	1952	1951
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. ....	\$21,546,836	\$22,428,461	\$106,450,618	\$105,637,710
<b>PAID OUT IN WAGES</b>				
PER DOLLAR RECEIVED (CENTS) .....	11,412,109	11,536,473	56,130,397	55,460,607
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....	(53.0)	(51.4)	(52.7)	(52.5)
PER DOLLAR RECEIVED (CENTS) .....	680,769	677,726	3,292,816	3,250,198
PER DOLLAR RECEIVED (CENTS) .....	(3.2)	(3.0)	(3.1)	(3.1)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest ....	9,739,004	9,854,406	46,354,359	45,805,834
PER DOLLAR RECEIVED (CENTS) .....	(45.2)	(44.0)	(43.5)	(43.4)
<b>NET INCOME</b> .....				
<b>NET LOSS</b> .....	285,046	359,856	673,046	1,121,071
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	122,919	133,533	612,391	638,065
Decrease 1952 under 1951 .....	10,614		25,674	

## A. N. Whitlock Speaks at University of Montana Commencement



A. N. Whitlock in his rose garden at Lexington, Ky.

A. N. WHITLOCK, former vice president and general counsel who retired in May, 1951, delivered the commencement address at the University of Montana on June 9. Mr. Whitlock became affiliated with the university's law school in 1911 and later served as dean. He continued the connection when he entered general practice.

The address reviewed world events of the 40 years which have elapsed since he attended his first commencement at the university, the gradual extension of government powers, its free spending program, and the increasing restraint on individual freedoms. The recital was necessary, he said, to understand the young people of today, as the environment in which they have grown to maturity has had a marked effect upon their philosophy of life.

Pointing out that a wartime atmosphere is a difficult one for moral and spiritual growth, he expressed concern at the lack of interest in fundamentals such as our constitution and our economic system, and a trend in the direction of Socialism. As future leaders, he said, it was their job to provide a solution to the problem.

The solution he suggested was that they start with the thesis that this country became great under a system of private competitive enterprises and organizations of individuals willing to work who were encouraged by the incentive of profit. "We can continue our progress," he said, "if we have the will

to work and exercise common sense in active participation in public affairs; but we cannot do it if we refer all our troubles to Uncle Sam or let pass the fleeting years with the expectation that some good fairy will take care of all our wants . . . without the intervention of any human effort."

W. L. Murphy, the Road's solicitor in the state of Montana, was honored at the commencement exercises with an honorary degree of LL.D. He is a former partner of Mr. Whitlock in the law firm of Murphy and Whitlock at Missoula.

Mr. Whitlock now lives in Lexington, Ky., in a new home built on land formerly owned by Henry Clay, the great statesman. There he devotes a great deal of time to cultivating a large and beautiful rose garden.

*Membership of the Association of American Railroads is composed of 184 railroads in the United States embracing approximately 225,000 miles of road, five railroads in Canada embracing 40,164 miles of road, and six railroads in Mexico embracing 11,553 miles of road. In addition, the Association has 166 associate members representing 11,297 miles of railroad in other foreign countries.*

## Of Cops and Robbers

A TWIN CITY gunman learned the hard way that it doesn't pay to tangle with the Milwaukee Road police force.

The robbery of the Goodrich Tire & Rubber Co., about half a block from the Minneapolis depot, the afternoon of June 2 served to point up the lesson. Firing at his pursuers as he fled the scene of the holdup, the gunman jumped into a taxi parked at the depot, only to be hemmed in by traffic. He then commandeered a passing automobile, but the frightened driver jumped out and left him stranded.

That was when J. J. Gallagan, depot uniformed officer, took charge of the situation. Disregarding the gunman's threats Gallagan boldly demanded the gun and finally succeeded in wresting it from him, although not without a struggle. The gun wielder, who turned out to be an ex-convict, was subsequently sentenced to life imprisonment in the state penitentiary as a habitual criminal.

J. J. Taylor, division editor for the Twin City Terminals who reported this incident, remarked that Gallagan doubtless saved a number of bystanders from being shot, in addition to saving a considerable amount of money for the Goodrich company. Even the gunman was impressed; "He had a lot of guts to approach me—I believe that man should get credit," he stated in his confession. The city police department saluted a fellow officer by commending Gallagan's bravery to Captain of Police E. F. Conway.

## Fire Prevention Trophy Presented to I & SM



L. F. Donald, vice president-operations (left), presenting the Fire Prevention Trophy to Superintendent G. H. Rowley. Contest rules provide that the division which wins for two consecutive years may retain the trophy. This is the second trophy to be introduced into the contest since it was started in 1939. The original has a permanent home on the Milwaukee Division Second District, formerly the Superior Division, which was the victor in 1946 and again in 1947.

THE IOWA AND SOUTHERN MINNESOTA DIVISION, which won the fire prevention contest on the railroad last year, took formal possession of the Fire Prevention Trophy on June 5. Principals in the ceremony were L. F. Donald, vice president-operations, who presented the symbolic cup at division headquarters in Austin, and Superintendent G. H. Rowley who accepted it on behalf of the employees who made the record possible.

Winning the contest was the result of persistent effort on the part of the I&SM forces. Only two fires, costing \$20 and \$40 dollars respectively, were charged to the division under contest rules. Its rating of 2.60 demerits for the year was

an improvement of 68 per cent over 1950 when the I&SM ranked fourth in the contest. The H&D Division placed second in 1951 and the Twin City Terminals ranked third.

The Fire Prevention Trophy is awarded each year under rules which provide for a one-point demerit for each fire and 1/100th point demerit for each dollar of loss. The 1951 total of 189 fires resulted in a loss to the Road of \$189,277. Under contest rules, 37 fires costing \$22,402 were deleted from this total. It is believed that none could have been averted by normal fire prevention measures.

The heaviest fire loss of 1951 was charged to two ruptured fuel tanks on diesel locomotives, caused by striking obstructions on tracks. Other leading causes were electrical defects, communication of fire from adjacent property, locomotive sparks and hot boxes. Fires in these groups accounted for 84 per cent of the total loss. Fires in buildings were nominal, reflecting a good fire prevention effort on the part of employees.

In a summary of the fire prevention activities of 1951, L. J. Benson, assistant to president who heads the fire prevention program on the railroad, said: "It is impossible to overemphasize the fact that no facilities or materials can be sacrificed to needless fires; that serious operational difficulties result from such fires, and that the prevention of fire is an important duty of every employee. All three divisions which topped the contest, and several others, are deserving of congratulations on their fine performances."

## One of the Best Jobs in the World

IN THE FIRST place, the railroad worker must be instilled with a proper pride and satisfaction in railroad employment. A lot of railroaders have this—yet others are heard to make disparaging remarks about their jobs. . . True, there are nicer jobs than some railroad jobs, but if a man has qualified himself only for railroad work and is not trained to get out and work at something else, why not put his shoulder to the wheel and not only benefit the industry in which he is employed, but make himself happy at the same time by telling the world that he *has* a good job and that as long as he keeps it, he is going to boost for the thing that provides him his bread and butter. Maybe with such a frame of mind, he will come around to the realization that he *really* has one of the best jobs in the world.

—J. R. Garber, editor of The Train Dispatcher, in an address before the American Railway Magazine Editors' Association.

## E. H. Heidel Retires at Milwaukee Shops



Mr. Heidel (right) goes over a blue print with H. O. Schoenberg, department foreman, locomotive boiler shop, in roundhouse No. 1 at the Milwaukee shops, as he put things in order before retiring.

E. H. HEIDEL, general boiler inspector-system, whose 50 years of service, 47 of them with the Milwaukee, have been closely identified with activities at Milwaukee shops, retired June 30. A large group of associates honored him with a retirement party June 26 at the Ambassador Hotel in Milwaukee. In the gathering, which included his two sons, were L. D. Phelan, general adjuster; V. E. McCoy, chief purchasing officer; F. A. Upton, assistant superintendent motive power; J. E. Bjorkholm, retired superintendent motive power; Ralph Hempstead, retired assistant superintendent motive power; and Harry Miller, retired mechanical engineer. F. W. Bunce, superintendent of motive power, served as toastmaster.

F. W. Bunce, superintendent of motive power (right), congratulates Mr. Heidel following the dinner in the latter's honor. W. W. Bates, master mechanic, Milwaukee, is at the left.



When Mr. Heidel came to the Road in 1905, the Milwaukee shops were already recognized as being among the most progressive in the country. In addition to a regular shop program, the locomotive department was turning out four complete steam locomotives every month. Much of the boiler work was done by hand. About 1908 a 200-ton flange press was installed and hooked up with the bull riveter hydraulic pump, and pneumatic air hammers and air drills then came into general use. Around 1912 the acetylene welding torch made its appearance, and about a year later the acetylene cutting torch. "With those tools we felt we had the world by the ankle on a down hill pull," is the way Mr. Heidel remembers it.

From boilermaker apprentice Mr. Heidel advanced through various positions to his final appointment as general boiler inspector-system. Throughout his long service he also took an active role in whatever was doing at the shops and had a hand in shaping a number of employe programs. He was the first president of the Milwaukee Road Shops Credit Union, also of the Milwaukee Road Shops Toastmaster Club No. 945, and served a term as president of the Master Boiler Makers Association.

Feeling that the steadily decreasing number of steam locomotives in service on the railroad might have the effect of reducing the awareness of danger on the part of engine crews, Mr. Heidel prepared a technical paper entitled "The 'Why' of Boiler Explosions" as one of his last acts before retiring.

"Due to the number of boiler explosions that have taken place [in years past] many have come to feel that some

### A Dizzy Ride for Dizzy

BASEBALL talk in Chicago this summer reminded Vince Garrity, the popular sports announcer, of a phobia entertained by Dizzy Dean in 1938 when the great hurler was a Cub with an erratic arm. Before the games Dean used to hang out at a north side newsstand, occasionally selling a paper while he waited for his buddies to pick him up and drive to Wrigley Field. One afternoon, just for the heck of it, they decided to drive around the ball park and down along the Milwaukee Road tracks along the west wall—the C&E branch—to reach the players' entrance. That afternoon the Cubs opened with a winning streak that carried them eventually to the top of the league. Dizzy was an authority on omens, as well as everything else, and every day through the victory spree he demanded that the route from the newsstand remain unchanged—around the park and winding up with the bumpy ride over the railroad tracks!

strange and unexplainable phenomenon has occurred which continues to baffle the men in the field of mechanical and metallurgical engineering," he wrote. "This is very much in error, for metallurgical and mechanical engineers who have worked together in the design of the locomotive boiler understand completely its limitations and are fully aware of the behavior of metals when the boiler is improperly handled."

Mr. and Mrs. Heidel will move shortly into their new home in Clearwater, Fla., but Mr. Heidel, a fisherman's fisherman, expects that even the big ones in the ocean will not be able to prevent frequent trips back to Wisconsin for a go at the trout and a round of visits with his many friends.

Many government employes have to keep detailed reports for their supervisors of how they spend their time. Sometimes these "efficiency reports" are so involved that they consume a large part of the employe's time. One government elevator operator probably holds the record for brevity, though. He filed a report on his time allocation as follows: "Up—50%; Down—50%".

## Address Railroad Accountants at Detroit

SUMMARIZING committee work in the Accounting Division of the Association of American Railroads at the 58th annual meeting of the group in June, J. W. Severs, vice president of The Milwaukee Road, paid a tribute to the accounting officers and their staffs who prepared the information and statistics relating to the recently concluded freight rate case. "Without taking any credit away from the law and traffic departments of the railroads who handled matters before the Interstate Commerce Commission," he said, "I cannot help but feel that the work the accountants did must have been of great value in establishing the merits of the case. Because for the first time, as far as I know, the commission granted a freight rate increase substantially as requested by the railroads."

As chairman of the Accounting Division of the AAR, Mr. Severs presided at the meeting held in Detroit, June 10-13. Leo T. Crowley, chairman of the board, and President J. P. Kiley gave two of the principal addresses. Mr. Crowley's talk, made at the opening session, dealt with the growing importance of the accounting officer in the conduct of railroad affairs. He also emphasized

Leo T. Crowley, chairman of the board, and President J. P. Kiley, both of whom addressed the Detroit meeting, talk it over with Vice President J. W. Severs, presiding chairman of the AAR Accounting Division.



the need for men of the stature of the railroad accounting officer to take a more active role in public life. He pointed out that no one can afford to be "impartial" to the point of inaction on questions of importance before the public any more than before the business community.

President Kiley, who was at one time auditor of investment and joint facility accounts for the railroad, cited the difficulty of securing the funds with which to make needed improvements as the biggest problem facing the industry today.

"I believe that the railroads today as a whole are furnishing the best rail transportation service of their entire history, yet their earnings have been very low . . . and if low earnings continue year after year, it becomes hard to attract equity capital," he said. "I do not believe that we have yet reached the point where it is impossible to revive interest in railroad securities on the part of owners of capital. If I thought so I wouldn't be standing here today. I would be earning my living in some other business."

He also mentioned that during the past three years a total of more than 2,700,000 train miles of unprofitable passenger service have been discontinued by our railroad at an annual saving of \$3,700,00 in operating costs. The out of pocket saving can be credited in a large measure, he said, to studies made by the accounting department.

The mechanization of accounting methods was the dominant theme of many committee reports. Vice President Severs congratulated the suppliers of railroad accounting machines on the research they are conducting to produce better and more economical equipment. The suppliers, he said, are doing the railroad industry a great service.

## How Well Do You Know Your Railroad?



FORTY-SIX years ago this was still prairie country, almost entirely devoid of settlement. With the coming of the railroad, however, it prospered and now is an important shipping center for grain and cattle. Where is it?

For the answer, turn to page 42.

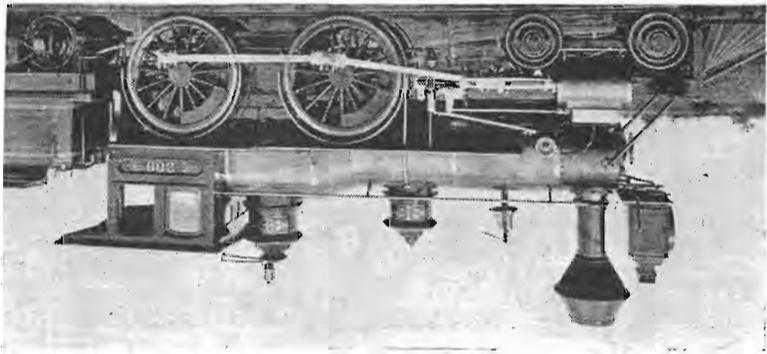
## J. P. Kiley, J. B. Murray and H. A. Scandrett Receive Academic Honors

THE OUTSTANDING records of three Milwaukee Road men were recently acknowledged in academic circles.

As an alumnus who has brought prestige to his alma mater, President J. P. Kiley was awarded the honorary degree of Doctor of Science by Villanova College. The degree, presented by the Very Rev. Francis X. N. McGuire, O.S.A., president of Villanova, accompanied by the following citation: "As an engineer you have distinguished yourself not only in the activities of that profession, but also you have demonstrated a flexibility of mind that has mastered other areas of technological and scientific skill. The Chicago, Milwaukee, St. Paul & Pacific Railroad in whose service you have spent your lifetime, has made significant progress as you have advanced with it. Step by step you climbed the ladder of success as general manager, assistant to the president, and now as the president. A worthy son of Villanova before the faculty, the students and your fellow alumni, you symbolize the graduates of De Paul University, at its 54th annual convocation in Chicago on June 11, conferred on J. B. Murray, vice president with headquarters in New York City, the honorary degree of Doctor of Laws. University President Father Comerford J. O'Malley, C.M., cited his distinguished career in making the presentation:

## A Little Locomotive History

by V. O. Freihoefer, Correspondent  
Car Department, Milwaukee Shops



THE ENGINE pictured here made history when it pulled a special carrying General Grant from Chicago to Milwaukee on The Milwaukee Road to attend a G.A.R. encampment on June 9, 1880. The train, consisting of four cars, left Chicago at 10:05 A.M. and arrived in Milwaukee at 11:45. Four stops were made en route for coal and water and another to cool off a hot box. The conductor was Fred D. Underwood who later became president of the Erie Railroad.

Engine No. 209, of the H-4 class, was built in 1877 at the Schenectady Locomotive Works. The finish on a passenger engine of that period was an exacting job—lettering and numbering as well as the striping designs on the cab. Steam dome and sand box were done in gold leaf. The jacket bands, hand rails, cylinder head covers, mud guard edgings and so on were of polished brass and had to be kept bright; also the front end number plate and bell. Engines were assigned to regular crews who usually came to the roundhouse on Sunday at no extra pay to make light repairs and polish them up.

The picture is from the collection of H. M. Seaman, Milwaukee. Mr. Seaman, now 87, was a billing clerk at the Fowler Street freight house in the '80s. Engine No. 209 was scrapped Sept. 19, 1917.

## Armed Forces Overseas Hear Railroad Hour

AMERICAN soldiers can hear the Railroad Hour wherever in the world they are stationed. The Armed Forces Radio Service has been using the railroad industry's Monday evening program on NBC almost from its beginning in 1948. With the wholehearted permission and cooperation of the sponsor, the Association of American Railroads; the advertising agency, Benton & Bowles; and the National Broadcasting Company, G.I.'s in Europe, Asia, Africa and, in fact, anywhere the flag of the United States flies, can tune in the same Railroad Hour operettas and listen to the same great stars as their families and friends at home.

The Railroad Hour, one of the favorites of soldiers, sailors, airmen and marines everywhere, is a close link between home and military life, although the program is not known by its formal title when broadcast by the Armed

H. A. Scandrett, retired president of the Road, who is an alumnus of the University of Minnesota, was honored by that institution with an Outstanding Achievement Award on May 23. The award is presented from time to time to former students and graduates who have brought credit to the University by attaining signal distinction in their professions. Mr. Scandrett was cited for his service to The Milwaukee Road, both as president and trustee, and for a life-long interest in the advancement of the industry at large.

As a student at Minnesota, Mr. Scandrett captained the football team of 1898. Since his retirement in 1947 he has taken an active role in University affairs.

"Chairman of the board of the Murray Manufacturing Corporation and of the Metropolitan Engineering Corporation of New York . . . he has carried out the manufacture and marketing of his own inventions and those of his father; he holds a number of patents in electric resistance welding and electrical devices. In the field of his hobby, horticulture, he has done extensive research on over 200 American and foreign hollies and has written many articles on the subject."



Group attending law department staff meeting. Seated, left to right: P. H. Draver, vice president—traffic; T. H. Maguire, general attorney and commerce counsel; C. L. Taylor, general solicitor; M. L. Bluhm, vice president and general counsel; J. P. Kiley, president; and A. N. Whitlock, retired vice president and general counsel.

## LAW DEPARTMENT HOLDS STAFF MEETING

THE SECOND annual staff meeting of the law department was held in Chicago on June 6. It was attended by all members of the Chicago office of the department, the general attorney and assistant general attorney from Seattle, state solicitors from all states except Michigan and Montana, and the heads of the claim, freight claim and tax departments.

M. L. Bluhm, vice president and gen-

eral counsel, presided over the morning session, at which were discussed matters pertaining to state and federal legislation, relations with state regulatory bodies, reductions in train and station services, and lawsuits involving demurrage, undercharge and overcharge claims.

C. L. Taylor, general solicitor, presided at the afternoon session, at which personal injury claims and lawsuits were discussed, and reports made by L. D.

Phelan, J. H. Andrews and M. L. Boydston, heads of the claim, freight claim and tax departments, respectively.

President J. P. Kiley and Vice President P. H. Draver addressed the afternoon session. A. N. Whitlock, retired vice president and general counsel, who was passing through Chicago, also attended and spoke entertainingly about the life of a retired vice president and general counsel.

Forces Network. It is called the Gordon MacRae Show, and, as is the case with all other shows broadcast by the armed forces, commercial messages are eliminated. Marvin Miller records special opening and closing announcements for the program. Otherwise, the production is the same.

The Armed Forces Radio Service, referred to as AFRS, estimates that it has a daily audience of 90,000,000 listeners. This includes civilians in the 62 overseas locations where the network operates transmitters. The programs are aimed strictly at service personnel, but the "eavesdropping" natives of the various countries get a cross-section of America's taste in entertainment, for the schedule lists comedy, drama, variety and musical shows made available free of charge by patriotic sponsors. The fact that the AFRS entertainment is broadcast on standard wave lengths makes it easy for anyone to tune in on ordinary home sets.

The Entertainment Section of AFRS is one activity of the service network. The other section devotes itself to short-wave coverage of news, sports, special events, and speeches by Congressmen, cabinet members and the President. These have a timely value that would be lost unless used immediately, which is not true of programs like the Railroad Hour.

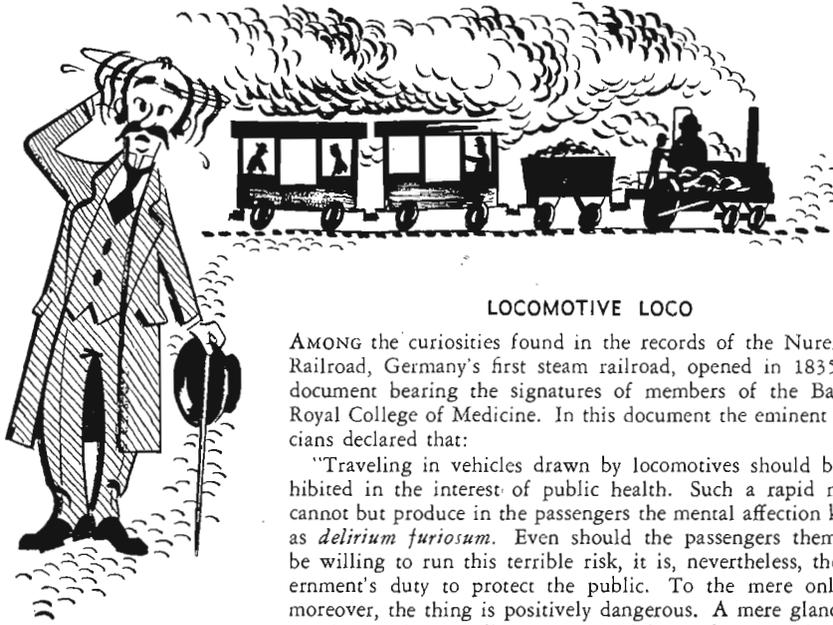
Gordon MacRae is highly pleased that his program is one of the best liked of all shows broadcast by AFRS. The baritone star was in the air force during the war, and takes great delight now in receiving fan mail from G.I.'s all over the world.

Lawrence and Lee, the young writing team responsible for the Railroad Hour scripts, also are keenly interested in the reaction of G.I.'s to the Gordon MacRae Show. For 10 years ago in May, when AFRS was first formed, two of the hardest working and most active soldier members of the staff were Jerome Lawrence and Robert E. Lee.

### Notice—Brotherhood of Locomotive Engineers

WE HAVE been requested to remind members of the Brotherhood of Locomotive Engineers and of the Grand International Auxiliary that the 15th annual meeting of the International Western Union Meeting Association will be held in Seattle, Wash., Aug. 28-29-30. Official headquarters will be in the New Washington Hotel.

L. H. Dugan, vice president and western counsel of The Milwaukee Road at Seattle, is scheduled to be a speaker at the association meeting. For details address Byron P. Walker, acting chairman of the arrangements committee, at I.W.U.M.A. headquarters, 1110 Sixth Avenue North, Seattle 9, Wash.



#### LOCOMOTIVE LOCO

AMONG the curiosities found in the records of the Nuremberg Railroad, Germany's first steam railroad, opened in 1835, is a document bearing the signatures of members of the Bavarian Royal College of Medicine. In this document the eminent physicians declared that:

"Traveling in vehicles drawn by locomotives should be prohibited in the interest of public health. Such a rapid motion cannot but produce in the passengers the mental affection known as *delirium furiosum*. Even should the passengers themselves be willing to run this terrible risk, it is, nevertheless, the government's duty to protect the public. To the mere onlooker, moreover, the thing is positively dangerous. A mere glance cast at a locomotive traveling at a very high speed is enough to produce the same mental derangement in the beholder. Even if passengers are to be allowed to ruin their mental powers it is at least absolutely necessary that a 10-foot wall should be built on each side of the line throughout the entire length, so that the flight of the iron horse may in no way unsettle the public eye and mind."

## New Type Diesels Delivered

THIRTEEN of a lot of 15 diesel locomotives capable of pulling 50 per cent more tonnage than conventional types of the same 1500 horsepower rating, the first of their type produced by the Electro-Motive Division of General Motors, were delivered to The Milwaukee Road by the end of June. The other two were expected during July.

The locomotive, known as the Special Duty 7, or SD7, features a new type of springing which has something of the same significance as the introduction of "knee action" in automobiles some years ago. The locomotive rides on eight large double coil springs located at the corners of the two truck frames, each of which has six wheels.

As a result of the distribution of weight over 12 wheels, and the application of power by six traction motors instead of the conventional four, the new SD7 has one of the highest tractive effort ratings in railroad history. It is also designed so that weight can be added for additional adhesion.

The SD7 locomotive is a further development of the General Motors road switcher type already represented by the locomotive known as the GP7 and by the recently developed Military Road Switcher 1, designed and built for the United States Army Transportation Corps.

The SD7 is the first diesel locomotive with the six wheel—three motor truck that can be used equally well in all classes of service, the new truck principle (known as Flexi-Coil) making possible the first fully flexible six wheel—three motor truck. With this truck, the SD7 operates safely at speeds in excess of 80 miles per hour for passenger service, hauls heavy freight and does its own switching.

The units received are being tested to determine on what lines they will deliver maximum efficiency and utilization.



The SD7 in freight service.

## Railroad Retirement News

A STUDY of the longevity of annuitants under the Railroad Retirement Act made recently by the Railroad Retirement Board revealed the following interesting facts:

Four out of every five railroaders who retire are still alive five years later and almost three out of five are still on the rolls after 10 years. Even those who retired at the age of 70 have continued to enjoy retirement benefits for a relatively long time—three out of four were still living at the end of five years and almost half at the end of 10 years.

The board also stated that its most recent figures place the life expectancy of railroad age annuitants now aged 65 at 13 years and those now 70 at almost 10½ years. Even 80-year-olds can, on the average, look forward to enjoying their retirement for more than six years.

These figures go a long way toward proving that the life span of a railroad non-disability annuitant is appreciably higher than that of a white male in the general population. The board points out that its figures do not apply to a particular individual—that they refer to age group averages. Obviously a particular person may live considerably longer than the life expectation of his age group or may die sooner.

*An ignorant precinct worker announced to his ward boss that in reward for his doorbell-pulling activities for the party, he wanted to be made postmaster of his town.*

*"No," the boss said. "That kind of a job isn't for you. Why, you can't even read and write."*

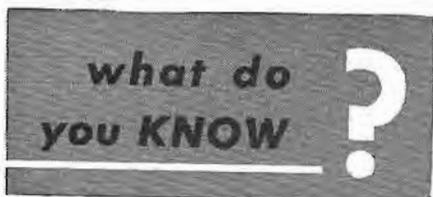
*"Look," the guy replied, "I don't want to be assistant postmaster, I want to be postmaster."*

## Hospital Report on Corporal Kiley

BECAUSE an infantry corporal doesn't rate a secretary, R. D. Kiley, Milwaukee Road telegraph and telephone line man on military leave from Lines West, has asked the Magazine to reassure his buddies in the telegraph and signal department that the wound he incurred recently in Korea is coming along in good shape. He was hit in the left arm by enemy mortar fire May 29, evacuated by plane to Japan, and now expects to return to the States for further treatment.

Corporal Kiley joined the telegraph and signal force in March, 1947, and was called to the Army in September, 1950. He has been with the Far East Command since March, 1951. Commenting on his injury, he mentioned the vital need for blood in Korea: "I can't stress enough how much it is needed," he wrote. "I know any Milwaukee serviceman will agree with me. If it weren't for blood banks and helicopters, a lot more soldiers in this campaign wouldn't be returning home—they would only be memories."

The Milwaukee Road Magazine has been one of Corporal Kiley's strongest links with home, he says. He expects to be released from the Army in October, "and then I commence being a good old telegraph and telephone lineman again."



(Answers on page 42)

### TEST YOUR KNOWLEDGE OF RAILROADS AND RAILROADING

1. What is a container car—a tank car, a car used to carry container units, or any freight car equipped with roof and sides to protect shipments against the weather?
2. How many journal boxes are there in a standard freight car—2, 4, 6, 8, or 10?
3. What is a joint facility—(1) a piece of railway equipment which may be dismantled and reassembled, (2) a facility owned or operated by two or more railroads, or (3) rails in track held together by rail joints?
4. What is a laminated crosstie—a tie which has been coated with a preservative, a thoroughly seasoned



Civic and business leaders at ground-breaking ceremonies for the new warehouse. The shovel wielders are, from left: F. D. Parr, president of the Seattle Warehouse Company, Mayor Allan Pomery of Seattle and H. H. Hilp, Sr., of the construction firm of Barnett & Hilp. In the group looking on are O. C. Bradeen, regional director of the General Services Administration (fourth from left); L. H. Dugan, vice president and western counsel (third from right, light suit); and A. L. Sedgwick, assistant industrial commissioner (far right).

## Break Ground for Huge Seattle Warehouse

AT SEATTLE our industrial department recently sold an industrial site for the erection of the largest warehouse in the Pacific Northwest. The land, 16 acres on our East Marginal Way industrial tract, was purchased by the Seattle Warehouse Company which is building the structure for lease to the General Service Administration of the United States government.

Construction on the warehouse was started June 3. The structure will be 493 feet wide and 1,110 feet long and will contain 560,000 square feet of floor space, including some offices. An auxiliary building of 40,000 square feet is also being built, the whole to cost about three million dollars.

The General Services Administration was created to comply with the recom-

mendation of the Hoover Commission for the consolidation of government supply services. It procures, stores and distributes equipment and supplies for all civilian branches of the government and furnishes the military with items of common use. Besides servicing the various agencies in operation throughout the United States, the Seattle warehouse will provide for the Customs Service, the Lighthouse Service, Alaska Railroad Commission, Alaska Roads Commission, Alaska Geodetic Survey and many others. This will mean a constant flow of freight in carload lots, many of which will move over The Milwaukee Road.

The warehouse site is part of a project authorized by the board of directors in 1946.

- tie, or a tie made of several layers of wood?
5. Which takes the biggest slice of the railroad dollar—locomotive fuel, iron and steel products, or taxes?
6. Is a truss span a part of the substructure or superstructure of a railway bridge?
7. With what branch of railroading would one find a rodman—law, accounting, or engineering?
8. What is the thickness of a standard crosstie in main track service—6, 7, 8 or 9 inches?
9. Is the Railroad Hour broadcast on Monday, Wednesday, or Friday evening of each week?
10. What is a rail joint—a set of bolted steel clamps holding the end of rail firmly in place in track, a place where two railway lines are joined, or a tavern frequented by railroad men?

## FIRST AID for summertime . . .

HEIGH-HO for the good old summertime, the season of fun and relaxation—and a dozen hot weather hazards! Let's face it, homemakers. After Dad has courted a heat stroke on the golf links and Sis has picked the poison ivy at the Sunday School picnic, the "I told you so" finger wagging is just a waste of energy. It's your job to make the victims comfortable.

Granted that you understand the principles of home treatment, would you recognize the serious case that needs the attention of a doctor? A first aid amateur who does not know the difference between sunstroke and heat exhaustion, for instance, can kill a person with the wrong treatment. Those symptoms are described in the book of first aid prepared for railroad employes by the Medical and Surgical Section of the A.A.R., which also contains instructions for treating the more common summer ills and suggestions for avoiding them. They are quoted here as being methods which may be safely practiced by the layman.

### Heat Exhaustion

In heat exhaustion the skin is cold and clammy. The person is pale and may be in a collapse. Protect the body with blankets and give hot coffee, hot milk or other hot drinks. Transport in a lying position to a hospital or doctor's office.

### Sunstroke and Heat Stroke

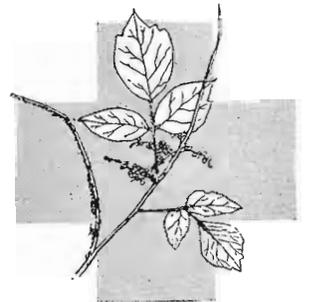
The person may be unconscious. The face is red and flushed. Pulse is slow and full. The skin is hot and dry. Breathing is labored and of a snoring character. Pupils are dilated. Reduce the body temperature as soon as possible by placing ice on the head and rubbing the body with ice, or sponging with cold water or placing in a cold bath.

Sunstroke, heat stroke and heat exhaustion may be avoided by using table salt in drinking water—during hot weather there is a tendency to excessive sweating and it is necessary to replace body salt by supplying it in water or by taking salt in tablet form. The easiest way is to increase the quantity of salt taken with meals, or three times a day take one fourth of a teaspoonful with several glasses of water. Salt tablets should be used according to printed directions.

### Poison Ivy and Poison Oak

When it is known that contact has taken place, vigorous scrubbing of the skin with abundant soap and hot water within the first hour or two after exposure may prevent further trouble. The same treatment carried out within 24 hours often results in cure. In later cases treatment should be given by a doctor.

How to eradicate poison ivy: Avoid



contact with the plant by wearing long leather gloves, leggings and a heavy work shirt; or tie trouser cuffs closely about your shoes and tie shirt sleeves over the cuffs of short gloves. Afterwards remove all outer garments without touching them with the bare hands and have them dry-cleaned.

Pull or grub out the plants by hand. Go over the ground thoroughly to get all the long vine-like roots. If growing as a vine on trees, chop through the stem at the base and grub out new shoots as they later appear.

A salt solution may be sprayed on the poison ivy, using three pounds of salt to a gallon of slightly soapy water and employing an air pressure sprayer. A first spraying in June is most effective, but three or more sprayings may be required, as new leaves appear. Crankcase oil, thinned with kerosene until it sprays easily is also effective, especially for late season use. Avoid using oil near valuable trees. When burning dried uprooted plants, take care to keep away from the smoke, as it also is poisonous.

## All-American dessert ★ ★ ★ ★ ★



ICE CREAM, always high on the nation's dessert list, enjoys a zooming popularity during the hot months. Store-bought or made at home, it's the perfect climax to both company dinners and simple family meals. The homemade type usually has the advantage of being less expensive, nor does it need a lot of fancy ingredients.

Take Coconut Cooler, for example. Here is a frozen treat calling for ingredients that are regular tenants of the pantry cupboard. You'll love the tangy

lemon flavor, the creamy smoothness and the company touch of toasted coconut.

### Coconut Cooler

¾ cup evaporated milk  
⅓ cup granulated sugar  
¼ cup light corn syrup  
1 egg, well beaten  
¼ cup lemon juice  
2 teaspoons grated lemon rind  
½ cup shredded coconut

Pour evaporated milk into freezing trays of automatic refrigerator and chill until ice crystals form around the edges. Meanwhile add sugar and corn syrup gradually to egg, beating

thoroughly. Turn milk into chilled bowl and beat rapidly until milk thickens and holds its shape. Beat in lemon juice, lemon rind and egg mixture. Fold in coconut and turn into freezing tray. Set control for coldest freezing temperature and freeze until firm—1 to 2 hours. Serve topped with additional coconut, toasted if desired. Makes 4 to 6 servings.

Snowballs in summer! The combination illustrated here is vanilla ice cream, tart red cherries and coconut. Try other combinations for parties. Use chocolate sauce and pistachio ice cream and tint the coconut green—a perfect shamrock; balls of pineapple, cherry and pistachio ice cream rolled in yellow, pink and green coconut—a bridal shower conversation piece.



Coconut Balls with Cherry Sauce

- 5 cups (2 No. 2 cans) red sour pitted cherries (packed in syrup)
- 1 cup sugar
- 1/4 cup cornstarch
- 1/8 teaspoon salt
- 2 teaspoons lemon juice
- 1 quart vanilla ice cream
- 1 cup shredded coconut

Drain cherries and measure juice, adding water to make 2 cups, if necessary. Combine sugar, cornstarch and salt in saucepan. Add cherry juice and water gradually, stirring constantly. Cook over low heat until mixture is thickened and clear, stirring constantly. Add lemon juice and cherries. (A few drops of red coloring may be added.) Chill. Just before serving, scoop ice cream into balls and roll in coconut. Top with sauce. Makes 8 servings.

NOTE: To tint coconut, place in a glass jar. (Do not fill jar more than half full.) Dilute a small amount of food coloring and sprinkle over coconut. Cover jar and shake vigorously until coloring is evenly distributed and desired shade is obtained. (Courtesy of Baker's Coconut.)

### It's an Idea!

Here's a frosty drink for a hot day, a bracing *Arctic Cooler*: Combine 2 cups grapefruit juice, 2 cups cranberry juice and 1 cup sugar sirup (made by boiling together equal quantities of sugar and water for about 5 minutes) in a large pitcher. Add ice cubes or cracked ice and 1 large bottle White Rock Lemon Lime. Makes about two quarts.

## Flowers From Discarded Nylons

COLORFUL flowers and corsages made from old nylon stockings—that's the latest fashion fad!

The cost of making the flowers is trifling. All you need are some discarded nylons, a few boxes of color remover and all-fabric dye, porcelain or agate pans and a wooden spoon for the coloring operations, ordinary copper screening and floral tape.

The first step is to take out most of the color from the nylons with the kind of color remover that requires no boiling. Then dye the stockings in the selected color, using the all-fabric dye that works on nylons. Dye some of the fabric in green to use as leaves.

After drying, cut the stockings into three to five-inch squares. From the copper screening unravel eight-inch strands of wire for the petals and leaves. For each petal and leaf, fold a square of nylon over the wire strand, stretching out the fabric. You can bend the wire to any shape of petal or leaf you want. Next gather the stretched-out fabric at the bottom and fasten it with wire, leaving part of the wire for a stem. Trim off the excess fabric. You now have one petal. Repeat the process until you have five or more. The leaves are made the same way.

You can make the blossom center in two ways. One is to dip thick colored crochet cotton into paraffin, cut as many pieces of the dried cotton as you'll need and tie a knot at the end of each. The other method is to roll a small ball of the nylon fabric, covering it with a larger piece for ease in assembling. To form a flower, bring the petals and center together and tie them at the base with wire, covering the exposed wires with green floral tape.



Nylon flowers are being used to decorate hats (right). Top panel shows hose being dyed, middle panel shows how petals are made by stretching nylon over strand of copper screen wire, bottom shows how petals are assembled to form flower.

You can make vari-colored petals by the process known as tie-dyeing. That is, before dyeing you tie knots in the stocking about an inch and a half apart. When the knots are undone, a beautiful variegated color effect is produced.

A booklet of instructions, "How to Make Lovely Flowers and Corsages From Used Nylon Stockings," may be obtained free at any all-fabric dye counter in department, drug and dime stores, or by writing to the Tintex Home Economics Bureau, 485 Fifth Avenue, New York 17, N. Y.



## Gifts for Baby

LAYETTE ideas for that new baby. Here are 10 to choose from, all easy to make. The bottle warmer with the flower trim, the soaker and the striped cardigan are knitted, the others are crocheted. Directions may be had free from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

## Green Plantings for Shaded Places

PLEASANT as a shady retreat can be in hot weather, it can mean great dissatisfaction for the home gardener. When low-hanging branches cast shade too dense for grass, his work becomes difficult. Lack of sunlight will kill all but the hardiest types of grass.

The gardener who wants to grow grass in deep shade should use a mixture with a high percentage of fescue, the tufted perennial grass, according to the July issue of *Better Homes & Gardens* magazine. Where it is impossible to arrange a garden or lawn without the handicap of heavy shade, the gardener should plant Baltic Ivy, a vine adapted to the shade of a north exposure. Good small shrubs which will survive shade are Coralberry and Dwarf Alpine Currant.

A simple way to water a plant without wetting the leaves is with a cotton glove (without holes). Tie the glove wristband tightly around the end of the hose and place it at the base of the plant. Turn on the water so that a steady trickle flows through the fingers of the glove.

*It's easy to go on a diet these days—just eat what you can afford!*



**FEED SACK STYLES.** Mothers with a knack for sewing find the cotton print bags which come with purchases of flour, feed and fertilizer a thrifty source of material for outfitting the young. The little girl's sunsuit shown here was made from a 50-pound feed bag of red and white check, with cotton eyelet used for the bib. The young man wears overalls in a Walt Disney print, once two bags that contained feed for the chickens in his own back yard. (*National Cotton Council photo.*)

## Keep Cool From the Ground Up

SUMMER wreaks havoc with feet for other reasons than the heat. For one, most people tend to do more walking, and, at the same time are less careful about the kind of shoes they wear.

Devoting a little thought to the selection of shoes will pay dividends in comfort. The main objective is to wear shoes that will keep your feet cool and which fit properly. Buy shoes that are roomy, without slipping, since your feet will inevitably swell toward the end of the day. Make certain that they are well constructed, with supple uppers and flexible leather soles. Leather's breathing qualities will cool the feet by means of rapid evaporation of moisture.

Don't assume that you'll "break in" shoes as you wear them. Certainly, something is going to give, and the chances are it will be your feet. Once you have these comfortable shoes, don't abandon them for sneakers. Many a footsore vacationist knows that the sneakers which feel so good the first few minutes you have them on are responsible for a large part of summer foot trouble.

The following simple rules, if observed, will go a long way toward keeping you cool from the ground up:

1. Bathe your feet frequently in tepid water, dry carefully and use foot powder afterwards.
2. Never wear the same shoes two days in succession, and change socks or stockings at least daily.

### Be a Lazy Days Housekeeper

IN HOT weather a certain amount of laziness is just common sense. Here are tips that will give you more time to enjoy the out-of-doors this summer, without having a topsy-turvy house. Some will save you minutes, others much longer.

A wastebasket in every room, a clothes hamper in the bedroom and the bath are wonderful timesavers, and you won't have to grumble at the family to keep papers and clothes picked up. Another idea is to carry your cleaning supplies in a lightweight basket as you make the morning rounds sprucing up the house. Include a paper sack for ashes and such, dustcloths, paper tissue to slick out the ash trays.

There's no need for you to get down on your hands and knees to mop the kitchen linoleum. Use a long-handled



Walking and running barefoot on a springy lawn is a fine tonic for hot, tired feet.

3. For coolness and ventilation wear leather shoes. Save playshoes for beach or soft surfaces only.

4. Be sure to wear the proper size shoe and stockings (half-inch longer than the longest toe).

5. Limber up your feet at intervals—they have muscles, too. Wiggle your toes!

6. Ringworm of the foot thrives only in a hot, soggy environment. Wear soles which absorb foot perspiration.

mop of the cellulose sponge type. You press out the water with a built-in squeezer, thereby keeping your hands dry and your nails neat.

Wipe up all spills on the floor or counter quickly. Paper toweling does it pronto and leaves no disposal or washing problems. Also, spread a newspaper on the counter before you clean vegetables or fruits.

Do your summertime meal serving the easy way. Use plastic place mats—they're cool-looking and you skip both washing and ironing linens. Do away with serving dishes when possible. Just dish up dinner onto the plates at the side of the range, then carry them to the table on a cart or tray in one trip.

Skip ironing by choosing fabrics that won't need it—nylon, jersey, seersucker. Fold sheets, towels and pillowcases right off the line onto a cart. Most of them can by-pass the iron on "lazy" days.

# retirements

The following employes' applications for retirement were recorded during June, 1952

## CHICAGO GENERAL OFFICES

BASKIN, JESSE  
Waiter ..... Chicago, Ill.  
CLAY, BRODIE  
Waiter ..... Chicago, Ill.  
DeLONG, EMMA B. P.  
Typist ..... Chicago, Ill.  
WINTER, CHARLES H.  
Genl. Supt. Transp. .... Chicago, Ill.

## CHICAGO TERMINALS

BARBOUR, WILLIAM H.  
Yardmaster ..... Chicago, Ill.  
BRECHLIN, WILLIAM F.  
Loco. Engineer ..... Chicago, Ill.  
CLUCAS, WILLIAM H.  
Boilermaker ..... Bensenville, Ill.  
GELETEY, GEORGE  
Car Cleaner ..... Chicago, Ill.  
GRIMM, PHILLIP E.  
Machinist ..... Chicago, Ill.  
KOWALSKI, MATTHEW M.  
Car Cleaner ..... Chicago, Ill.  
LARSON, LOUIS N.  
Trucker ..... Chicago, Ill.  
LYNN, MILTON  
Mach. Helper ..... Chicago, Ill.  
McBRIDE, ORVILLE  
Machinist ..... Bensenville, Ill.  
PHILLIPS, JOHN T.  
Switchman ..... Chicago, Ill.  
PRISCHING, JOHN C.  
Steam and Air Foreman. .... Chicago, Ill.  
REEG, CHARLES J.  
Loco. Engineer ..... Chicago, Ill.  
SHOPE, RALPH F.  
Switichman ..... Galewood, Ill.  
STRACEK, ANTON  
Machinist ..... Bensenville, Ill.  
WARGO, JOSEPH  
Ex. Gang Laborer. .... Chicago, Ill.

## COAST DIVISION

BRUNBERG, KNUTE O.  
Ex. Gang Laborer. .... Seattle, Wash.  
COLLINS, CLARENCE C.  
Flue Welder ..... Tacoma, Wash.  
DRAGER, GEORGE A.  
Conductor ..... Tacoma, Wash.

## DUBUQUE & ILLINOIS DIVISION

CASTLE, JOHN P.  
Loco. Engineer ..... Savanna, Ill.  
FISHER, LLOYD G.  
Agent-Operator ..... Albany, Ill.  
PARKER, JASPER E.  
Pumper ..... Laredo, Mo.  
VAN VLECK, LEONARD H.  
Loco. Engineer. .... Ottumwa, Iowa  
WATERMAN, ERNEST J.  
Switchman ..... Savanna, Ill.

## HASTINGS & DAKOTA DIVISION

HIRSCH, WILLIAM M.  
Loco. Engineer ..... Aberdeen, S. D.  
JORISSEN, JOSEPH  
Sec. Laborer ..... Cologne, Minn.  
REID, WILLIAM A.  
Switchman ..... Aberdeen, S. D.

## IDAHO DIVISION

GANO, EARL L.  
Brakeman ..... Spokane, Wash.  
GRAHAM, WILLIAM C.  
Loco. Engineer ..... Spokane, Wash.

## IOWA DIVISION

BERMAN, HARRY H.  
Train Baggage man ..... Des Moines, Iowa

## IOWA & DAKOTA DIVISION

BEYER, HENRY F.  
Loco. Engineer. .... Mason City, Iowa  
BROUSARD, WALTER L.  
Asst. R. H. Foreman. .... Sioux City, Iowa

## IOWA & SOUTHERN MINNESOTA DIVISION

THOMPSON, NEAL E.  
Sec. Laborer ..... Faribault, Minn.

## LA CROSSE & RIVER DIVISION

BRINK, ELMER J.  
Loco. Engineer ..... Minneapolis, Minn.  
STINSON, CHARLES H.  
Loco. Engineer ..... Minneapolis, Minn.  
VAN TUYL, FRED  
Machinist ..... LaCrosse, Wis.

## MILWAUKEE DIVISION

FEAK, WILLIAM R.  
Loco. Engineer ..... Channing, Mich.  
LAWRENCE, ELMER W.  
Loco. Engineer ..... Chicago, Ill.  
ROMANUSKI, FRANK

Ex. Gang Laborer. .... Fox Lake, Ill.

## MILWAUKEE TERMINALS & SHOPS

BECK, ROBERT L.  
Boilermaker ..... Milwaukee, Wis.  
BLOCK, JOHN J.  
Coremaker ..... Milwaukee, Wis.  
BRUNK, ALBERT H.  
Coremaker ..... Milwaukee, Wis.  
DZIECIALOWSKI, MICHAEL  
Laborer ..... Milwaukee, Wis.  
FEHRER, JOHN  
Mach. Helper ..... Milwaukee, Wis.  
HAACK, CHARLES H.  
Coremaker ..... Milwaukee, Wis.  
KRATZAT, EDWARD F.  
Switchman ..... Milwaukee, Wis.  
LEWIS, DANA  
Machinist ..... Milwaukee, Wis.  
LINDSAY, JAMES  
Chf. Material Insp. .... Milwaukee, Wis.  
LINK, ALBERT J.  
Machinist ..... Milwaukee, Wis.  
MAU, HERMAN W.  
Supervisor ..... Milwaukee, Wis.  
MISZCZAK, WACLAW  
Helper ..... Milwaukee, Wis.  
PATKO, WENZEL  
Laborer ..... Milwaukee, Wis.  
PIATEK, WALTER W.  
Molder ..... Milwaukee, Wis.  
PODKOMORZY, ADAM  
Wheel Grinder ..... Milwaukee, Wis.

## In the Smart Set



ARTHUR J. KIRSCH, JR., a brakeman on leave from the Coast Division, and his wife Margaret were both admitted to membership in Phi Beta Kappa, national honor society, last month. The coveted keys were conferred on them in recognition of their high scholastic standing in the graduating class of the University of California.

Brakeman Kirsch is the son of Coast Division Engineer A. J. Kirsch, Sr., and an Army veteran. While he was in military service, Mrs. Kirsch, who answers to the name of Peggy, worked as a stenographer in the superintendent's office at Tacoma. After the war both attended college at Compton, Calif., before enrolling in the university at Berkeley. Their future plans call for more postgraduate studies.

—Anonymous

We hereby call attention to a double kind of word  
 That no railroad man a-tavin' can say he never heard;  
 The fireman, the call boy, the conductor and his crew,  
 The agent and the yard clerk are familiar with 'em, too.

Two words, of seven letters, no hyphen in between,  
 But what a lot of money these two short words can mean!  
 They come from ancient Latin and refer to feeling time.

What words do we refer to? Why, the little words per diem.

Per diem means two dollars our railroad has to pay  
 For every foreign freight car that stays with us a day.  
 Two shining silver dollars for loaded car or light  
 That lingers on our railroad line past 12 o'clock at night.

Two bucks a day for every "for'ner" down there on the "hold,"  
 And every idle empty box, whether new or old,  
 And every flat car on the sidin', waitin' for a trip.  
 And each and every stock car standin' on the "rip."

And when you count this station and other stations, too,  
 I think of what a hole it eats in our road's revenue!  
 So start 'em goin'; keep 'em movin'; and never let 'em stop  
 'Till they're coupled in a freight train about to make the hop.

Whenever you find a "for'ner" makin' rust upon our rail,  
 Find out why it isn't movin'; then keep right on its tail.  
 Keep 'em movin', keep 'em rollin', as if they were the mails  
 For each one costs two dollars every day its on our rails.

### Per Diem

of the times, included the fight over slavery which culminated in the Civil War. Mr. Pulse has spent all of his life in Ohio and the book grew out of a boyhood interest in his grandmother's tales of slaves on her father's plantation in Kentucky, stories of Indians and rivermen, and the fascinating records of earlier days. Started as a hobby, the writing took almost 10 years of historical research.

Milwaukee Road friends had an opportunity to congratulate Mr. and Mrs. Pulse June 14 when they were in Chicago to autograph copies at the city's prominent book dealers. The book has had enthusiastic reviews and has been chosen by the Sears' Readers Club for its August selection—a rare honor for a new author.

Mrs. Pulse, who is a charter member of The Milwaukee Road Women's Club and a former member of the general governing board, installed the Fullerton Avenue Chapter library. Autographed copies of Mr. Pulse's book have been rowed from Mr. Pulse's family history—becomes involved in the crucial issues

A HISTORICAL novel, "John Bonwell", published recently by Farrar, Straus & Young, has an interesting annotation for Milwaukee Road people in the Chicago area. The author is Charles K. Pulse, a prominent Cincinnati attorney, and the book is dedicated to Mrs. Pulse who is well remembered as Harriet V. Kennedy, a member of the auditor of ex-

### Debut of an Author



Mrs. Charles K. Pulse looks on while Mr. Pulse (right) presents a copy of his book to the executive vice president of the Cincinnati Club for the club's library. Mr. Pulse was honored with a dinner party at the Cincinnati Club the day his book was released by the publishers.

- PORSOW, WALTER H. Coremaker. Milwaukee, Wis.
- SEIDL, JOSEPH F. Janitor. Milwaukee, Wis.
- SPENCER, CHARLES J. Truckee. Milwaukee, Wis.
- STERNIG, IGNATZ. Helper. Milwaukee, Wis.
- WILLIAMS, DANIEL C. Water Boy & Supplyman. Milwaukee, Wis.
- EMERY, GROVER. Loco, Engineer. Deer Lodge, Mont.
- KIRWAN, PETER L. Conductor. Deer Lodge, Mont.
- MAVOY, HILDA S. Stenographer. Deer Lodge, Mont.
- WILSON, LAURENCE E. Conductor. Deer Lodge, Mont.
- TERRE HAUTE DIVISION
- ANDERSON, HOVEY V. Loco, Engineer. Terre Haute, Ind.
- KYLE, EVERETT. Train Vd. Insp. West Clinton, Ind.
- TRANS-MISSOURI DIVISION
- LONG, WILLIAM F. Machinist. Miles City, Mont.
- MURPHY, SIMON W. Conductor. Miles City, Mont.
- PIRK, FRANK W. Machinist. Miles City, Mont.
- TWIN CITY TERMINALS
- MURPHY, WILLIAM J. Switchman. Minneapolis, Minn.
- SELLE, FURN R. Loco, Engineer. Minneapolis, Minn.

# about people of the railroad

## Terre Haute Division

### TERRE HAUTE DISTRICT

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



Henry Sterba, Jr.

Henry Sterba, Jr., son of H. G. Sterba, TFA in the Indianapolis office, has enlisted with the Coast Guard. At present he is stationed at Norfolk, Va., as a secretary in the administrative department.

We are sorry to report the illness of Mrs. Kirschbaum, wife of our road-

master. It prevented her attending the first mass of her son, Robert, who was recently ordained to the priesthood, in Terre Haute in June.

Elmer Jenkins, former brakeman who retired Oct. 26, 1951, after 38 years of service, now resides at Clay City, Ind. Since his retirement Elmer has spent quite a lot of time visiting other retired Milwaukee Road employes in distant parts of the United States.

Robert Cassidy, son of C. P. Cassidy, DF&PA, who attends St. Thomas College at St. Paul was recently chosen as a SPAN (Student Project for Amity Among Nations) student. His project is research in connection with the school system of England. He left the United States for England on June 10.

Mr. and Mrs. Richard Franzwa, formerly of the stores department and now in the traffic department in the Rea Building, have a brand new son whom they have named John Richard. The Franzwas are building a new home in southeast Terre Haute.

### WEST CLINTON AREA

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

James D. Pirtle, retired engineer, died June 3 at the Clinton hospital. Sympathy is extended to his widow Thelma and children.

Sympathy is extended to Machinist Milo Helms in the death of his mother June 3 at Mecca, Ind.

Operator T. M. Mitchell of Humrick suffered a heart attack which caused his death at Tucumcari, N. M., while on an automobile trip with Mrs. Mitchell to Albuquerque to attend the wedding of their son in June. Funeral services were held at Danville, Ill.

The mother of Conductor Burt Bush died at Cleveland June 12. Mrs. Bush, who was 89, had lived at St. Bernice for many years.

Dwight F. Miljour, retired telegrapher of Webster, died at his home in Sheldon, Ill., June 19.

Conductor and Mrs. S. E. McReynolds and Carman and Mrs. Elgar Snodgrass made a three-week trip to California in June, visiting the McReynolds' son Charles.

Edward Acton, retired engineer, and wife spent three weeks in California in June.

Assistant Car Foreman Corts and family visited his parents in Shawnee, Okla., in June.

Engineer Rendle Endicott with his wife and children and Brakeman William Seaton and family enjoyed Niagara Falls in June.

Carman Charles Shannon has been in the hospital for several weeks at this writing.

Carman Stanley Beard is confined to his home in Sandytown at this writing on account of a foot injury.

While West Clinton was having 100-degree temperatures, Car Inspector and Mrs. Elza Hale were enjoying a visit to the Rockies. The cards he sent back—"Wish you were here"—did not make us feel any cooler.

Fred E. Hafemeister of Granville, Wis., weed burner operator, and Helper Herbert J. Kuhaupt, Beaver Dam, were on the division in June. Sectionman Don White of this place joined their crew.

Brakeman Kendall McBride was injured in June.

Roundhouse Clerk Elizabeth Brown and sons Mickey and Butch visited Key West, Fla., in June.

Yard Clerk R. P. Dorfmeier is working at the yard office in Faithorn.

Car Department Clerk Dale Hutson worked in the Hulman Street office at Terre Haute during June.

Brakeman William E. Scott (now Private Scott), son of Engineer W. E. Scott, and Wanda Lee Reed were married June 8.

Carman Ray Hampton and wife are the parents of a daughter born June 20 at the Clinton hospital. They have named her Patricia Lynn.

## Milwaukee Terminals

### FWLER STREET STATION

Pearl Freund, Correspondent

The convention of the National Association of Railway Business Women held at Colorado Springs was an exciting experience for Yours Truly and Miss Alice Sobczak. In addition to attending the meetings of the convention we managed to tour the beautiful mountains and surroundings. Aside from business, highlights of the convention were a banquet held at the Hotel Antlers and a Chuck Wagon dinner served in the Garden of the Gods.

The busy hum of machines at Fowler Street lately is due to the new location of the billing department. Formerly occupying the second floor, it now occupies a section of the main floor together with the expensing department. Emma Steiner, Joan Gill, Margaret Weber, Carol Roelke, Helen Young, Harold Kluth and Daniel Corlett make up this section.

New summer arrivals are Virginia Freund, graduate of Pius XI High School, Roberta Wallace, student at Juneau High School, and Daniel Corlett, student at Wauwatosa High



**GOLFERS FROM GOLF (THE TOWN OF).** The Thursday night bowling league of Golf, Ill., en route to Madison, Wis., on the Varsity May 22 for their annual outing. The group of 25 arrived at noon, played 18 holes at the Blackhawk Golf Club, and returned on No. 118 the same evening. Chairman of the outing committee was Gordon Fyfe, vice president of the Dartnell Corporation in Chicago (far left).



**LYDIA T. BYRAM SCHOLARS.** Bertheda Gerdes, daughter of Brakeman M. H. Gerdes, and Richard Seiler, son of chief clerk to division engineer, were the winners of the Lydia T. Byram music awards at the Aberdeen (S. D.) High School this year. The awards are conferred annually by Aberdeen Chapter of the Women's Club on seniors of outstanding musical ability from a scholarship fund established in honor of the club's founder and first president.



**GOLDEN DAY.** Mr. and Mrs. Thomas Lecture of Chicago marked their 50th wedding anniversary June 24 with a dinner for their family and friends at the Tally-Ho Stables, Park Ridge, Ill. They have two sons, a daughter and three grandchildren. Mr. Lecture, a Galewood accountant, has been with the Road 48 years.



**RETIREMENT RUN.** Engineer Walter W. Shugart boarding No. 218 at Sioux City June 14, his last trip in 51 years of service. He started as a laborer at the Mitchell roundhouse, moved to Sioux City in 1903 and was promoted to engineer in 1907. For the past six years he has been in service on the Hiawatha and the Arrow. With Mrs. Shugart he will continue to live in Sioux City, spending his summers at their cabin near Brainard, Minn.

School. Ralph Richter, veteran of a previous summer, is handling messenger duties.

Fort Benning Hospital Base in Georgia was the birthplace May 17 of Debra Lee Kemp, daughter of Beverly Geisinger and James Kemp. Grandfather is Walter Geisinger, switch desk at Fowler Street.

It seems that Helen Hesperich is destined to be our champion fisherman, since her big catch of the season turned out to be another big muskie. Helen has been trying her luck around Woodruff, Wis. Her first muskie was caught on vacation last year.

Our new auto messenger is Wayne Conn. His previous employer was the International Harvester Co.

Clem Vail who has been very ill since the latter part of April is reported to be improving rapidly.

#### COACH YARD

Richard Flechsig, Jr.

Clemence Dudek is off because of illness at this writing.

Joseph Gukich is back to work after a successful operation.

Estelle Murach is back to work after being off because of an injury.

Bozo Lainick has been off for several weeks on account of illness.

Peter Mark is still ill at this writing.

#### MUSKEGO YARD

Grace M. Johnson, Correspondent  
Office of General Superintendent

Practically the entire Muskego yard office attended a house-warming picnic at the new home of Mary Ann Swieczak. It was the real premier showing of her home and she deserves to be proud of it.

Yardmaster Joe Kunnanz is also a construction artist, having built a new home for himself. He is now putting the finishing touches on the garage.

Joe Schneider, third trick chief clerk, will be off for a month or more due to ill health.

The Milwaukee Express bowling league of Muskego yard was entered in the American Bowling Congress at Milwaukee and placed second in the Booster Division, which meant second place in a group of 40 teams bowling the night of their entry.

Robert Esser passed away at Deaconess Hospital June 27. Bob entered our service in December, 1917, and had been an important cog in the functioning of the train clerks' office. Funeral services were held in Milwaukee.

### Chicago Terminals

#### UNION STREET

Florence La Monica, Correspondent

Louis Rosenmayer, checker in house 8, and Mrs. Rosenmayer became the parents of a daughter June 30 in Loretta Hospital. They named her Marcia Mary.

Matilda and George Nauheimer celebrated their silver wedding June 21 with an anniversary Mass in the morning and a reception and party in the evening.

Andy Abraham is back to work, recovered from his recent automobile accident. Frank San Filippo, checker in house 5, is home at this writing due to illness, and George

Carnes, caller in house 2, has returned to work after being ill for several months.

Please send us your news items of interest and we will be glad to write them up.

#### GALEWOOD

Norma Gunderson, Correspondent

Clarence Mackprang, bill clerk, has been confined to Hines Hospital since his operation the early part of June, but is coming along nicely, according to a thank you letter for the many "get well" wishes.

Madeline Kunberger has taken a 90-day leave of absence.

Neva Singerling, car record clerk, and husband are spending a month's vacation in California taking their niece along as a graduation gift.

Sympathy is extended to George Blakley whose mother passed away June 16.

Barney Zienty, LCL tracing clerk, is back on the job after a six-week absence due to an accident.

### I & D Division

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

"Thomas Vincent" is the name of the new boy in the U. S. Franke home. He was born May 29.

W. L. Leitner, retired engineer, died June 7 at Mason City following an illness. Mr. Leitner had been employed by the Road for 49 years and retired in February, 1952. He is survived by his wife and two sisters, Mrs. Clarence Starr, El Cerrito, Calif., and Mrs. Jess Mathewman, Mason City.

Pvt. Charles F. Swanson, son of Conductor C. L. Swanson, Mason City, has reported to Fort Hood, Tex., after spending a furlough at home. He completed his basic training at Fort Riley, Kans., and is now studying to become a dental technician. Prior to entering the Army he was employed by the railroad as a clerk at Mason City.

William M. Hammond, retired B&B carpenter, passed away June 10. He had retired in 1942.

Machinist George W. Stevens retired June 16 after nearly 45 years of service. He started his apprenticeship in 1899 at Manhattan, Kans. After completing it he "boomed" for four years and came to Mason City in 1907. During the last 30 years he has been doing general machine work at the Mason City machine shop. He will continue to make his home at Mason City and plans to do some hunting and fishing.

#### SECOND DISTRICT

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

It's Grandpa Bailey now. Daughter Beverly presented Chief Clerk Bailey with a grand-daughter at Waterloo May 22.

Funeral services were held at Dante for Agent Hugh McGuire who passed away at a Rochester, Minn., hospital June 26.

Engineer Joe Datri has returned to work after undergoing surgery in Sioux City.

M. M. Noonan, retired switchman, has been visiting in Sioux City. Mike lives in Pasadena and gets back here to do a little "switch shanty" railroading about once a year.

Your correspondent spent a week in northern Minnesota in June and while I did catch some fish, can't compete with anyone for a spectacular catch. However, it was fun.

#### SANBORN—RAPID CITY

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

After 50 years of service to the Road, Fay M. Higgins, first trick dispatcher at Mitchell, has decided to retire and take it easy.

Switchman H. Halverson is laid up with a lame arm. John Tice, retired, is also ill at this writing.

H. O. Davis, conductor at Mitchell, has moved to Rapid City to make his home.

Jake Knight, section laborer at Reliance, has been ill recently.

## Trans-Missouri Division

### EAST END

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

Chief Dispatcher A. G. Atha has been transferred to Miles City. His position here is being filled by Anthony D. Bruneau of Spokane.

Trainmaster's Clerk Helen Hilton is taking a three-month leave of absence and is being replaced by Mrs. Howard Naasz, the former Mary Ann Caldwell, who has substituted in this office for the past four years.

Roadmaster's Clerk Elsie May attended the graduation of her son Robert from the School of Mines at Rapid City June 6. Robert left later to take a five-week course at the University of Arizona.

Conductor Ralph Fraher and wife spent their vacation at Pelican Lake, Minn., with the Reverend Nilson, formerly of Moberidge.

Dave Haggerty, dispatcher at Miles City who formerly dispatched trains at Moberidge, retired June 1.

Brakeman Tommy Miller has returned from a 10-day fishing trip spent at Brainerd, Minn., with his brother John of Coon Rapids, Ia.

Mrs. Floyd J. Brown, wife of carman, attended the graduation of her son and daughter-in-law, Richard and Dee Brown, from Reed College at Portland, Ore.

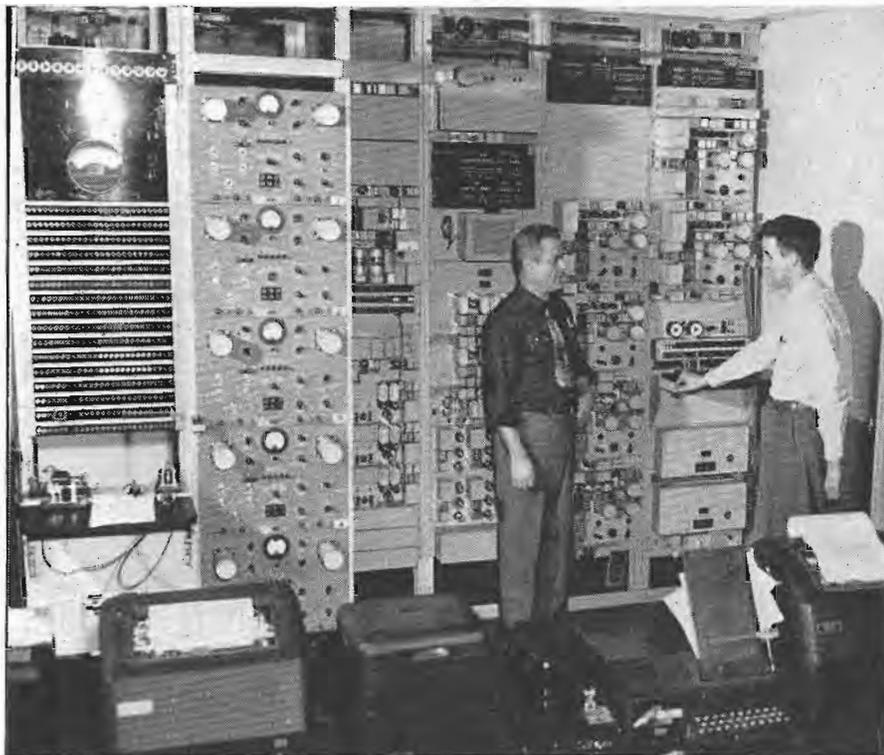
Miss Nancy Caldwell who left recently for a visit with Mr. and Mrs. L. Croy at Long Beach, Calif., is now employed in that city.

Steve Bailey, retired machinist who spent the winter in Los Angeles, is back at his old stamping grounds here. At this writing he is visiting his son Jack and family at Minneapolis.

Conductor J. W. Middleton and family are taking an extensive auto trip through the Black Hills, Yellowstone Park, California and Washington.

Conductor C. J. Niemiller, wife and son Jerry, with his son-in-law, Engineer L. C. McKinnon, and the latter's wife and son Glen of Three Forks, toured the southern states, the Carlsbad Caverns and Yellowstone Park, covering in all 4,200 miles by car.

On June 7, Miss Lucille Johnsen, daughter of Warehouse Foreman Ludy Johnsen, and Miss Patsy Fraher, daughter of Conductor Ralph Fraher, left for Montreal, Canada, where they sailed June 12 for Bremerhaven, Germany, on the first leg of an eight-week



**MOBRIDGE ON THE WIRE.** C. K. Todd (left), relay operator at Moberidge, S.D., and Donald Herdine, telegraph and telephone inspector from Milwaukee, examine new equipment recently installed in Moberidge to provide a three-channel carrier system between there and Minneapolis for long distance telephone and teletype service. The new system, operating at high frequency, is superimposed on the existing dispatcher's telephone circuit without interference and provides for two additional telephone circuits and six teletype or Morse telegraph circuits. Result—increased communication capacity and more dependable operation under adverse weather conditions, all without additional wires. (Moberidge Tribune photo)

bicycle tour through Europe. Members of a party of 10, they will be accompanied by a leader from the American Youth Hostels headquarters in New York City. The trip will take them through Germany along the Rhine, thence to Munich, into Austria, to Vienna, to Switzerland and up through France. The last week will be spent in Paris. They sail for home from Cherbourg, Aug. 9.

### WEST

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

Mrs. Jessie Scott McCoy, mother of Veryl McCoy, chief purchasing officer, passed away June 3 at Miles City after a brief illness. Mrs. McCoy was known as one of Montana's leading educators and for many years served as superintendent of schools of Custer County.

Jim Brady, relief ticket clerk at Miles City, is convalescing after suffering a heart attack while on duty at the passenger depot.

John R. Hanrahan, Miles City lawyer and son of Conductor M. E. Hanrahan, is a candidate for the office of state representative from Custer County on the Democratic ticket.

Ray Yates, icehouse laborer at Miles City, has returned to work after his release from the Marines.

Molly Stamp, daughter of Storekeeper H. L. Stamp, became the bride of Roy Richardson of Chicago June 2 in the Eden Prairie, Minn., Presbyterian Church. Mr. and Mrs.

Richardson will spend the summer in Miles City. In the fall they plan to enter the University of Illinois.

Ivan G. Raynor, 71, retired conductor, passed away June 19 at a Miles City hospital. He had been in poor health for some time. Mr. Raynor was born Apr. 13, 1881 in Vail, Ia. He married Eva Hildebrand in 1900 and they later came to Montana to make their home. They celebrated their golden wedding anniversary last year. Surviving are his wife, a daughter, Mrs. Madeleine Hill, two grandchildren and three great grandchildren.

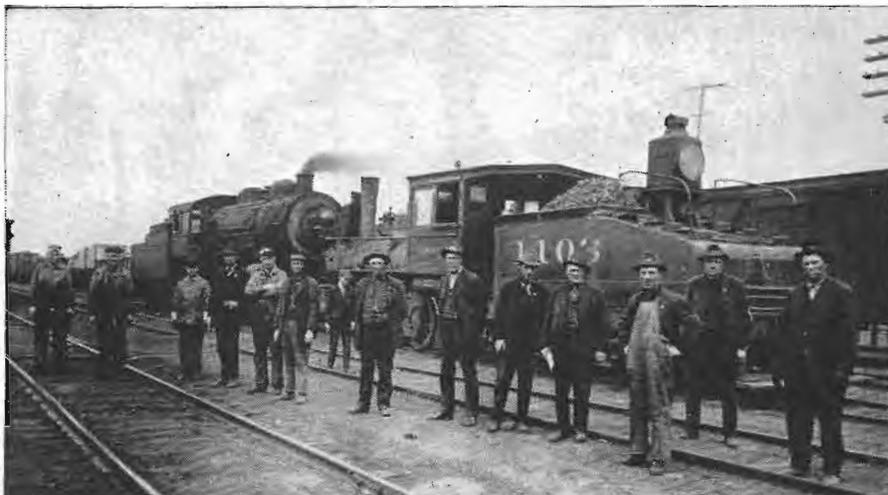
## I & S M Division

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

Amid the clicking of cameras and the waving of hands, northbound No. 121 pulled away from the passenger station at Austin on June 30 for the final run to Minneapolis. Number 118 (southbound) arrived at Austin at 11:35 A.M. and No. 121 pulled out at 3:50 P.M., marking the last link for passenger travel between Austin and the Twin Cities via The Milwaukee Road. Through passengers will travel via Jefferson bus lines between these points in the future.

Mr. and Mrs. Virgil A. Houff (Austin car department) announced the arrival of a son, Robert Clayton, June 19.

Vernon R. Blanchfield, OS&D clerk at Austin freight station, passed away at St. Olaf Hospital June 15. "Vern", as he was



**WITHIN MEMORY.** A keepsake belonging to Switchman Joseph Jacquet, Green Bay yard. Taken at the yard about 1918, the picture shows from left: Fireman Alvin Lindner, Engineers Horace Dickey and Ally Proctor, General Yardmaster W. H. Tierney, Fireman Harry Hansen, Switchman Fred Marcy, Call Boy Leo Lynn and Switchmen Truman Cuish, Cyrennes Rice, Leo Burns, Harry Jansen, Ally Lewis, Jacquet and Robert Parrott. Those in the group still living, besides Jacquet, are Alvin Lindner, W. H. Tierney, Leo Lynn and Leo Burns. Switchman Jacquet has been with the Road since 1914.

known to employes and countless patrons, had worked for the Road since June 19, 1928. Sincere sympathy is extended to his wife and to his twin sons, both of whom are serving in the armed forces, Bob in the Air Corps and Bill in the Navy.

Engineer Henry A. Bruns passed away suddenly at St. Olaf Hospital June 22. He had been laying off since March due to illness, but was up and about until he was taken to the hospital just a week before his death. He had been an employe of the Road since Aug. 6, 1910.

Norman H. "Buck" Earl passed away at his home in St. Petersburg, Fla., on June 8. Mr. Earl retired in 1947 on account of disability after 36 years of service. He was a brother of Mrs. W. R. Smith, wife of retired conductor, Austin.

Cashier and Mrs. G. B. Williams, Austin freight office, at this writing are on their way to Alameda, Calif., via auto to bring back their son, Guy Jr., wife and child. Guy Jr. has just returned from the Hawaiian Islands and is being released from naval service in July.

After many delays, the CGW passenger trains started moving July 1, via the Milwaukee main line, from the junction south of Austin to the automatic interlocker north

of the city. Plans now call for the construction of a new CGW freight station in the downtown area and removal of the outmoded passenger depot.

Passenger brakeman Rudy Berg had the misfortune to break several ribs while watching a ball game. No, Rudy wasn't playing, he was just trying to get out of the way of a hit ball when he collided with a steel girder in the grandstand.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Agent, Spokane

Miss Kathryn Downey, daughter of Conductor J. P. Downey, graduated from Lewis & Clark High School in June. She has studied piano throughout her grade and high school days and is winner of high ratings in Greater Spokane Music Festival and Washington State Piano Teacher's auditions and is the second youngest student in Spokane to attain master's rank in the Washington State Music Teachers' Association "Musicrafters" program. She has won a scholarship to Washington State College.

"Cap" Allen has been in the VA hospital for an operation. We hear he is getting along

fine now. Mrs. Allen is also recuperating from an operation.

Myron H. Richardson, former locomotive engineer and more recently employed at the roundhouse, died suddenly May 29. Survivors are his wife at home and two daughters of Spokane and Alaska.

Mrs. F. W. Krebs, wife of Engineer Krebs, who has been ill for some time, made a trip to Rochester, Minn., where an operation was performed. She is now at home in Malden.

Mrs. Muriel Schultz is filling in as stenographer at the freight house for a few weeks during vacations, after which time her family will leave for a month's trip into southern California.

Betty Whalen is working in the chief dispatcher's office during Howard Kipp's absence. Howard is in National Guard training at Ft. Lewis.

Margaret Shaw visited her son and his wife, Mr. and Mrs. Richard Shaw, of New London, Conn., and shortly after returning was injured in an auto accident. We are happy to report she is now on the road to recovery. Her son Bill, now in the Army, came through Spokane to surprise his mother on a leave, but it was Bill who was surprised to find her in the hospital.

Edwin Swergal covered a two-page spread in the Spokesman-Review magazine section of June 22 with his story about Snoqualmie Pass, "Lt. Tinkham Sees It Thru."

Recently retired: Conductor J. D. Atchison of Cle Elum, Passenger brakeman J. T. Sibbert and E. L. Gano.

When Mrs. Fred W. Krebs, wife of Engineer Krebs of Malden, was very ill recently and doctors advised her immediate removal to the Mayo clinic at Rochester, Minn., the Olympian Hiawatha was the answer to the problem of transportation. The ease with which the trip was accomplished, the comforts of the train and the solicitude of railroad personnel for his wife's comfort won Mr. Krebs' highest praise. "While most people think of this train as a way to get places quickly and to have fun, to me it was an angel of mercy," he said. "It has all the conveniences of a hospital and a home—hot and cold water, automatic heat, air conditioning, good food, and not the least, a smooth ride. I have pulled this train east and west out of Spokane with great pride, never thinking I would be a passenger. I am sure that if the public knew the possibilities of moving patients quickly on this train, it would be done more often."

Caller: "Madame, I'm the piano tuner." ...

Pianist: "I didn't send for a tuner."

Caller: "I know it, lady; the neighbors did."

## PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

HEALTH—ACCIDENT—LIFE (Death from any cause)

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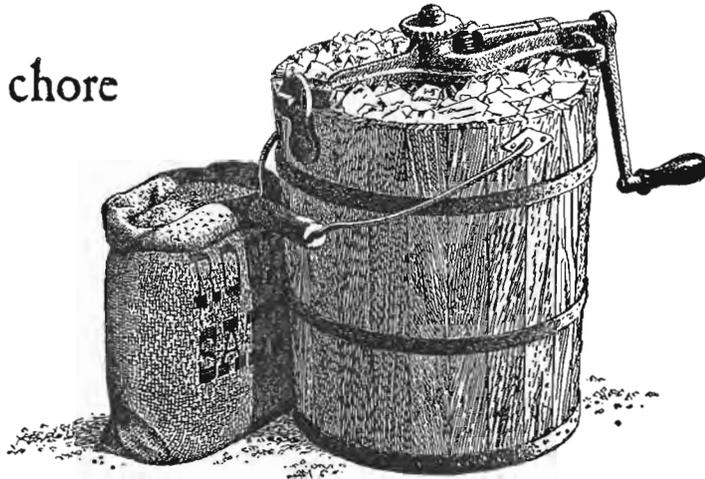
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Dutch Masters Cigar. Its rich taste and  
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They start at two for 25¢.



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*The cigar you've always wanted to smoke*

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

We recently had the pleasure of presenting a gold pass to William C. Selig, engineer on the Healy patrol. He came to work for the Road on May 15, 1902, watching a passenger engine which laid over at Deerfield on week ends. In 1905 he went firing at Chicago, worked various assignments on the Janesville line and in December, 1909, when but 22 years of age, was promoted to engineer. He has been on the Healy job for the last 17 years. In a recent letter he stated, "In looking back over the last 50 years, I find that I have achieved my boyhood ambition and at the same time have been enriched by my associations. It was a great thrill, when I received my lifetime pass from R. G. Scott, trainmaster."



W. C. Selig

Elenore Francey of the superintendent's office has returned from a trip to the Colorado Rockies during which she attended the con-

vention of the Railway Business Woman's organization.

Very early in the A.M. of June 9 Bruce Schwantes was brought into the family of Train Dispatcher James Schwantes. Jim recently purchased a new home in Cudahy and did considerable rush work to get everything, including the nursery, in tiptop shape.

Recent travelers in the East were Trainmaster Dick Jensen who visited Philadelphia and Washington, and Harold Pfuehler who was in New York and Boston.

Stuart Blauw, son of Agent J. J. Blauw of Avalon, who is a student at Western Seminary, Holland, Mich., recently received an appointment to do summer work at Union Seminary, Columbia University, New York. Stuart who graduated from Central College, Pella, Ia., last year formerly worked on the Avalon section during the summer. The appointment at Columbia is in recognition of excellent work at the seminary last term.

Clarence O. Kitzman, foreman at Avalon, had charge of a gang working at the Air Line yard.

The Nick Mally gang has finished laying steel on the Milwaukee Division and has moved out to the Illinois Division.

Mr. and Mrs. James J. Blauw celebrated their silver wedding anniversary on May 18. They were surprised by a group of about 60 friends and received numerous gifts and cards.

*A disparaging word is remembered long after a compliment is forgotten.*

## SECOND DISTRICT

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

We are sorry to report the death of Mrs. William Hart, wife of former traveling engineer on this division.

Operator Roger Mogan was married to Switchman Giese's daughter May 14th.

Engineer Ebbe Johnson was presented with a gold pass June 1 for his 50 years of service.

Russell C. Anderson is ill at this writing and confined to his home. We think some of the boys might want to call on him.

The stork has been busy around here. Conductor Bob Lorang reports a little girl, Patricia Rea, born May 21. Dewey Nelson has a new daughter and Francis Fournier a little son, Wayne King.

F. B. Murdock is ill at this writing.

H. E. Little of Green Bay, conductor on the Chippewa, was recently presented with a pin attesting to 45 years of membership in the B. of R.T. The presentation was made by C. W. Dwyer, legislative representative of Lodge 445 who was a brakeman for him at Escanaba in 1918. Mr. Little started as a brakeman in 1904 and was promoted to conductor in 1909. He has held every office in Local 445 and was a delegate to the national convention at Miami in 1946.

*Those rainy days for which a man saves usually arrive during his vacation.—Link Bels News.*

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## D & I Division

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

Chief Clerk and Mrs. C. E. Kinney (superintendent's office, Savanna) attended the commencement exercises of the Harvard Medical School June 19 in Boston, their son-in-law, Kenneth J. Ryan, being a member of the graduating class and one of five persons to graduate Magna Cum Laude. The honor was conferred for his thesis in the field of cancer. Doctor Ryan's undergraduate work was done at Northwestern University, Evanston, Ill. He will now intern at Massachusetts General Hospital in Boston. During his summer vacations "Ken" worked on the railroad at Savanna.

Capt. Vernon H. Buswell, son of Mrs. H. P. Buswell and the late Dispatcher Buswell, Savanna, received the Bronze Star from Maj. Gen. Harry A. Johnson, commanding general of the 10th Air Force at Selfridge Field, Mt. Clemens, Mich. The citation was for technical skill in rebuilding and repairing installations at Kadena air base, Okinawa, following the destructive typhoons. Captain Buswell was officer in charge of utilities at Kadena from June, 1950, to July, 1951. A veteran of World War II combat in Europe, he also wears the Distinguished Flying Cross, the Air Medal, the RAF Star and RCAF Operational Wings.

Richard "Dick" Adams, Savanna Yard switchman and now airman 3/c, Griffis Air Base, Rome, N.Y., is pitching for the Air Base Flyers, one of six teams in the Twilight Baseball League. A southpaw hurler, Adams stopped the Colonels 8 to 3 in the first game of the season played May 23. Adams fanned seven men and gave up one walk, according to an article on the game which appeared in the Daily Sentinel of Rome, N. Y.

James Hensley, son of Iowa Division Conductor J. Hensley of Savanna, was a member of a class of 85 to be graduated June 2 at the 50th anniversary commencement exercises of Castle Heights Military Academy, Lebanon, Tenn. Conductor Hensley attended the commencement ceremonies and was accompanied to Savanna by his son who enlisted in the Air Corps the same week.

Miss Mary Helen Kelly, daughter of Iowa Division Conductor Dan Kelly, Savanna, became the bride of George Troha, also of Savanna, June 21 in a pretty ceremony in St. John's Catholic Church.

John Thompson, well known First District

fireman, passed away suddenly at his home in Chicago on June 19. John started his railroad service Sept. 18, 1905 as a fireman and was promoted to engineer Nov. 24, 1909 retiring June 11, 1952. He was active in the Brotherhood of Locomotive Engineers, having been local chairman at various times and was acting in that capacity at the time of his retirement.

Mrs. Jesse Brock, wife of Iowa Division Engineer Brock, Savanna, passed away in Jane Lamb Hospital, Clinton, June 23, following surgery. Surviving besides the husband are three daughters; a brother, Conductor William Keenan; a sister, Yard Clerk Genevieve Martin of Savanna; a brother in Chicago and two other sisters.

Iowa Division Conductor C. S. Malone, formerly of Savanna, passed away at his home in Strawberry Point, Ia., June 4. Mr. Malone started his railroad service in 1910 and retired in 1946 because of ill health. Surviving are his widow and one daughter, Mrs. Evelyn Hagenson of Savanna.

Lee Nellis, retired machinist, Savanna, passed away in the city hospital on June 7.

Mose Hunter, retired Iowa Division engineer, and Mrs. Hunter of Savanna celebrated their 50th wedding anniversary on June 25 with an open house at the home of Earl Ross.

### QUAD-CITIES AREA

Russell Tubbs, Correspondent  
Perishable Freight Inspector, Nahant, Ia.

Carroll Richardson, retired switchman, passed away at Mercy Hospital June 25 following an illness of two years.

We extend sympathy to Agnes Schafer, cashier at Davenport freight house, whose husband passed away at the Moline Public Hospital June 25.

Mr. and Mrs. Bernard Jones spent an enjoyable vacation visiting in and around Los Angeles.

### THIRD DISTRICT

The family of E. C. (Dutch) Koetting extend their sincere thanks to the railroad folks who helped in so many ways during the illness and death of Mr. Koetting and for the beautiful flowers sent at the time of his death.

Congratulations are extended to F. M. Duffy, who has been agent at Dubuque since October, 1945 and was appointed agent at Sioux City effective June 1. Agent R. J.



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"WITH THIS RING". Jean Pallach, typist at Fullerton Avenue, Chicago, and George Heller pledging their troth at St. Hyacinth's Church. They spent their honeymoon touring Colorado and New Mexico.

Kemp of Mason City has been appointed agent at Dubuque, succeeding Mr. Duffy.

Agent P. F. Mueller of DeKalb has been appointed assistant agent at Rockford. F. R. Lewis is now the agent at DeKalb.

## Chicago General Offices

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

The vacation bug bit quite a few of us last month. Norinne Quinn visited her sister in Colorado Springs, Leah Aaron went to New York City, and Hedwig Kohler went to Spokane. Erna Reck is spending two months touring Europe, Grace Prendergast vacationed in Denver, Arona Warren and her family went to the north woods, Betty and Bob McConahy went to California, Bertha Seldon and husband took in the sights at Grand Canyon, Manes Blumberg and his bride Esther had a wonderful time in Florida, Gloria and Augie Rogus went to Gulfport, Joe and Em Trezek went back to Detroit looking for that lost week end.

Tom and Florence Gavin celebrated their 25th wedding anniversary June 18.

Gladys Larson has been promoted to secretary to assistant freight claim agent.

Bessie White is glad to be back after a month of jury duty.

Kitty McCants was the recipient of many lovely gifts June 9 when she celebrated 30 years of service. The round table made the day complete by taking her to the Drake for dinner.

### PASSENGER TRAFFIC DEPARTMENT

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

Summer job changes are the nucleus of the department news this month. First off, the job of assistant manager of the reservation bureau vacated pro tem by Bill Marsh has been awarded to Art Dreutz, Jr., and from the same department Al Pope has moved over to the city ticket office.

Among the new people joining Passenger Traffic on a temporary basis are Joe Manning of Passenger Rate (mail desk) and John Koepke of the reservation staff. Joe is a recent graduate of St. George's in Evanston where he earned letters in baseball and football. He plans on entering the University of Illinois and working toward a degree in industrial management.

John Koepke is a junior at Northwestern which he has been attending under the auspices of a Chick Evans tuition-and-room scholarship. He anticipates carving out his lifework in public relations and/or journalism.

Ticket sellers dialing Reservations have been connected lately with a rich accent as Bostonian as Saturday night baked beans. The voice belongs to a recent addition to the staff, John Walker. John has just wrapped up his Navy service as a yeoman at Norfolk. He is much taken up with singing (career wise he hopes to be headed that way). In his pre-Navy days he studied at the Boston Conservatory of Music and appeared on a few radio shows and later on he was with the Bluejackets' Choir at Great Lakes.

Eugene B. Finegan, retired vice president, was appointed foreman of the federal grand jury for the district of northern Illinois by Judge J. P. Barnes. Mr. Finegan has been retired since 1948.

### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

While home on furlough recently Pfc. Murray S. Graff, stationed at Ft. Leonard Wood, came in to see us, advising that he would be back again June 22 to take unto himself a bride. The honeymoon was spent in Colorado Springs.

Sympathy is extended to Frank Green on the loss of his mother June 17.

Joe Beauvais has resigned to accept employment with the Illinois Cooperage Company.

The fishermen are on their way, Charles Brossman to Ely, Minn.; Art LaRue to Lake Noque Bay, Wis.; George Tovey to Lake

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Chetek, Wis.; Willie Wilkinson to Emo, Canada; and Milt Croasdale to Hackensack, Minn.

Tom Puttrich and Edward Doyle recently spent a week end in New York City enjoying the sights.

New members of our force are Judy J. Emling, Dorothy Burmeister, John Topel, John Shemroske and John Theophilus.

Mrs. Golden Kuebler has taken a leave of absence to await a blessed event.

**FREIGHT AUDITOR'S OFFICE**

Edith Marquiss, Correspondent

June 8 was the day for a dual celebration for Mr. and Mrs. Charles Schneider—their 50th wedding anniversary and Charlie's 75th birthday. Their daughter, Mrs. Robert McSweeney, opened her lovely Oak Park home to about 150 guests, among them Mr. and Mrs. Dick Ewalt, honoring the couple.

At this writing Freight Auditor A. E. Peterson is sojourning at the Ravenswood Hospital while the rest of us swelter.

The happy smile on Lillian (Bunny) Scharba's face these days is due to a beautiful diamond on the proper finger. John Mischke, Jr., is the lucky man.

We are sorry to report that Lee R. Lynch passed away after a long illness. He had returned to work after an extended furlough but succumbed after a few weeks.

Mae Gumz had an interesting vacation accompanying the Shriners to their annual convention at Miami. While there, she visited with Madeline Bingham's two sons who are enthusiastic Floridians.

Roy Peters and his family drove to Red Granite, Wis., over the Memorial Day week end for his annual catch of fish, usually amounting to one tired perch. However, all he got was a 45-cent haircut. Roy very seldom misses a bargain.

**PURCHASING DEPARTMENT**

Dorothy Erlenborn, Correspondent

Marilyn Rycroft, former clerk in the purchasing department, became the bride of Joseph Cole June 12 in Greensburg, Pa. They intend to make their home in Staten Island, N. Y.

B. B. Melgaard is enjoying a vacation at this writing. He plans to visit The Soo and spend some time in Door County.

The purchasing department held its annual golf outing at Chapel Hill Country Club June 21. For the fourth year in a row, Louis Smith, head price clerk, shot the lowest score.

Lois Reiter, our receptionist, has returned



**ON THE RIO GRANDE.** In good health again after an operation performed recently by Dr. R. Householder in Chicago, P. E. Buettell, retired assistant superintendent fuel and water service, Chicago, relaxes with Mrs. Buettell at "El Rancho Grande", their new home in Albuquerque, N. M. Confidence in our company surgeon prompted him to come east for the operation. Mr. Buettell had an admirable record of 39 years of supervisory service in the operating, engineering and mechanical departments before illness obliged him to retire this spring. His new home has an acre of ground and a fine stand of fruit trees.

to work after a siege of illness. Mrs. Evangeline Galbreath is also back with us following her recent operation.

Mrs. AnnaBelle Donovan, scrap clerk, had her picture in the June 30 issue of LIFE. While dining at the Well of the Sea AnnaBelle was photographed and her picture appeared in an article entitled "Convention City."

**OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS**

Harry M. Trickett, Correspondent

Veronica Heindl was honored with a shower June 5 and married to James A. Wray June 7. They honeymooned at the Dells.

Marie Scharba, honored with a bridal shower June 5, became the bride of Roy Peterson June 7 at Barrington, Ill. They flew to Bermuda for a honeymoon.

Elsie Hunt was given a bridal shower June 19 and married to Richard Schmidlein June 24.

Mr. and Mrs. William Hettinger announce the arrival of a baby boy born May 30.

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Pfc. Allan Kressner of the Marine Corps visited us June 9. He is located at San Francisco.

John Slijepceovich of our disposition department was transferred to the telegraph office in the Union Depot June 3.

#### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Gladys Larson has been appointed secretary to replace Mary Williamson who left to await a blessed event. We also welcomed Sidney Grossfield, Wayne Dunlop, Donald Kuehn, Dale Nelson and Robert Vraney.

Recent promotions included Edward Ewald, Clarence Johnson, Robert Hall, Bud Bloethner, Leonard Palla, Jim Ebeling, Jack Walsh, Elmer George and Clarence Whiple.

Pvt. Jerry Mann of Uncle Sam's Army dropped in to say hello while on his furlough. It looks like Army routine is agreeing with him.

Bud and Joan Bloethner are the proud parents of little Bruce Arthur, born June 23.

Carl Rank and family vacationed recently in California.

#### AUDITOR OF EXPENDITURE'S OFFICE

Jim Merchut, Correspondent

Dorothy H. Sedman, B&V clerk, recuperating from a recent operation at the home of her sister in Bartlett, Ill., was the victim of a freak accident. While walking in the yard of her sister's home, she felt something strike her left leg about four inches above the ankle and discovered two wounds which apparently had been made by a stray bullet. Examination in the office of a doctor revealed that the bullet had missed the leg bones.

Our quota of June brides was made up by Dorothy Mae Antczak, typist, who became Mrs. Thadeus G. Kupaka; Anne Pogorzelski, shop timekeeper, who married John Poplawski; Ella Grobe, AFE, who married our own Ernie Ugla, material bureau; and Lillian

Pavolich, shop timekeeper, who became Mrs. Roy Cemiley.

Newcomers to the Milwaukee Road family in June were Ward Motz, former tackle for the Lakeview Wildcats, now in the B&V, and Maryan Grenlin, daughter of Wally Grenlin of the comptroller's office, in the payroll bureau.

Gretchen Yoder, our collector of political mementos, displayed her genuine 1912 Taft button from that historic convention. Anyone having old political souvenirs, please contact Gretch.

Keypuncher Dorothy Graham's husband won the vacation trip to Minneapolis given by the Road's Booster Club.

Henry "Happy" Schmidt, formerly of this office and for the past few years operator of a motel in St. Petersburg, Fla., was fatally injured in an auto accident in Indiana. "Happy's" mother also died from injuries suffered in the accident.

Elvira Grasso returned from her recent trip to Hollywood with pictures of movie actors John Barrymore, Jr. and Gene Evans. She met them at the Farmer's Market.

Ted Bahwel's son "Rich" graduated from De Pauw University at Greencastle, Ind.

Johnny Trojan who suffered a heart seizure recently is convalescing at St. Luke's Hospital in Milwaukee at this writing.

Myrtle Mendlik, shop timekeeper, is on a 90-day leave because of illness.

#### ENGINEERING DEPARTMENT

H. E. Datisman, Correspondent

L. D. Hadwen, retired assistant engineer, died in Chicago June 5. Funeral services were held at Oak Park, Ill. Mr. Hadwen was born in Richmond, Surrey, England, on May 26, 1872, and started to work for the Milwaukee May 1, 1894. He served on various jobs in the engineering department, including rodman, instrumentman, assistant engineer and acting engineer of masonry construction. He retired as assistant engineer May 31, 1937. His widow, Mrs. Ivah K. Hadwen, survives.



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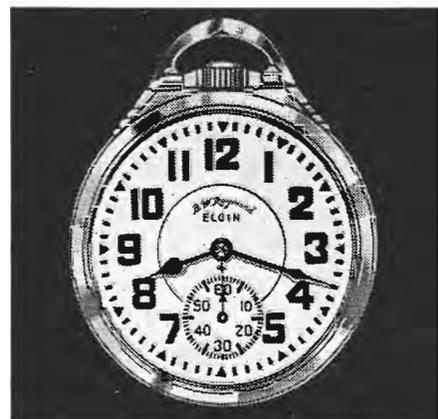
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## Twin City Terminals

### MINNEAPOLIS PASSENGER STATION

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

Street dancing and a parade were part of a celebration the evening of June 26 at the Cedar-Franklin grade separation project in Minneapolis, although the underpass actually won't open until August. The fete was sponsored by the Midtown E. Franklin Commercial Club and was attended by General Superintendent Bagnell and Solicitor Erdall.

Labor Agent Charles Ryan was discharged from the hospital June 20 after being laid up for four months as the result of being struck by an automobile.

Lieutenant of Police G. W. Beguhl entered the hospital on June 19.

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Car Shop Foreman Edward L. Erickson reports the arrival of his fifth grandchild—now three boys and two girls.

Carman Richard Nelson and wife are rejoicing over the arrival of a baby girl June 16; Carman Frances J. Cast and wife, a baby boy May 4; Airman Ernest Peitso and wife, a boy May 31.

Mrs. Myrtle Muraske, stenographer, relieved temporarily in the car department office; also Miss Agnes Millette, stenographer, employed June 16 due to the illness of Clerk

Einar Hauger. The latter is improving in Veteran's Hospital at Minneapolis.

Sympathy is extended to Carman Frank Barzdis in the death of his mother June 21 at Minneapolis.

Electrician Howard Coon and wife accompanied the Zarah Temple Patrol to Miami, New Orleans and Havana.

Blacksmith George W. Erickson, locomotive department, retired May 31 following 40 years of service.

Eldon Klucas, helper at the shops, was married June 21.

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Julius Swanson has returned to the traffic department as diversion clerk after having served in the Marine Corps.

Bill Wire, CFA, is the proud father of a baby girl born June 25.

Gary Cochran has returned to the local freight as messenger. Jane Helbach left July 1 for Denver.

Chief Clerk Wareham journeyed to Miami for the U.S.P.G.A. tournament.

## Coast Division

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

Jimmy Kohrs of the engineering department, with his chest expanding beyond normal and passing out cigars with reckless abandon, announced the arrival of a daughter at his home.

Roadmaster A. E. Moxness had his grandson, Bill Blanchard of Long Island, N. Y., down to meet the office bunch. He is quite a boy, and judging from the gleam in A. E. M.'s eye, we figure he has also quite a grandpa.

While we are on the subject of grandpas, our chief clerk, Lester Ellis, was all steamed up with pride on June 18 when his first grandson arrived at the home of his son Dick.

Chief Dispatcher N. C. Grogan must have done some plain and fancy dispatching of late, as the dope is now official that he is to be married Aug. 2 to Martha Little of Seattle. Following this announcement several suicides are expected.

Mrs. Paul Leistner, wife of deceased B&B foreman of Los Angeles, was a visitor on the Coast Division recently. In Tacoma she was the guest of honor at a get-together of old time railroad employes who were entertained at the St. Clair Lake home of Mr. and Mrs. E. G. Gauper. Also present were Mr. and Mrs. Harry Thompson, Mrs. Beatrice Mc-

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## Notice—Veterans of the 711th and 791st Railway Operating Battalions

Milwaukee Road men who were in the 711th and 791st Railway Operating Battalions during World War II are invited to attend a reunion of those units in New York City Sept. 19 and 20. Veterans of the 711th R.O.B. can obtain full information from L. D. Lepine, 107 W. First Street, Fond du Lac, Wis.; veterans of the 791st from H. B. Lamprecht, 18 Maynard Avenue, Apt. B, Columbus, Ohio.

Govern and Mr. and Mrs. Jack McMahon.

Joe Sibbert, who has handled the baggage on passenger trains between Tacoma and Spokane for many years, has retired. We are going to miss Joe, as he was very co-operative and always willing to lend a helping hand.

Ruby Baker, stenographer in the B&B office, and her husband are pretty much up in the air these days, since they turned in their old plane on a new model Ercoupe.

### SEATTLE YARD

F. J. Kratschmer, Correspondent

Jack Cole, chief clerk to general yardmaster, took off two weeks starting June 16. Mike Herman, day boardman, relieved him.

Old Timer Bill Alexander, retired machinist, who worked at the Seattle roundhouse from 1917 to 1924 as airman, paid us a visit on June 12. Bill lives in Seattle with his sister and says he never wants to miss his copy of The Milwaukee Road Magazine.

Loss and damage prevention meetings were held in Seattle June 9 under the supervision of C. R. Dougherty, assistant to W. L. Ennis. The first meeting for LCL was held in the local freight house, Superintendent J. T. Hanson presiding, and was attended by 18 warehousemen and inspectors from various departments. A follow-up meeting with Mr. Hansen as chairman was held in a coach set out in the yard, and was attended by 45 representatives from all departments. The big meeting was held in the Women's Club room in the Union Station at 7:30 P.M. This meeting, presided over by Agent J. R. Ludwick, was attended by 56, many from outlying cities. It was followed by suggestions from the audience and a film showing the 1951 World Series games between the Giants and the Yanks. To top the evening, the ladies served apple pie with ice cream and coffee.

Billy Riddell, retired switchman, called at the yard during June and then took off for a trip to the Ozark Mountains in Missouri.

Carman Henry "Hank" Schmidt took a three-week fling as night car inspector in June, relieving George Schindler who was in Montana on vacation.

Sid Meyer, foreman of the car cleaning tracks, made a trip to Camas Hot Springs, Mont., during June and took the baths. He came back in fine shape.

Roundhouse Foreman Charley Balch took

off for Beacon Hill June 13, intending to take a week's rest. His family however, inveigled him into taking a motor car trip, so he drove down to Hermiston, Ore., where they visited with Retired Locomotive Engineer Hugh Cavanaugh. Hugh is looking fine, he reports.

A card received June 23 from Locomotive Fireman E. J. Schanck stated he was on his way to Hollywood. He was taking his wife for a two-week tour of southern California.

### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

Agent O. R. Powels of Tacoma, Agent J. R. Ludwick of Seattle and P.F.I. Inspector Larry Dietrich attended the Pacific Northwest Shippers Advisory Board meeting in Tacoma recently. This is the first time in several years that the meeting has been held in Tacoma.

At this writing Raymond Y. Haskins, ACYC, is in the hospital for an operation.

June vacationing in the freight office: Baggage Clerk T. E. Norwood and family motored to San Francisco, Calif. They will stop over and visit their son in the Signal Corps training school at San Luis Obispo. Cashier Ivar Berven and family in Chicago and then to Detroit to drive back their new Dodge car. Mrs. Manda Schrock of the car desk spent her week's vacation preparing her young daughter Gail for the Lewis Harter Studio "Dansations" at the Temple Theatre June 16. A cast of 200 children took part in the program.

Vacationing from the yard: R. L. Pierce in North Dakota, Mrs. Anne Beaumont in and around Tacoma, Operator O. A. Fulkerson in Bakersfield, Calif.

Car Distributor Ralph Moyles is convalescing at home after several weeks in the hospital.

Gordon Cates, former yard clerk, is again in the Tacoma yards after being displaced at Auburn, Wash.

The annual Rose Festival in Portland was

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CHATTANOOGA, TENNESSEE

**FINAL PUNCH.** A senior Rocky Mountain conductor, P. L. Kirwan (third from right), hangs up his ticket punch. Congratulating him as he makes his last run on No. 17 between Harlowton and Deer Lodge are, from left: Engineer M. F. Elliott, Fireman H. B. Roe, Superintendent A. C. Kohlhase, Baggage man E. A. Lee, and Brakemen R. C. Davis and L. E. Skates.



well attended by Milwaukee employees. Speaking of roses, Chief Yard Clerk R. D. Shipley has succeeded in raising some prize winners and has been very generous to the freight office gang.

Wedding bells rang for Jeanette R. Russell, daughter of Depot Ticket Clerk Glen Russell, at the family home June 14. More than 100 guests attended the reception. The bridal couple, Mr. and Mrs. Victor A. Peterson, honeymooned in California and the San Juan Islands.

## Rocky Mountain Division EAST END

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

Conductor Manley is holding a regular passenger run now that Conductors Wilson and Kirwan have retired. Brakeman Hudson was also promoted to a regular passenger job as conductor.

Sgt. Douglas Fairhurst, artilleryman, returned home after spending 11 months in Korea with the Marines. He "done battle" on Heart Break Ridge, also Bloody Ridge,

and many others. Sergeant Fairhurst was a brakeman here before going into service.

Engineer L. C. McKinnon, wife and son Glen, with Mrs. McKinnon's parents, Conductor and Mrs. C. J. Niemiller, and son Jerry, visited 12 states of the East and South. Some of the points of interest were the corn palace of South Dakota, Carlsbad Cavern and Yellowstone National Park.

S. A. Bryant, retired engineer better known as "Skinny," paid us a visit recently. Mr. Bryant moved last summer to Fox, Va., where he has a small farm, and says he is busy finishing up a new home which he built there. Before returning to Virginia he planned to visit friends on the North Montana where he fired for many years, and spend a few hours on the Gallatin River where he used to catch his limit of Rainbows.

## NORTHERN MONTANA

Pat Yates, Correspondent  
 Car Foreman, Lewistown

First thing this month, I'd like to set right the item in the June Magazine about the baby born to Engineer E. D. (Red) Hanley and Mrs. Hanley. The baby's correct weight was eight pounds.

Mr. and Mrs. Louie Daer are the parents of a boy born June 23. Mrs. Daer is the daughter of Tom Zerza, retired carman of Harlowton.

Carman and Mrs. Gus Samuel are vacationing in Denver at this writing with their daughter and son-in-law Mr. and Mrs. George Gibbs. George was a brakeman here for several years.

Fireman Joe M. Kennett has returned to work after having a toe amputated in the Columbus hospital at Great Falls.

I am sorry to report the death of section foreman's wife, Mrs. Clyde Kingsland of Denton.

Roadmaster Tony Spatafore and family have returned after vacationing in St. Paul, Chicago, Aberdeen, and Huron, S. D.

Engineer Ted Halverson of Harlowton died June 16 following a long illness. In the early 1900's he rode the range in North Dakota where he met and became a friend of Theodore Roosevelt. He came to work for The Milwaukee Road in 1910 as a machinist. In 1911 he began firing engines and in 1916 was promoted to engineer.

E. M. Carver, retired perishable fruit inspector of Spokane, formerly of Harlowton, died at Spokane June 16. Mr. Carver was

PFI in Harlowton many years before his retirement. He was twice mayor and was always active on the city council and school board. Before coming to work for the Road he was a guard at the state penitentiary. He died at the age of 77.

## Madison Division SECOND DISTRICT

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

Mrs. Alexander Helms, widow of retired engineer, passed away at her home in Rockford June 23. Surviving are Albert Helms, C&M engineer, and four daughters, one of whom is Anna, of the Fullerton Avenue offices in Chicago; three at home in Rockford. One son, William, C&M brakeman, was killed at Walworth in 1910 and another son, the late Joseph of Beloit, was a conductor on the R&SW Division.

A proud father is Lyle Osborne, switchman at Rockford. Mrs. Osborne gave birth to a bouncing boy June 18 at Beloit Municipal Hospital. They have named him Donald.

Capt. W. D. Somers, operations officer at the Brookfield Air Force Base, son of Yardmaster W. E. Somers of Rockford, was released from active duty in June after 21 months of continuous service. Captain Somers is a veteran of five and a half years of service in World War II.

## Milwaukee Shops

### STORE DEPARTMENT

Earl L. Solverson, Correspondent

Chauffeur Herman Janke, with a group of revenue passenger Skat players, left Milwaukee June 7 on the Afternoon Hiawatha for Minneapolis and via the Great Northern to attend the 55th national Skat tournament at St. Cloud, Minn. A pre-skat tournament is usually played the evening before the regular tournament. Those riding the train played their pre-skat on the train under strict regulations, and scores were turned in to the Skat committee. Herman received a \$15 prize in the pre-skat but did not win in the regular session.

John Hart, inspector of stores, lost his mother June 14; services at the Gesu Church and interment in Holy Cross.

Neil Turnbull, son of Crane Operator Everett Turnbull, was the featured pianist at a recital at the Milwaukee Art Institute June 19. His efforts were well received.

Harry Schupinsky, retired, visited the

freight car store June 3. Spends his week ends at Lake Nagawicka with his brother-in-law, Fred Kopp, retired general foreman of the locomotive department.

John M. Barten, lumberman at the yard, died May 31. He had been ill about a month. His employment dated from September, 1936.

Alfred Hansen of the signal store returned to work June 9 after four years with the Marines in Pearl Harbor, Guam, Japan and Korea.

Herman A. Janke, Jr., DSK office, is the proud dad of another baby girl born June 7. Janice Mae is the new queen of the Janke household.

Vivian M. Gappa, typist in the DSK office, became engaged recently to Richard Johnson. Wedding has been set for Oct. 4.

Virginia A. Schori and Monica H. Bielmeier of the DSK office attended the national convention of the Railway Business Womens' Club held at Colorado Springs June 20 to 23.

### CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

Frank Dekan, Jr., carman in the freight shop, was married to Marlyn Drumel June 7 at St. Rose's Church.

Eddie Andersen, painter in the passenger shop, became grandpa to a baby boy May 20. Cigars were passed out by Eddie on the occasion, as just 10 years prior to that date he was grandpa to another baby boy, who of course was celebrating his 10th birthday.

The parents of John Jordan, carpenter in the freight shop, celebrated their 70th wedding anniversary May 29. His father is a retired railroad man who lives on a farm at Thebes, Ill., and is 89 years of age; his mother is 87. John says they are both in good health and expect to celebrate many more anniversaries.

Robert O. Burr, Sr., freight shop foreman, has good reason to be proud of his son. Robert Jr. recently received a gold pin from Mayor Zeidler of Milwaukee for being a member of the National Honor Society with a scholastic average mark of 98 per cent during his four years of high school.

Sympathy is extended to the family of William Renk, retired machinist, who passed away on May 26; also to Peter Sherko, machinist helper, whose wife passed away recently.

*Money alone doesn't bring happiness. A man with 10 million dollars isn't a bit happier than a man with nine million.*

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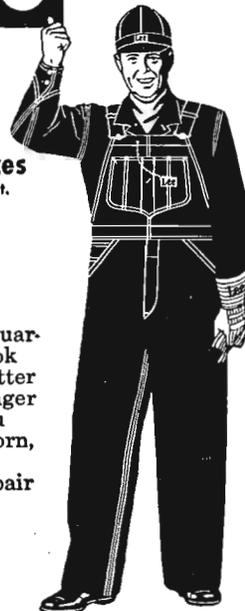
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## Iowa Division

MIDDLE—WEST—DES MOINES

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

W. W. Walrath, retired conductor, and son Lewis spent their vacation in Perry. Walter retired on account of disability a number of years ago and is making his home in Tucson, Ariz. Lewis was on a furlough from the Navy.

Franklin Akers, son of E. R. Akers, retired train director of Manilla, was killed in an auto-truck accident west of Manilla. He had graduated from the Manilla High School last month. Mr. Akers had one son killed in service and another who met a tragic death about a year ago.

Mrs. James Phleger and daughter Connie have returned to their home in Detroit. They are moving this month to Milwaukee, as James has been promoted to a position in the freight and passenger traffic department there.

"Jeffery Allen" is the name chosen for the new son of Mr. and Mrs. Donald Stoelk of Manning. Donald is on leave from the railroad while serving in the Navy—his regular position is operator at Madrid. He has just completed a course at the radar school at Norfolk, Va.

Sanford Lones, retired engineer, and Mrs. Lones were honored June 22 at an open house to celebrate their golden wedding. The anniversary date was the month previous but the celebration was postponed so all their children could be home. They received many beautiful gifts, as well as the well wishes of 200 friends. A distinctive touch to the occasion was the wedding cake baked in the shape of an open book and inscribed "Our Memory Book." Their son, Conductor Lee Lones, made the patterns for the cake and directed the decoration.

Miss Joan Loftus, daughter of Roadmaster D. W. Loftus, became the bride of Donald Varner June 14. The newlyweds honeymooned in Biloxi, Miss., where Don is stationed with the Army.

## A. A. Horton Recalls Fairmont in 1894

A. A. HORTON, retired agent of Fairmont, Minn., spoke before the Fairmont Exchange Club on June 17 about his recollections of the city when he came there as agent in 1894. Since his retirement in 1948, with 63 years of railroad service to his credit, Mr. Horton has made an avid study of local history. His talk described the community when it was without sidewalks, electric lights, automobiles, radios, telephones—just a scattering of 1,500 people clustered along the railroad.

"My telegraph was the only contact with the outside world", he reminded the Exchangites. "There was so much depot work, I just didn't feel I could stand it, but we liked Fairmont and the railroad was good to me. More help did come and I've always liked it here.

"I don't know of any comparable 58-year period in history when there were as many changes," he said. "The first home we built was on N. Main Street and the contract price was \$1,000—compare that with home costs today!"

Mr. Horton, now 84, has probably the keenest faculty for redrawing the early days of the community of anyone his age in Fairmont.

His son, L. B. Horton, is commissioner, agricultural and mineral development department of The Milwaukee Road, with headquarters in Chicago.

## EAST END

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

Assistant Engineer O. W. Lundquist is a surgical patient in St. Luke's Hospital, Cedar Rapids, at this writing.

Operator G. E. Frease has displaced Swing Operator C. Behlings at Cedar Rapids.

Engineer and Mrs. C. E. Phillips were in Los Angeles to attend services for their grandson, Stephen Lee Phillips, age 9, who passed away suddenly.

Bill Lundquist, son of Assistant Engineer O. W. Lundquist, has joined the engineering department for the summer. He is a graduate of Marion High School and an outstanding basketball player of the past season.

Vernon Vavra, son of Roadmaster J. L. Vavra, is recuperating from an emergency appendectomy at St. Luke's Hospital in Cedar Rapids.

Mrs. Clifford Barnes of Marion underwent a tonsillectomy at St. Luke's June 18.

Cheryl Jeanne Doud was recently assigned to the position of expense clerk in the freight house at Cedar Rapids.

George Struck has resumed employment in the mechanical department and is in the roundhouse at Cedar Rapids.

W. C. Gage has been appointed assistant foreman in the roundhouse at Cedar Rapids.

The W. E. Failor family are now occupying their new home at 679 Central Avenue in Marion.

Mrs. Louis A. Klumph, 73, died at her home in Marion on June 12 after a long

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illness. She is survived by her husband, retired car foreman; two daughters, Dorothy Robinson and Bernice Bristol of Marion; four grandchildren and two sisters.

E. W. Scott and H. Horrick have been assigned to the position of relief clerk—Cedar Rapids—Marion.

Mr. and Mrs. Hugh E. Jones were in Seattle during June to visit Mr. Jones' mother, Mrs. Alice Jones, age 95, and to make the acquaintance of their grand-daughter Cheryl, now 10 months old. Her mother, Mrs. Roland Teague, is the Jones' daughter.

## H & D Division

MIDDLE & WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Chief Dispatcher R. D. Mathis has returned from getting acquainted with his new and only grandson at Norfolk, Va., namely, Jerry Lee Mathis.

Conductor Red Detling is back to work following his vacation at the Legion convention, fishing, etc.

Ronnie Cornell, former operator, is now stationed in Germany, according to the latest communications with him; Pfc. R. D. Cornell, that is.

Coal Shed Foreman Steve Menzia, Roscoe, recently heard from his son Connie who is a prisoner of war in Korea.

Al Meier, engine watchman at Roscoe, and family have returned from New York where they watched the world champion Yankees, the Giants and the Dodgers. He was relieved by L. C. Christenson.

Jerry Graves, traveling engineer, has made his debut at Aberdeen.

The local softball team is tied for second place in a field of seven city league teams at this writing. The record to date is seven wins and two losses. It is available for out of town games with other Milwaukee teams.

## EAST END

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

That broad smile on Engineer Ashville Austin is because of the warm spot in his pocket which marks the location of his gold lifetime pass.

Switchman Les Natzel no longer has his motorcycle. He tangled with a dog while riding on the highway recently. The dog ran off with a yelp, Les got up and counted his bruises and sold his motorcycle.

Operator C. O. Frisbie and his wife and daughter have returned from a trip to Altadena, Calif., where they visited Chauncy's dad who is very ill.

Conductor Fred Bakke says the new (and incidentally, the first) little grand-daughter is named Cynthia Ann. She arrived as a graduation gift to her dad who just received his diploma from the St. Paul College of Law, and as if that wasn't enough good timing, she came on her parents' second wedding anniversary. Her mom, Janice Bakke, was Montevideo's first Fiesta queen.

Agent Beck of Odessa reports the arrival of a new daughter on Flag Day. His son arrived July 4 a few years back, and Mrs. Beck is an Armistice Day baby.

Conductor Doug Bucklin and his wife have

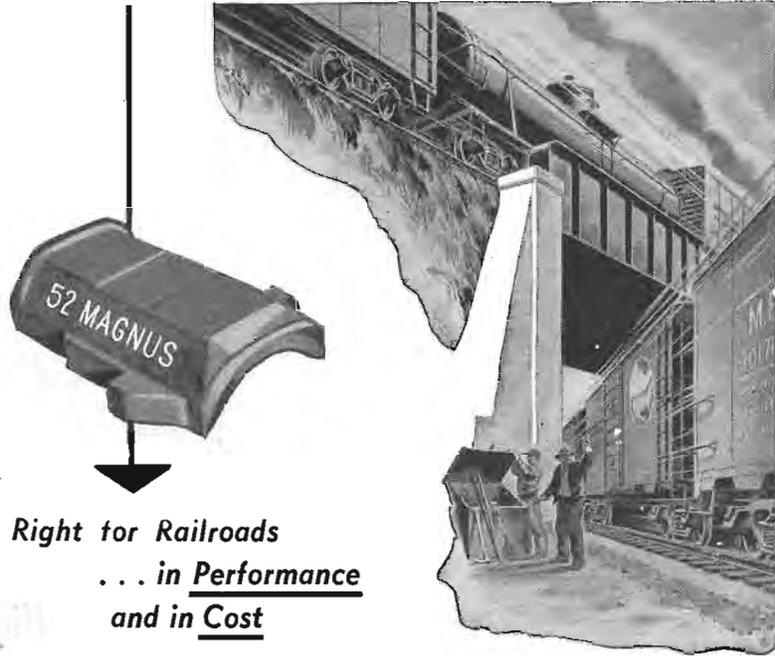
returned from a trip to Mexico, Hollywood, San Diego, etc. The biggest thrill was at San Diego where they enjoyed a two-hour ride on the Pacific and got a close-up of an airplane carrier and a battleship.

Special Officer Jim Madden and his wife

Mrs. J. C. Brown, widow of a former H&D conductor, passed away suddenly at the home of her daughter. Burial was at Montevideo June 26.

Fireman Art Raffelson's home at Watson was almost completely destroyed by fire early

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(Advertisement)

had open house on June 21 to celebrate their silver wedding.

Engineer Hank Adamson is proud of his son Ralph who is now a chaplain in the Air Force. Ralph is also a brother of Conductor Clyde Adamson.

Section Foreman Harris Klefstad recently helped his parents celebrate their 58th wedding anniversary. Conductor Floyd Ashburn attended a similar affair when his folks made it for their 50th anniversary.

in June. He is now in the process of rebuilding.

Lawrence E. Halloff, retired engineer, died on May 28. He was Engineer Howard Halloff's father.

It's pretty nice to see Agent Torbinson back on duty at Hopkins after a long illness.

Signal Maintainer Stub Klith has returned from a western trip. His two sisters accompanied him and one of them was fortunate enough to win the "Queen for a Day" con-



test on the radio. She is now the possessor of a complete wardrobe, deep freeze, rug, washing machine, mangle, and other articles too numerous to mention.

## La Crosse & River Division SECOND DISTRICT

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

C. F. Miller, retired time revisor, and Mrs. Miller, who moved out to California last fall due to Mr. Miller's health, came back to LaCrosse in June to visit. Mr. Miller is feeling much better than when he left.

George P. Weber, Sr., 62, switchman in LaCrosse yard for 45 years, died suddenly at his home June 23. He is survived by his wife, Lyly; two daughters, Mrs. Ora (Beverly) LaPointe and Mrs. James (Janice) Cavadini; two sons, George Jr. and John F.; one brother and eight grandchildren.

### THIRD DISTRICT

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

James O'Brien, son of Engineer J. F. O'Brien, was one of 10 students to win an American Legion award as an outstanding member of the ninth grade class of the Central School at Wausau. The awards are conferred for honor, courage, scholarship, service and companionship.

Brakeman Roland G. Weege, who is in military service in Korea, was injured recently and is in an Army hospital in Tokyo. His address will be supplied by this correspondent on request.

Fireman and Mrs. G. F. Loomis attended commencement exercises at Northland College, Ashland, when the latter's son, John Delaney, received a Bachelor of Philosophy degree. During his three years at Northland he was vice president of the senior class, president of his fraternity, wrote and directed for the Northland Hour on the radio, and was one of the founders of the Ashland

Community Theater. He has accepted a position in Chicago.

Brakeman James Hack and Mrs. Hack are the parents of a boy born recently at St. Mary's Hospital.

Phillip Hazelwood, son of Chief Clerk Earl Hazelwood, who was home on leave following graduation from the Navy Aviation Machinists' Mate School in Memphis, has left for duty with the squadron at the Naval Air Station at Alameda, Calif.

The marriage of Miss Carol Janz, daughter of Engineer Arthur Janz, to Charles Kreager took place recently in St. Mary's Church at Wausau. Following a breakfast at the Janz home, a reception was held at the Eagles clubhouse.

Robert Reynolds, a senior high school commerce instructor at Wausau and the son of Store Helper Guy Reynolds, was one of 40 teachers from schools and colleges in 13 states who were selected as students in a proseminar in family financial education to be held at the University of Wisconsin summer school.

Engineer and Mrs. Maurice Nelson recently celebrated their silver wedding anniversary with a buffet supper at their home in Wausau.

This summer Roger Larson, son of Conductor Oscar Larson, will have charge of Camp Manitowish, Coeur d'Alene, Idaho, sponsored for crippled children. Roger recently received his Master of Science degree in physical education from Washington State College where he has been a member of the physical education department faculty.

Machinist Ned Conklin and family spent their vacation at Deep Woods Lake near Antigo. They were joined by their daughter Jacqueline, who is a student at Holy Cross Academy at Merrill and is employed in the office at that point during the summer.

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

A pretty wedding took place June 28 at St. Ann's Church when Delores Kringer of the general agent's office was married to John Acurio. The groom, a native of New

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

1. A car used to carry container units.
2. Eight.
3. A facility owned or operated by two or more railroads.
4. A tie which has been coated with a preservative.
5. Taxes. On The Milwaukee Road alone taxes in 1951, including property income and payroll taxes for the benefit of employes, totaled \$24,499,000.
6. Substructure.
7. Engineering.
8. Seven inches.
9. Monday evening.
10. A set of bolted steel clamps holding the ends of a rail firmly in place in track.

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

This is modern Mobridge, S. D., an Indian settlement in 1906 when The Milwaukee Road, moving westward, built the railroad bridge across the Missouri River. When the telegrapher used the abbreviation "Mo.Bridge" in his reports, he originated the name that has stayed with the town. Milwaukee Road people form a large part of its population. The traveler adjusts his watch here—going east he turns it ahead one hour, going west he turns it back.

Jersey, is an engineer at the Boeing air plant, Seattle. Several showers and parties were given in honor of the bride prior to the wedding, one of the outstanding affairs being the luncheon given by her co-workers at the Hearthstone. The young couple will return to Seattle in mid-July to make their home.

Julia Fields, telephone operator in the general offices, took the month of May to visit Chicago, Washington, D. C., Boston, New York and Virginia, it being her first trip east of Chicago.

Charles Tusler passed the candy May 17 in honor of a new granddaughter, Pamela Kay, daughter of Mr. and Mrs. Raymond J. Ryan. The baby's mother is the former Lois Tusler. This is the Tusler's third grandchild, the score now standing at two girls and one boy.

Kenneth McKee is new steno-clerk in the reservation bureau, taking over the position formerly held by Jeanette Ubank, who resigned recently.

Norman Lusk, who has been filling in as messenger in the telegraph office in the White Building for the past seven years during his school vacations and on Saturdays and Sundays, graduated July 21 from the University of Washington, College of Education. He is a member of the ROTC with commission of second lieutenant. He is affiliated with the Phi Kappa Tau, also a member of Phi Delta Kappa, and intends to teach commercial subjects, but in the meantime is awaiting call to the service. Norman is very versatile, one of his outstanding achievements being his talent as a magician, and on several occasions has entertained Milwaukee groups. He is the grandson of Gordon S. Cooper, former western representative, mail baggage and express.

Bill York is the new steno-mail clerk in the general passenger agent's office.

Audrey Hotten has taken over the position vacated by Dorthea Redel in the general agent's office.

Frank Findley is now filling the position of rate and division clerk in the general agent's office.

Kay Lutz, formerly of the Vancouver, B. C., office, is now filling the position of steno in the traffic department. The position was formerly held by Rosemary Joyce, who has resigned.

The boss must gauge his movements  
By some queer quirk of fate;  
He comes at noon when you're on time  
And early when you're late!

**O**UR MARINES' LIFELINE to the sea was in danger. A Communist force of 4,000 men had seized the key hill overlooking Hagaru-ri in the desperate Chosin Reservoir fighting. The hill had to be taken. But there were no combat forces available to make the fight.



Lieutenant Colonel Myers, then a major, rallied together clerks, cooks, and other service personnel, and led a makeshift unit of 250 men in an assault up the snow-covered 600-foot hill. Lacking combat officers and non-coms, Colonel Myers ranged the entire attacking front, leading his outnumbered forces upward in the face of murderous fire concentrated on him. After 14 hours of bitter struggle, the enemy was routed, the hill captured, and the route to the sea secured. Colonel Myers says:

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