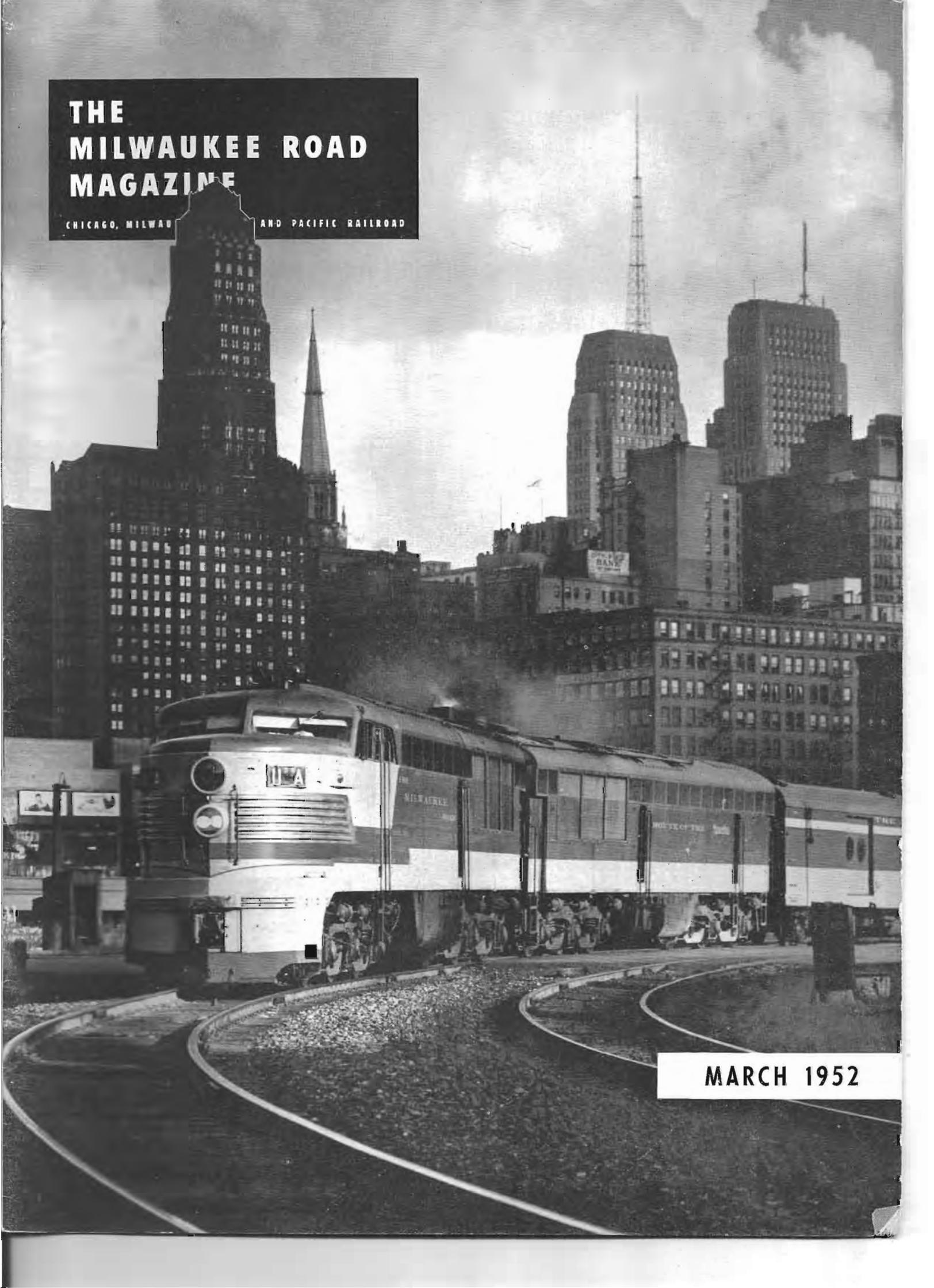


THE MILWAUKEE ROAD MAGAZINE

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THE MILWAUKEE ROAD MAGAZINE

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IN THIS ISSUE

	Page
A Two-Way Street By President J. P. Kiley-----	2
Perfect Shipping Preview -----	3
New Values in the Log By Irv Luiten-----	4
Service Club Aids Miles City Polio Drive-----	6
Our Safety Score-----	6
The Nice Customer-----	7
Hook & Ladder Chief-----	7
How Are We Doing?-----	8
The Cover-----	8
Stationmaster J. J. Crowley Retires	8
They Can Bake a Cherry Pie-----	9
The Appeal of a Railroad Job By Robert Ledin-----	10
Milwaukee Road Women's Club Membership-----	10
How to Make Friends by Telephone	11
Appointments-----	12
Retirement Dinner Honors W. E. Ring-----	13
Retirements-----	13
Home Department-----	15
About People of the Railroad-----	16

A Two-Way Street

I HAVE been very pleased to find that the appeal for understanding which appeared on this page in January was so well received. The letters coming to me from Milwaukee Road people suggest that there is no limit to the benefits to be realized from greater cooperation and understanding. They also remind me of a very elementary fact—that real understanding between us is a two-way street.

The keys to such an understanding of each other are to be found in the sharing of information and the free exchange of ideas, because it is just as important for me to know what you have on your mind as it is for you to know what I have on mine.

I am trying, through these messages and through the pages of the Magazine, to keep you informed of my thoughts, and I would like to encourage every employe on the railroad who has a question regarding any aspect of our railroad or its operation to inquire about it. Officers and supervisors to whom such questions are directed will, I feel sure, not only provide the information but respect the individual for being sufficiently interested to ask. Certainly my immediate staff will do everything possible to be helpful.

The employe who offers a helpful suggestion for improvement in methods, service or efficiency helps his company and adds to his own stature in our organization.

Real understanding demands that we *work* together and *think* together. It is the two-way street that leads to success.



PERFECT SHIPPING PREVIEW



One of the cartoons from the booklet, "Who Says We Can't Do Good Switching?" published by the Association of American Railroads in connection with the 1952 Perfect Shipping campaign.

FREIGHT damage is a thief that robs us all of usable goods, but for railroads and railroad people it is far more serious. Freight damage drains off railroad revenues, undermines railroad jobs, and works at cross purposes to the railroads' efforts to please their customers.

That is why no one can afford freight loss and damage, and that is why The Milwaukee Road joins every year with shippers and other railroads in a month-long concentrated effort in the direction of perfect shipping. This year, as every year, April will be Perfect Shipping Month.

Shippers themselves, organized and working through the 13 regional Shippers Advisory Boards and the national association of those boards, will be bringing home to railroad customers the importance of safe packaging, correct and complete addressing, and safe loading and bracing of shipments.

As for the individual railroad employe, *safe handling* is the watchword. He is an indispensable part of the Perfect Shipping team, a vital link in the distribution chain that extends from manufacturer to customer.

Commenting on the coming campaign, W. L. Ennis, assistant to vice president, in charge of claim prevention, said, "We on the Milwaukee carry on a

year-round loss prevention program and welcome the opportunity to participate in the Perfect Shipping campaign, more especially as it gives us an opportunity to work more closely with the shipping public . . .

"What can we, as railroad people, do? There is a job for many of us: the car department, station and yard forces, who select the car for loading; switchman and yard enginemen, who can create or avoid damage by the way they couple cars; freight house employes, train dispatchers and maintenance of way forces. All of these men and others have a responsibility to perform their work in such a way as to reduce the chance of damage to freight entrusted to the care of The Milwaukee Road."

This year's campaign is laying particular stress on the speed at which cars are coupled, as high impact speed is one of the principal hazards when it comes to causing damage in switching. On the Milwaukee it accounts for almost 60 per cent of the loss and damage claim payments.

In switching cars, the force with which cars couple together mounts by leaps and bounds as striking speed increases. So does the damage to whatever is in the cars. When cars come together at 8 miles an hour, for instance,

the impact is 16 times that of coupling at 4 miles an hour, and 64 times that of 1 mile an hour.

It is also important that particular attention be paid to the inspection and classification of empty cars. Experience shows that much damage has occurred and many claim dollars have been wasted because a car was furnished for loading that had a leaky roof, poor side walls, uneven floor racks, or decking impregnated with some previous commodity which contaminated foodstuffs. It is particularly important that cars to be loaded with flour and other sack commodities, empty tin cans, grain, perishables and livestock be in perfect condition when set for loading.

The importance of train inspections cannot be over-emphasized. Here is a place where every employe on the railroad can contribute his bit by watching closely the running gear of cars in passing trains. If such inspections disclose any irregularities which might cause accidents, word should be passed to the train crew immediately so that they can stop, inspect the train and take whatever action is necessary to avoid trouble.

Perfect Shipping is railroading at its best. Let's all do our part in making it a reality.



Logs for lumber and a number of other uses go into the log pond at Weyerhaeuser's manufacturing center at Longview, Wash.

new values in the LOG

by Irv Luiten

A LOG, like a Milwaukee Road tank car, is round.

If you load boxes into a round tank car, you have shipping space left over. When you cut "square" lumber from a round log, you have wood left over.

This doesn't prove a thing about railroading, except this: No good railroad man would load boxes into a tank car and have valuable shipping space left over.

But it does prove something about lumber manufacture. A lumberman hasn't any choice; he has to cut rectangular boards from round logs. So he's bound to have wood left over.

Few people outside the lumber industry realize that less than one-half of each log that goes to the mill actually makes boards, two-by-fours and timbers. The other half comes off the saws and planers in the form of slabs, edgings, trimmings, planer shavings and sawdust.

Finding an economic use for these leftovers was long a sore problem in the forest products industry. But in recent years the engineers, chemists and physicists working in lumber and pulp mills have developed countless new products from wood. In doing so, they've found economic uses for a vast quantity of forest material that was once burned in sawmill trash burners.

Today, in the modern sawmill, leftover wood from lumber manufacture becomes raw material for other forest products plants. The trash burner is obsolete. Lumbermen use *all* of the log and are manufacturing from it a wide variety of products other than lumber.

This effort to convert the whole log into useful products is especially noticeable at Weyerhaeuser Timber Company's

manufacturing centers in the Douglas fir region of Washington and Oregon and the ponderosa pine region of Oregon.

In Weyerhaeuser's operations, utilization of the forest crop has reached its highest stage of development at the company's largest manufacturing center at Longview, Wash., which is served by The Milwaukee Road and other lines. Here, grouped on a 670-acre site, is a

Bales of Silvawool, a wood by-product, is loaded into a box car at Weyerhaeuser's Longview plant



wide variety of forest products plants. They include three sawmills, a planing mill, a plywood plant, a sulphite pulp mill, a sulphate pulp mill, a bark products plant, a wood fiber pilot plant and a plant for pressing wood shavings into small fuel logs.

When logs arrive at the log dump in the Columbia River at Longview, they are sorted by species, grade and size. They then are routed to processing plants best equipped to use them most efficiently.

Some of the highest-grade, larger Douglas fir logs are sent to the plywood plant. There giant lathes "unwind" the clear wood into valuable Douglas fir veneer. But first a specially designed pressure barker removes the thick bark from the log. Conveyors carry this bark to the nearby bark products plant. There it is ground and screened into five bark products ranging from a conditioner for insecticide powders to an ingredient in plastic molding compounds and composition flooring. One of the five products is returned to the plywood plant in which it originated, where it becomes an extender in the glue that bonds the sheets of veneer that make the plywood.

Many of these bark products are being used more and more in the oil-well drilling industry. In drilling an oil well, a fluid known as "mud" is circulated down the casing and around the rock-cutting bit. It acts both as a lubricant for the bit and as a carrier of rock cuttings, which are pumped to the surface in the mud and removed from it by screening. Bark products are put into the drilling mud to prevent rock particles from settling out before they are pumped to the surface. Coarser types are mixed with the drilling mud to help seal pores in the rock through which the mud might escape.

A new use for bark products—as an ingredient in a composition flooring for boxcars—has been recently developed for the reconditioning of old boxcar floors.

Irvin H. Luiten, author of "New Values In The Log", is a representative of the department of public information of the Weyerhaeuser Timber Company, with office in Tacoma, Wash. His interesting article was written at the suggestion of Milwaukee Road employes in the Seattle-Tacoma area who recognized the fascinating nature of the subject and the importance of wood utilization programs to the railroad.

It may be applied quickly over the floors and inner walls of boxcars to make them tight for shipment of such freight as grain. The Milwaukee Road has on test two cars finished in this manner.

In Weyerhaeuser's Longview operations, hemlock and white fir logs are routed to the hydraulic barker at the sulphite pulp mill. There a powerful jet of water strips the bark from the log in a matter of seconds. Conveyors carry the water-soaked bark to the power-plant stokers and furnace.

The bark-free logs then go to a whole-log chipper, a big machine that reduces the entire log into small chips in a few

mill. Some are routed to the wood fiber plant. Here fibers in the wood are separated by a mechanical-and-steam process and are made into a fluffy, wool-like product which is sold as insulation for homes, cold storage plants and water heaters, as an ingredient in roofing felts, fiber plaster and papers and paperboards.

Weyerhaeuser's three sawmills at Longview were designed to fit into the carefully planned wood-utilization pattern. Each of the mills is engineered to saw lumber most efficiently from a certain size and grade of sawlog. One mill handles the large, old-growth Douglas fir logs. Another cuts the medium-sized



With sawdust flying, a Douglas fir peeler log is "unwound" into sheets of valuable veneer at Weyerhaeuser's plywood plant. Everything but the pleasant aroma of the wood is put to use.

seconds. Conveyors carry these chips into the pulp mill where they are made into sulphite pulp used in manufacturing papers, cellophane, lacquers, rayons and nitrates for explosives.

The sulphate or Kraft pulp mill gets its raw material almost entirely from Douglas fir slabs, trimmings and edgings left over at the three sawmills. Conveyors route these leftovers from sawmill to chipper to pulp mill. Logs not suitable for lumber or plywood, as well as some small trees removed from second-growth Douglas fir stands during thinning operations, may be chipped for the sulphate pulp mill, but otherwise the plant operates almost completely on by-products of other mills.

The bleached Kraft pulp manufactured in the sulphate mill is sold and shipped largely to paper and plastic manufacturers.

Not all of the Douglas fir slabs, trimmings and edgings go to the sulphate

fir logs. And the third saws cedar and other minor tree species.

Saws and other machinery in the three mills were designed and placed to get the greatest possible lumber recovery from the log input. Before the logs go to the saws, hydraulic barkers remove the bark so that clean, sound leftover wood can be directed to the Kraft pulp mill chippers or to the wood fiber plant without further sorting.

In the planing mill, where lumber is given a smooth finish and is cut to pattern, shavings and trims are collected by conveyors and are carried to the plant where they are ground and compressed into little fuel logs a foot long and four inches in diameter. These are burned in home fireplaces, in ship galleys and in railroad dining cars, including those on The Milwaukee Road.

As time goes on, the wood utilization pattern can be expected to grow more and more intensive. In the Weyerhaeuser

development center at Longview a staff of 40 engineers, chemists and physicists works constantly to develop more new products and more uses for wood. The results of this work will be applied to all Weyerhaeuser manufacturing centers in Washington and Oregon and will assist them in using all of every log for some useful purpose.

But Weyerhaeuser is only one of many companies carrying on such research and development programs. Throughout the forest products industry men are searching for better methods of utilizing all of each tree felled in the forest.

Today, thanks to scientific knowledge and business efficiency, our forest products industry is making more wood products out of less timber. Tomorrow? Who knows what marvelous new things will be made from a tree?



In machines like this ground-up planer shavings are compressed into Pres-to-logs. Cylindrical dies that fit tightly into the holes in the wheel's rim compress the wood particles into miniature fuel logs. Water circulates in the rim of the wheel to cool it.

How much is a billion dollars?

Maybe this will help you to understand:

If Christopher Columbus established a business firm in America the day he discovered this continent, and he and his successors in that firm managed their affairs so poorly that they lost \$1,000 a day, they would have to operate until the year 4232 to pile up the first billion in losses.

The federal government's gross public debt has increased \$241 billion in the last 20 years.



Service Club President J. D. Wagner and Campaign Chairman Claude O'Brien with the completed poster.

Service Club Aids Miles City Polio Drive

THE MILES CITY (Mont.) Service Club took its usual active role in the national campaign to raise funds for the March of Dimes. Early in January a four by eight-foot poster board carrying the slogan "Join the 1952 Fight Against Polio" was mounted in the main hall of the general offices and a metal box was provided for the donations of employees and visitors. As money was received it was converted into dimes which were affixed to the board to outline the lettering. The completed poster carried approximately \$93 in dimes. It was designed by Assistant Division Engineer John Schell who also designed the posters of previous years.

To raise additional funds a stag party was held in the club rooms Feb. 2. Honored at the affair were Louis Rask, Otto Paeth, O. E. Achamire and D. O. Gjerden, all retired car department employees. The proceeds of the party, added to the money mounted on the poster, enabled the Service Club to turn over \$200 to the local civic committee. Its efforts were rewarded with a Certificate

of Appreciation presented by the Miles City March of Dimes chairman, Sam Clark.

Claude O'Brien, acting as general chairman, directed the Service Club campaign, with the assistance of President J. D. Wagner, Swan Nelson, Jim Bennett, Al Gearey, Parke Burns, Don Campbell, John Schell, Jack Hennessey, Ed Gale and J. D. Martin. The party refreshment committee consisted of Sam and Pete Leo, Corliss Yates, Dan Tedesco, Al Perschillo and Jim Moyes.



Assistant Division Engineer J. Schell, designer of the poster.

For our freedom and to preserve it, one million American soldiers have died since the first Minute Man was killed on Apr. 19, 1775, at Lexington, Mass. The millionth to die for his country gave his life in Korea last Labor Day. (What are we at home doing to preserve our freedom?)

our safety score

reportable casualties on The Milwaukee Road through February, 1952, compared with 1951

	1952		1951		Per Cent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
System Total	2	91*	1	117	+100	-22
Casualty Rates	7.89*		9.97		-20%	
*Estimated						

the NICE CUSTOMER



I'M A NICE CUSTOMER. I'm the one who never complains no matter what kind of service or attention I get.

I'll drop by a railroad ticket window and stand there while the employes behind the window talk with each other and take their time about waiting on me. If the

man or woman who finally wanders over to help me is impatient or discourteous, do I complain? No, I just tolerate the situation.

When I encounter carelessness or lack of interest on a train and maybe I'm greeted by a cold, stony stare from a conductor, do I actually protest to the railroad and suggest they fire the whole outfit and hire some employes who will be quick with a genuine smile and a friendly greeting? No, I just tolerate the situation.

When I'm trying to get off a train, loaded down with baggage and nobody offers to give me a hand; when I take a seat and find it dusty; when I ask a simple question about train connections and get a curt answer or none at all; when my train is running late and nobody will tell me why or what to expect; when my car of freight is delayed and I seem to get nothing but a brush-off on calling to ask why—do I call the railroad and report a lack of service? No, I just tolerate the situation.

I never gripe, I never fuss, I never criticize, and I wouldn't dream of making a scene as I've seen other people do. I think that's awful.

No, I'm the nice customer. And I'll tell you what else I am.

I'm the customer who never comes back.

That's my retaliation for getting pushed around too much. That's why I tolerate whatever you dish out to me in the station, on the phone, or on the train. I know I'm not coming back. It's far more deadly than blowing my top.

So you say, "Who cares if you never come back. We've got lots of customers and lots of money. We'll never even miss you." And my only answer is that a nice customer like myself, multiplied by others of my kind, can just about ruin any business. It has been done, many times, and it's still being done every day.

That's why I can sit back and laugh when I see you frantically spending your money on expensive advertising to get me back when you could have had me in the first place for a few kind words, a smile, a little better service.

—from the Circle Arrow Retailer, Western Auto Supply Company, with adaptations by the Baltimore and Ohio Magazine.

Hook & Ladder Chief



Zane Hudson, the "Zip" of the Sheldon fire department.

AT SHELDON, IA., a city of some 4,000, the fire toll for 1951 was 19 fires, of which, thanks to the local fire department boys, eight were brought under control with a loss of only \$5 or less. It could be that a large part of the credit for this showing can be traced to the generalship of Zane "Zip" Hudson, freight office employe at Sheldon, who is city fire chief, for this is what appeared in the Sheldon Sun recently after the annual fireman's dinner:

"'Zip' goes down in our book as an outstanding example of loyalty for not only this community but the whole of northwest Iowa. He never had any training in public relations but we think he should rate a degree in that department because of his keen interest in civic affairs and his untiring willingness to do things for his fellow men and to boost his home town of Sheldon."

Hudson has spent all of his 47 years in Sheldon and likes the city, the people and his job well enough to want to live out the rest of his life right there. He has been with the Road nearly 29 years, working between the freight office and handling mail at the passenger station; and for 24 of those years he has been a fire department volunteer. The past seven years he has served as chief. "If you can call it a sort of hobby, I think I have one," he says.

Hobby or not, the Sheldon fire department is recognized as an outstanding civic-minded organization by State and national offices. Here is a list of activities it has sponsored or taken part in during recent years:

Purchased a flagpole for the depot park; staged rat eradication programs;

how are we doing?

JANUARY		
	1952	1951
RECEIVED FROM CUSTOMERS		
for hauling freight, passengers, mail, etc.	\$21,637,594	\$21,822,794
PAID OUT IN WAGES		
PER DOLLAR RECEIVED (CENTS)	11,599,074	10,886,199
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance	(53.6)	(49.9)
PER DOLLAR RECEIVED (CENTS)	650,846	634,361
PER DOLLAR RECEIVED (CENTS)	(3.0)	(2.9)
ALL OTHER PAYMENTS		
for operating expenses, taxes, rents and interest	9,239,236	9,383,767
PER DOLLAR RECEIVED (CENTS)	(42.7)	(43.0)
NET INCOME	148,438	918,467
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:		
Number of cars	126,517	135,897
Decrease 1952 under 1951	9,380	

erected a toboggan and maintained a skating pond at the city park; organized a brass band to play for public gatherings (the chief plays the snare drum); promoted a spring clean-up program and Fire Prevention Week; sponsored a ball team for the younger generation; took part in the local fly control programs and the fund drive for a new hospital; assisted in such local activities as a children's Easter egg hunt, kid's fish day, kid's kite flying contest, Barbecue Day and Legion celebrations; held regional fire schools; entertained groups from city schools and adjacent towns, also Boy Scouts who are interested in fire fighting apparatus; organized a woman's auxiliary to the fire department.

Hudson's own lofty devotion to duty may be guessed from the fact that he has missed only two fires out of the 148

THE COVER. Just a train leaving town—one of the hundreds that depart from Chicago every day, but it made a picture of beauty and power against the background of skyscrapers. It is the west-bound Olympian Hiawatha rounding the curve at Canal Street. The camera angle makes the curve appear much sharper than it actually is.

that occurred during his seven years as chief. One he failed to attend due to his presence at a fire school in Ames, the other because he happened to be attending a fire chief's convention. Along with his work as chief he has served four years as a director of the Chamber of Commerce and three years on the Community Council.

A growing reputation for his work in the field of rural fire fighting has led to many speaking engagements, including talks before the State fire schools at Ames and Marshalltown, the mid-winter fire chief's meeting at Boone, the governor's conference for fire prevention and the Missouri Valley conference of the International Association of Fire Chiefs. He has also written articles on the subject for various papers and magazines.

These undertakings have meant hours of work after Hudson's regular working day, evenings, week ends and holidays spent in study and correspondence, and vacations arranged to allow for attending fire control meetings and fire schools. In the stretches between fires the energetic chief turns his attention to city betterment. At the present time he is campaigning for clean alleys in his community; "Just public relations," he explains it.

When you lend a friend five dollars and never see him again, it's worth it.

Stationmaster J. J. Crowley Retires



J. J. Crowley

JOHN J. CROWLEY, stationmaster at the Union Station in Milwaukee since 1941, retired Feb. 29. He is a veteran of 47 years of Milwaukee Road service and is almost as well known to patrons of the Road in Milwaukee as

he is to fellow employees.

Starting as a switchtender in 1905, he became a switchman in 1906 and district yardmaster in 1911. In 1914 he was made yard director and from 1925 to 1928 served as general yardmaster. He became trainmaster in 1929 and night general yardmaster in 1931. Starting in July, 1941, he served continuously as stationmaster until his retirement, except for a period in 1947-48 when he again took on the duties of trainmaster during a time when there was a need for extra supervisors.

Mr. Crowley has no specific retirement plans.

In 1951 the railroads received approximately 1 1/3 cents on the average for carrying a ton of freight one mile.

They Can Bake a Cherry Pie

WHAT happened to that old fashioned girl who took her pie-baking cues from mother? Why, nothing. She's been here all the time, but quietly turning the tables. Nowadays it's mother who's taking lessons from *her!*

The 48 purposeful teen-agers who met in Chicago the week of Washington's Birthday to vie for the title of national cherry pie queen offered the most conclusive proof to date of their generation's pie-baking ability. Sponsored by the National Red Cherry Institute to foster interest in uses for the fruit, the contest is held annually in Chicago as the feature of National Cherry Week. The pie-baking misses were the finalists of preliminary contests conducted in every State in the Union.

Three of the cherry pie queens, together with their chaperones, traveled to Chicago on the Milwaukee Road's Olympian Hiawatha. Armed with the recipe and skill which had won the State of Washington contest the previous week, Miss Norene Grace of Puyallup came all the way from Tacoma. It was an exciting trip for the 16-year-old high school junior. En route the chef baked a cherry pie for her and she returned the compliment by presenting him with one of her own. No less thrilled were Miss Arlene Steele of Missoula, the best of Montana's junior pie bakers, and Miss Shirley Smith, 4-H Club girl from Plummer, Idaho. They met on the train and with their chaperones made up a congenial party.

Fourteen food editors and youth leaders judged the contest, which was held in the grand ballroom of the Morrison Hotel. For the occasion it was converted into a giant kitchen equipped with 48 electric ranges. An 18-year-old high school graduate of Carlisle, Pa., was judged the winner. She walked away with \$150 in cash, the electric range on which she baked her prize pie, and trips to New York and Washington, D. C.,

during which she was to present one of her pies to Gen. and Mrs. Douglas MacArthur and another to President Truman.

With each contestant her state champion, the decision was close. For the first time in the history of the contest, the judges selected four regional champions who were awarded \$75 cash prizes and electric ranges. Miss Montana—Arlene Steele—won the western regional title.

How the new method of pie-baking—the recipe way—compares with the



A courtesy exchange of cherry pies between Olympian Hiawatha Steward Maurice Barger and Miss Norene Grace, Washington State pie baking champion. (Lee Merrill photo.)

F. C. Barry of Glenview, Ill., Olympian Hiawatha conductor, points out the Chicago scene to Cherry Pie Queens Arlene Steele (left) and Shirley Smith.



old fashioned handful of this and pinch and a half of that method can be judged by the fact that the majority of the contestants said they are the pie bakers at home. Shirley Smith, the 17-year-old Plummer High School senior, is a 4-H girl of nine years of cooking experience and says she keeps her family so well supplied with pie that occasionally they protest and she has to freeze the surplus. Norene Grace, too, has assumed the pie baking at home, to the satisfaction of her parents and a younger brother and sister. The job became hers, she smilingly admitted, as the result of attempting to give pointers to her mother!

Note: The recipe for the prize-winning pie will be furnished upon request. Address requests to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

The Appeal of a Railroad Job

by Robert Ledin,
Machinist Apprentice, Milwaukee Shops

The following article is reprinted from the Vocational School News, a paper published by the Milwaukee, Wis., Vocational and Adult Schools.

RAILROADING has a romantic sound to it. The click of the rail joints or the mournful sound of a whistle on a winter's night kept the blood tingling in our old-time trainmen. Nowadays, with the advent of the diesel engine, the younger men feel the same pull from the roar of the stacks and the whine of the generators. We lost a little of the romance with the changeover, but the attraction of the road is still there.

I suppose it is perfectly natural for me to want to be a railroad machinist. First of all, my father is a railroad man. Secondly, I've always lived close to the tracks, hearing the trains roar by in the night and clank along during the day. I even learned to tell the whistles of the different lines by their distinctive tones. There is always an air of mystery about trains. Where are they going? What are they hauling?

We of the railroad have many benefits. First, we really belong to a great fraternity. There are rail lines all over the country—the world, for that matter. Anywhere a railroad man goes he meets his own kind and can talk shop. We have a pension plan independent of Social Security. Our employes have passes for free travel anywhere in the United States, Canada and part of Mex-



Robert Ledin on the job in the locomotive machine shop, Milwaukee.

ico. We have good working conditions, free of the strain of worry over high-gear production. We have variety—any job one names can be found on the railroad. Our wages, while not the highest, are not the lowest either.

There is a certain satisfaction to be derived from working on something huge. I often think to myself, "Here I am, 150 pounds, and I'm going to repair this monster of 200 tons and make it useful again." The primary purpose of a locomotive is to make

money. There is no revenue from the engine while it is in the back shop or roundhouse pit. When we repair that locomotive we help ourselves, the company and the country.

Even the seasons of the year affect us. Starting in the spring, the Great Lakes shipping opens and iron ore from the Mesabi range and coal from Pennsylvania start moving. Soon we are dressing up the Chippewas and the Hiawathas for the summer tourist rush to the Northland. Before that ends, the wheat harvest is on. Then other farm produce, the fat cattle and hogs ship out. Meanwhile the regular shipments keep on: lumber, pipe, autos, machinery, oil, beer, stone, leather. All require different cars and methods of handling.

Yes, I'm certainly satisfied that I chose the railroad. There are many less satisfying jobs, and few with its magic.

Milwaukee Road Women's Club Membership

(as of Dec. 31, 1951)

CHAPTER	VOTING	CONTRIBUTING	TOTAL MEMBERSHIP
Aberdeen, S. D.	529	726	1,255
Alberton, Mont.	70	77	147
Austin, Minn.	112	156	268
Avery, Idaho	58	105	163
Beloit, Wis.	122	158	280
Bensenville, Ill.	74	159	233
Black Hills	89	96	185
Butte, Mont.	67	81	148
Channing, Mich.	100	74	174
Chicago-Fullerton Ave.	469	565	1,034
Chicago-Union Station	280	841	1,121
Council Bluffs, Ia.	82	136	218
Davenport, Ia.	80	174	254
Deer Lodge, Mont.	122	146	268
Des Moines, Ia.	103	120	223
Dubuque, Ia.	69	100	169
Green Bay, Wis.	132	156	288
Harlowton, Mont.	121	78	199
Iron Mountain, Mich.	66	85	151
Janesville, Wis.	201	251	452
Kansas City, Mo.	86	118	204
La Crosse, Wis.	146	283	429
Lewistown, Mont.	119	165	284
Madison, S. D.	55	75	130
Madison, Wis.	134	147	281
Malden, Wash.	70	81	151
Marion, Ia.	134	118	252
Marmarth, N. D.	44	51	95
Marquette, Ia.	165	201	366
Mason City, Ia.	162	177	339
Merrill, Wis.	37	29	66
Milbank, S. D.	67	118	185
Miles City, Mont.	257	294	551
Milwaukee, Wis.	342	1,207	1,549
Minneapolis, Minn.	221	788	1,009
Mitchell, S. D.	64	112	176
Mobridge, S. D.	154	124	278
Montevideo, Minn.	85	117	202
New Lisbon, Wis.	76	61	137
Othello, Wash.	63	137	200
Ottumwa, Ia.	244	366	610
Perry, Ia.	246	255	501
Portage, Wis.	118	168	286
St. Maries, Idaho	60	70	130
St. Paul, Minn.	111	312	423
Sanborn, Ia.	82	92	174
Savanna, Ill.	200	284	484
Seattle, Wash.	134	147	281
Sioux City, Ia.	232	304	536
Sioux Falls, S. D.	95	179	274
Sparta, Wis.	31	59	90
Spencer, Ia.	61	89	150
Spokane, Wash.	84	99	183
Tacoma, Wash.	151	393	544
Terre Haute, Ind.	172	164	336
Three Forks, Mont.	70	65	135
Tomah, Wis.	246	265	511
Wausau, Wis.	81	90	171
West Clinton, Ind.	88	133	221
Yankton, S. D.	41	49	90
Total Membership	7,974	12,270	20,244
Voting Membership, Gain—231. Contributing Membership, Loss—128. Total Gain—103.			

HOW TO MAKE FRIENDS BY TELEPHONE

when telephoning . . .

APOLOGIZE FOR MISTAKES

When you receive a wrong number, do you bang up the receiver or apologize to the other person for calling by mistake? It is equally courteous to be pleasant when someone calls you by mistake.



when telephoning . . .

WHO SHOULD END THE CALL?

Ordinarily, the person who originates the call ends the conversation. However, some business firms prefer to let the customer hang up first.

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



Truckers Withdrawing From Explosives Case

THE CAMPAIGN opened by 60 trucking concerns last fall to ease present regulations governing the carrying of explosives by truck appears to be dying for lack of conviction. Nine more trucking concerns recently told the Interstate Commerce Commission they were quitting the case.

The move has run into opposition from various organizations and industries, due to the threatened tragedy if trucks are permitted to move explosives on the highways. Groups which have opposed the move along with the railroads include the American Automobile Association and some of the railroad brotherhoods.

In all, about 25 of the original 60

trucking companies which filed the case have withdrawn. According to an article appearing recently in the *Wall Street Journal*, the truckers told the commission they were, in effect, "tired of the long-drawn out affair and didn't think their position justified a continued argument."

What's the Price of Venison and Pheasant?

A RIPLEY-TYPE story of deer stalking by rail was circulating all over the H&D Division last month. Certifying to it as gospel truth were Engineer John T. Kaisersatt, Madison, S. D., and the crew of an eastbound passenger train Feb. 9. The deer, they said, were first spotted between the rails about nine miles west

of Pipestone. Blasts from the whistle did not produce the expected result—instead of bolting, the frisky trio, all doe, broke into full flight down the track. The chase kept up for nearly a mile before they scampered onto the right of way.

At one time the train was so close upon the deer that Kaisersatt brought it to a stop for fear of hitting them. "I've chased jack rabbits many times," he said, "but this is my first experience chasing deer. Now I know that a young deer can run just about 25 miles an hour on the ties."

The crew who backed up Kaisersatt's tale of the doe-chasing passenger train were Conductor D. F. O'Mara and Brakeman R. H. Berg, both of Austin, and Brakeman Bill Malone of Jackson.

And if they live to be a hundred, they will never forget it. Freight No. 219 had pulled into the Hiawatha Avenue yards in Minneapolis Feb. 21 after an icy run from Aberdeen, S. D. A party of workmen started steaming the snow off and were half way through the operation when there was a flurried protest from the cab. Poking his head out of the window was a big fat pheasant rooster!

Open Hearings on Unemployment Insurance

HEARINGS opened Mar. 3 in the House Interstate Foreign Commerce Committee and on Mar. 4 before the Senate Labor Committee on identical bills designed to increase unemployment and sickness payments under the Railroad Unemployment Insurance Act about 45 to 50 per cent. The bills are sponsored by labor organizations.

Current unemployment payments range from \$1.75 a day for earnings of \$150 to \$199.99, to \$5.00 a day on earnings of \$2,500 and over in a base year. The bill now under consideration would increase daily payments from \$3.00 for those receiving compensation of from \$300 to \$479.99 a base year to \$7.50 per day when compensation is \$3,500 or over. As in the case of the present law, all would be paid by the railway companies; none by the employe.

We come into this world crying while all around us are smiling. May we so live that we go out of this world smiling while everybody around us is weeping.—*Peruvian Proverb*

appointments

Office of President

K. W. Cunningham, in addition to his other duties, is appointed chief of the pass bureau, succeeding E. A. Witt who retired Jan. 31. All requests for passes and correspondence in connection therewith should be addressed to him at Room 826 Union Station, Chicago, Ill.

Finance and Accounting Department

Effective Feb. 1, 1952:

F. W. Lippert is appointed assistant to comptroller. Mr. Lippert started with the Road in 1911 in the accounting department and served in various positions until 1922 when he was employed by the U. S. Railroad Administration. Subsequently he was with the I.C.C. and also with the Republic Coal Co. He re-entered Milwaukee Road Service in 1925 and was appointed tax accountant in 1934 and assistant general accountant in 1943. He has been general accountant since 1945.



F. W. Lippert

J. T. Martin

J. T. Martin is appointed general accountant. Starting his Milwaukee Road service in 1926, Mr. Martin held various positions in the office of the auditor of expenditure until 1946 when he was appointed traveling accountant. He transferred to the office of vice president and comptroller as special accountant in 1948 and was promoted to assistant general accountant in 1949.

Engineering Department

Effective Mar. 1, 1952:

R. W. Middleton is appointed division engineer of the Rocky Mountain Division with headquarters at Butte, Mont., succeeding W. E. Ring, retired. Mr. Middleton has been with the Road since 1940, following his graduation from Purdue University. He was in military

service from 1942 to 1946. He has since served as assistant division engineer at Aberdeen, S. D., as assistant engineer in Chicago, and as division



R. W. Middleton

H. E. Hurst

engineer at Terre Haute and Miles City.

H. E. Hurst is appointed division engineer of the Trans-Missouri Division with headquarters at Miles City, Mont., replacing Mr. Middleton. Mr. Hurst, a graduate of the University of Washington, started with the Road in 1938 and served as rodman and instrument man until he entered the Army in 1941. He has since served as assistant engineer at Spokane and assistant division engineer at Terre Haute. Most recently he was assistant engineer-construction on the Air Line Yard project in Milwaukee.

Traffic Department

Effective Feb. 16, 1952:

R. B. Birchard is appointed assistant general agent, Chicago, succeeding G. F. Quinlan, promoted. A native of Milwaukee, Mr. Birchard started with the railroad there in 1922. He has held various traffic department positions including those of chief clerk to assistant general freight agent and traveling freight and passenger agent with headquarters in Mason City. He has been city freight agent in Milwaukee since July, 1951.



R. B. Birchard

W. G. Lacey

Effective Mar. 1, 1952:

W. G. Lacey is appointed general agent, Detroit, Mich., succeeding E. D. Schafer, resigned. Mr. Lacey has been general agent in Indianapolis since 1946. He started with the Road in Minneapolis in 1920 and subsequently was city freight agent in San Francisco and traveling freight agent with headquarters in Cincinnati.

S. P. Elmslie is appointed general agent, Indianapolis, succeeding W. G. Lacey, promoted. Starting with the Road in 1923 in Duluth, Mr. Elmslie became city freight agent there in 1925. He has been traveling freight agent with headquarters in Detroit, city freight agent at Minneapolis, and most recently traveling freight agent with headquarters in Minneapolis.



S. P. Elmslie

I. P. Gran

I. P. Gran is appointed traveling freight agent with headquarters at Minneapolis, succeeding S. P. Elmslie, promoted. Mr. Gran entered Milwaukee Road service in the operating department at La Crosse, Wis., in 1937. Transferring to the traffic department in 1944, he has been senior city freight agent in Minneapolis since 1948.

W. H. Wire is appointed city freight agent at Minneapolis. Mr. Wire started his railroad service in Minneapolis in 1946. Since May, 1951, he has been chief clerk in the freight traffic department in St. Paul.

G. E. Baker is appointed city freight agent at Minneapolis. Mr. Baker has been with the Road since 1936, starting in the traffic department in Minneapolis. He was city freight agent at St. Paul from August, 1944 to September, 1950, since when he has been chief clerk to general north western freight agent.

C. C. Strauch is appointed city freight agent at Milwaukee. Mr. Strauch joined the Milwaukee Road force in



C. C. Strauch



W. H. Wire

1945 as chief clerk in the traffic department in Davenport. He has been traffic representative there since August, 1951.

H. R. Meek is appointed city freight agent at San Francisco. Mr. Meek's previous Milwaukee Road service has been at Terre Haute. He started in the engineering department in 1941 and transferred to the traffic department in 1948. He was appointed chief clerk of the department in August, 1951.

After the first of January, 1952, benefit payments to retired railway employees under the Railroad Retirement Act will total \$736,000,000 a year. Such benefits in 1951 were at the rate of \$636,000,000 a year.

PUBLIC RELATIONS is the letter you don't write when you're mad and the nice letter you write the next day after you've regained your sense of humor.

Retirement Dinner Honors W. E. Ring

Head table group. From left: S. Lee, retired roadmaster; H. Beers, retired instrumentman; R. W. Middleton, successor to Mr. Ring; Assistant Division Engineer N. C. Sullivan; Division Engineer W. E. Ring; Superintendent A. C. Kohlhase; A. Jersey, retired roadmaster.



FIFTY Milwaukee Road people and other friends of W. E. Ring, division engineer of the Rocky Mountain Division, paid him the tribute of a testimonial dinner on Feb. 21, the occasion being his retirement, which became effective Feb. 29. The affair, held at Lloyd's Cafe in Butte, Mont., brought together a good representation of division supervisors and retired associates of the honored guest.

Mr. Ring entered the employ of the Road in June, 1913, as an instrumentman on the old Northern Montana Division at Lewistown. He served in various positions and was assistant engineer in the valuation department at Minneapolis when he left for military service during

World War I. Following his return from France, he was made assistant engineer of the maintenance of way at Butte and Lewistown. In July, 1925, he became division engineer of the old Northern Montana Division at Lewistown and subsequently was division engineer at Miles City and Aberdeen, S. D. He had held the position of division engineer on the Rocky Mountain since Nov. 1, 1942.

During his 39 years of service Mr. Ring earned the reputation of being one of the best maintenance men on the railroad. He and his family will make their home in Butte among their many friends.

retirements

The following employees' applications for retirement were recorded during February, 1952

CHICAGO GENERAL OFFICES

- LAHEY, JOSEPH F.
Divn. Frt. AgentChicago, Ill.
- MEYER, HARRY H.
ClerkChicago, Ill.
- MOSS, JOHN W.
Tel. Oper.Chicago, Ill.
- SHENK, ABRAHAM H.
TelegrapherChicago, Ill.
- WITT, EDWARD A.
Chief ClerkChicago, Ill.

CHICAGO TERMINALS

- ANTOS, JOHN J.
CarmanChicago, Ill.
- BARTKOWICZ, JOHN W.
Mill ManChicago, Ill.
- BROWN, HARRY P.
Rate ClerkGalewood, Ill.
- BURAK, JACOB M.
Snow Gang LaborerChicago, Ill.

- BURSON, JOHN E.
CrossingmanChicago, Ill.
- CANNON, WILLIAM B.
SwitchmanChicago, Ill.
- DELEO, MERCURIO M.
LaborerChicago, Ill.
- GROBE, WILLIAM
CarmanBensenville, Ill.
- KEIDEL, HARRY C.
Mach. Oper.Chicago, Ill.
- KILIAN, JOHN
Car InspectorGalewood, Ill.
- MATUSEK, LOUIS
Sec. LaborerChicago, Ill.
- PIEKARZ, STANLEY
CarmanChicago, Ill.
- SILKOWSKI, BRUNO
Tractor Oper.Galewood, Ill.
- THIELEN, GUSTAVE E.
CallerChicago, Ill.
- WIND, FRANK C.
Yard ClerkChicago, Ill.
- ZARRAS, SAM
LaborerBensenville, Ill.

COAST DIVISION

- ALTVATER, CLARENCE A.
Agent-Oper.Cusick, Wash.
- BREITENGROSS, REINHARDT
Agent-OperatorLind, Wash.
- DOTEN, FRED G.
Loco. EngineerTacoma, Wash.
- HENSLEY, GROVER C.
Car InspectorTacoma, Wash.
- JACOBSON, CARL H.
Loco. EngineerTacoma, Wash.
- LOVELL, CHARLES G.
Asst. Elect. Engr.Seattle, Wash.
- LUTTER, ERIK
CarmanTacoma, Wash.
- MCDONOUGH, JOHN
Loco. CarpenterTacoma, Wash.
- MILLER, FRIEDRICH
Car InspectorTacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

- CARRER, WAYNE H.
Sec. LaborerOsgood, Mo.
- CARTER, FRANK C.
Mach. HelperSavanna, Ill.
- FISHER, CHARLES H.
Sec. LaborerOttumwa, Iowa
- HANSON, THOMAS W.
Crossing TowermanDubuque, Iowa
- KINDELL, JOHN P.
Loco. EngineerSavanna, Ill.
- KUSCH, HARRY W.
LaborerDubuque, Iowa



LUND, SOREN C.
Machinist Savanna, Ill.
ZARWELL, HENRY P.
Sec. Laborer New Albin, Iowa

HASTINGS & DAKOTA DIVISION

GAST, OTTO H.
Car Inspector Aberdeen, S. D.
HEWIT, LEW F.
Loco. Engineer Minneapolis, Minn.
MEIER, FRANK
Sec. Laborer Roscoe, S. D.
MEUWISSEN, PAUL
Pass. Conductor Minneapolis, Minn.
STIELOW, WALTER T.
Operator Summit, S. D.

IDAHO DIVISION

ELVERSON, ERNEST A.
Ex. Gang Laborer Spokane, Wash.

IOWA DIVISION

ANDERSON, JOSEPH R.
Switchman Clinton, Iowa
BEAN, FRANK W.
Agent Jamaica, Iowa
GRESWOLD, THOMAS S.
Operator Tama, Iowa
MCGILL, EDWARD H.
Switchman Co. Bluffs, Iowa
MULLEN, JAMES V.
Agent Madrid, Iowa
SIMMER, JOHN J.
Sec. Laborer Perry, Iowa
WESCOTT, CHARLES L.
Train Baggage man Marion, Iowa

IOWA & DAKOTA DIVISION

HOELTZNER, JOSEPH M.
Fireknocker Mitchell, S. D.
LARSON, EDWARD G.
Pass. Conductor Mason City, Iowa
REAGAN, JOHN A.
Conductor Sioux Falls, S. D.
ZABEL, REINHOLD A.
Sec. Laborer Sioux Falls, S. D.

IOWA & SOUTHERN MINNESOTA DIVISION

BELLING, HENRY F.
Coaler & Pumper Chandler, Minn.

SEWARD, MINNIE B.
Relief Agent Winfield, S. D.
SMITH, HERBERT E.
Sec. Foreman Adams, Minn.
SMITH, WILLIAM R.
Conductor Austin, Minn.
THOMPSON, HARVEY H.
Boilermaker Helper Austin, Minn.

LA CROSSE & RIVER DIVISION

GRUNKE, WILLIAM C.
Switchman Portage, Wis.
MCKEEN, RALPH L.
Sec. Laborer Red Wing, Minn.
McLAUGHLIN, ROY F.
Loco. Engineer Watertown, Wis.
PAPKE, WILLIAM E.
Loco. Fireman Milwaukee, Wis.
PAULUS, GODFREY F.
Crossingman Wausau, Wis.
UTKE, LOUIS W.
Laborer Tomah, Wis.
VAN WORMER, ERVAN R.
Conductor Wausau, Wis.
WEBER, HARRY J.
Trucker Portage, Wis.
WIDMARK, ADOLPH
Loco. Engineer Minneapolis, Minn.

MADISON DIVISION

RADITCH, ANDREW W.
Machinist Madison, Wis.

MILWAUKEE DIVISION

DUDKIEWICZ, HARRY
Hostler Helper Green Bay, Wis.
DUQUAINE, VICTOR D.
Sec. Laborer Crivitz, Wis.
EHR, JOHN M.
Loco. Engineer Horicon, Wis.
MUNTNER, JOHN M.
Conductor Milwaukee, Wis.
OLSON, HANS A.
Loco. Fireman Green Bay, Wis.
SCHUMAKER, HAROLD P.
Sec. Laborer Hilbert, Wis.
ZIMMERMAN, ARTHUR J.
Conductor Mayville, Wis.

MILWAUKEE TERMINALS & SHOPS

ADAMECZ, JASPER J.
Carman Milwaukee, Wis.
ENGL, PHILLIP
Carman Milwaukee, Wis.
GELMAN, SAMUEL
Frt. Handler Milwaukee, Wis.
GORMLEY, JAMES H.
Mach. Helper Milwaukee, Wis.

KENNEY, JOSEPH E.
Machinist Milwaukee, Wis.
LOUGHRAN, THOMAS B.
Machinist Milwaukee, Wis.
MILLER, HARRY G.
Mech. Engineer Milwaukee, Wis.
PAADER, HUGO F.
Machinist Milwaukee, Wis.
PALEKOVICH, WILLIAM
Laborer Milwaukee, Wis.
SCHLITT, JOHN
Cabinet Maker Milwaukee, Wis.
ZALUSKI, FRANK
Carman Helper Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

RING, WILLIAM E.
Divn. Engineer Butte, Mont.
SAINT, CHARLES L.
Conductor Great Falls, Mont.

TRANS-MISSOURI DIVISION

GENCHOFF, PETE
Sec. Laborer Mobridge, S. D.
GRANGER, GEORGE W.
Brakeman Miles City, Mont.
TEATS, BURT A.
Machinist Miles City, Mont.

TWIN CITY TERMINALS

LEWIS, BEN L.
Switchman Minneapolis, Minn.
NELSON, ALFRED
Stower Minneapolis, Minn.
NELSON, JOHN R.
Telegrapher Minneapolis, Minn.
POTACEK, JOSEPH
Boiler Worker St. Paul, Minn.
RYAN LAWRENCE A.
Switchman Minneapolis, Minn.

Speaking of government employes' taxes, the Washington Post says the Bureau of Internal Revenue has discovered about 4,000 federal workers in Washington are delinquent in paying their income taxes. Since only about 10 per cent of government workers are in Washington, one might assume that a total of about 40,000 federal employes owe back taxes. They have one advantage, though. Their pay checks can't be attached. Other people's can.

Railroad Hour Spring Schedule

IN THEIR 181st Railroad Hour program, the American railroads will present the charming musical romance "Sari". Margaret Truman, the President's daughter, will be featured along with singing star Gordon MacRae. The next shows on the spring schedule are:
Mar. 24—Kiss Me Kate with Patrice Munsel
Mar. 31—Countess Maritza with Blanche Thebom
Apr. 7—Roberta with Nadine Conner
Apr. 14—Rosalinda with Dorothy Warenskjold
Apr. 21—Erminie with Nell Tangeman
Apr. 28—The Pink Lady with Nadine Conner

the best SALAD DRESSING you ever ate!



When there's a salad to be fixed, Grandpa Huntsman knows his way around the kitchen. Here with his daughter, Mrs. Barbara McFall, and granddaughter Lynn, 4, at their home in La Grange, Ill.

NO MATTER how the rest of the world likes its salad dressing, R. H. Huntsman, cashier in the passenger traffic department in Chicago, will take his daughter's recipe for French dressing every time. Best he has ever eaten, he says.

Mr. Huntsman's contribution of this family recipe to readers of *The Milwaukee Road Magazine* is in response to our recent request for effective ways to stretch the food dollar. It makes a generous quart of dressing and costs considerably less than the commercial products. And the flavor! Well, Huntsman makes no claim to being a gourmet, but he does confess to a deft hand with salad dressing—the salads and drinks are his kitchen chores—and he vouches for it as a gustatory delight. The recipe is based on the now familiar canned tomato soup formula, but with undertones of seasoning not usually

found in a homemade dressing. Here it is:

Barbara (Huntsman) McFall's French Salad Dressing

- 1 cup vinegar
- 1 cup oil
- 1 cup sugar
- 1 can tomato soup
- 2 tablespoons dry mustard
- 2 tablespoons Worcestershire sauce
- salt and pepper to taste
- 4 cloves of garlic chopped fine

Shake well in a quart jar and chill. Makes approximately one quart of dressing.

Being a good fellow who does not want anyone to be cheated out of this unique taste thrill, Mr. Huntsman recently passed around mimeographed copies of the recipe to fellow employees in the Union Station. Along with it he advised users on the proportion of garlic ("There is no such thing as a little garlic."—O. O. McIntyre). "It's an

individual preference," he said. "If you don't like garlic, just leave it out. Or rub the salad bowl with a cut clove of garlic—Mrs. Huntsman does that."

There is no question about his own preference. It's garlic every time, along with a liberal toss of sliced onions in his salad greens. "Doubly delicious," he assures the timid. "You'd better try it."

How to Fold a Shirt

LAY the shirt, right side up, flat on the ironing board. Thumb crease the collar over the neckband seam. Button the collar button, the first button and every other button. Then with the left hand grasp the yoke about a thumb's distance away from the collar. Grasp the shirt tail with the right hand in a straight line from the position of the left hand. Pull taut, forming a fold.

Grasp the sleeve, put ends of the open cuff together and lay the sleeve straight along the fold. Fold the shirt under and repeat the process on the other side.

Place the right hand underneath the shirt tail where the sleeve cuffs lie. Put your left hand directly on top. Now turn the shirt completely over. The shirt tail will extend beyond the cuffs; fold it up over the cuffs and then fold the tail up to the yoke.

A pin at each side of the yoke will insure a neat fold, no matter how many times you have to move the shirt.

(By the G-E Consumers Institute)

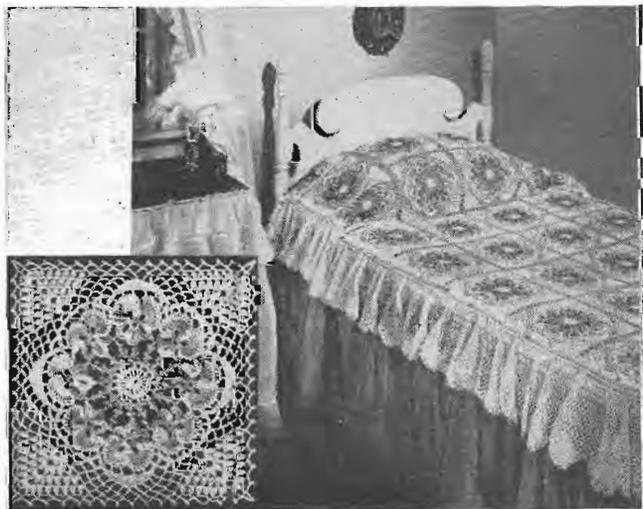
It's an Idea!

Here is a carpenter's trick that will help avoid splitting when you are nailing near the end of a thin board. Turn the nail over and blunt the point slightly, resting it on a hard object. According to *Better Homes & Gardens* magazine, the flat point tears its way through the wood, rather than pushing fibers aside and causing splitting.

Keep a couple of ice cubes handy when you press freshly laundered cottons or linens. To prevent wrinkles, ease a cube over dried-out spots to redampen them during the ironing.

Pansy Spread

CROCHETED pansies form a colorful ring of yellow, lavender and green for the center of each motif in this bedspread. The background and ruffle are cream-colored cotton. Directions may be had free from *The Milwaukee Road Magazine*, Room 356 Union Station, Chicago 6, Ill.



about people of the railroad

I & D Division

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

Switchman Harry M. Erwin and wife have returned from California where they visited their daughter, Mrs. A. B. Conwell, for seven weeks. Mr. Conwell is stationed with the Air Corps at Mather Field. While Mr. and Mrs. Erwin were there the Conwells presented them with a grandson who has been named Kim.

The joint passenger station at Sheldon, Ia., has been remodeled to include a new freight office and storage room. The station will now be known as Sheldon Jct. and will handle the freight business for The Milwaukee Road, as well as passenger accounts for the Milwaukee and the Omaha Railway. R. J. Coleman will remain at Sheldon Jct. as agent, and G. E. Kennedy and V. F. Kellar will be second and third trick operators, respectively. W. A. Peterson, former freight agent, is now agent at Parker, S. D., and B. H. Böhmer, former operator, has taken over the agency at Inwood, Ia.

H. M. Davis has been appointed operator at Spencer, Ia., while H. E. Browman is on a leave of absence.

Lloyd Kellar, clerk in the superintendent's office, has a new baby—a television set. Its one peculiarity is that it works better with the aerial on the ground rather than on the roof.

Margaret Nolerick has been appointed to the temporary position of roadmaster's clerk at Mason City while Juhl Salier is on leave of absence due to illness.

Looked like old times to see Carl Anderson and Bing Torpin walk into the office the same day recently.



PICTURE PERSONAGE. Charles Laughton, the famous motion picture star who is equally noted as a speaker, leaving Sioux City on the Midwest Hiawatha Jan. 18, bound for Chicago. He had just completed a speaking engagement before the Knife and Fork Club in Sioux City. Parlor Car Porter Thomas is in the background.

The Women's Club held a box social and square dance at Mason City Saturday evening, Feb. 9. Prize for best cakewalk was won by M. A. Bost and prize for the most attractive basket by Mrs. P. H. Geelhart. Percy Geelhart claims credit for designing the basket but admits that his wife deserves credit for everything that was in it. Members of the committee were Mr. and Mrs. P. J. Weiland, Mr. and Mrs. R. J. Kemp and Mr. and Mrs. D. W. Woodhouse. As goodwill chairman of the club, Rita Kemp says the whole affair was the result of one of her brainstorm.

SANBORN-RAPID CITY

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

Dispatcher Carl Anderson and family of Mitchell have returned from a little trip to Florida. Carl said he was just scouting around for a place to go for a vacation.

E. J. Dunn, brakeman at Mitchell, recently became the father of a baby girl.

Conductor H. W. Hopkins and family at this writing are vacationing at San Pedro, Calif. Also looking after some business interests at the same time.

L. R. Halverson, switchman at Mitchell, is in a Chicago hospital for treatment to his back. He is coming along nicely at this writing.

Mrs. O'Neil, mother of J. J. O'Neil, cashier at Rapid City, and Mabel, former clerk in the freight office at Mitchell, now of Chicago, is making her home with her son Jack at Rapid City.

Engineer C. L. Farris, Conductors Paul P. Smock and Tom McComish, all of Mitchell, and Claus Otten, section foreman at Lennox, are all retiring.

The Milwaukee Women's Club at Mitchell entertained the retired veterans at the Elks Club on Feb. 19 with a potluck supper. They had a very good turnout in spite of bad weather and had a nice program. Everybody enjoyed the visit with old friends.

Jake Erkes, formerly of Canton, is the new section foreman at Sheldon.

Car Foreman L. A. Lindemer, Mitchell, has been transferred to Minneapolis. Helge Larson of Madison is taking his place at Mitchell.

SECOND DISTRICT

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

Switchman John D. McQuiston, Sioux City, retired Feb. 1. He started with the Road Sept. 25, 1915 and had worked at Sioux City since that time. He plans to make his home in Oregon sometime this year.

Passenger Conductor LeRoy Wright has been seriously ill with virus pneumonia at his home. Also ill at his home in Sioux Falls at this writing is Train Baggage man, Harold P. Peters.

Mrs. R. Ratkweicz, wife of fireman, is ill in a Sioux City hospital at this writing.



A. Erickson

Al Erickson, lineman at Sioux City, retired recently from service. He started with the Road in the telegraph department at Milwaukee in 1907 and worked at Wabasha, Aberdeen and Mason City before coming to Sioux City in 1909. The employee in the passenger station had a farewell party for Al and presented him with a new reel for his fishing rod, for we expect that he and George Wean, retired roadmaster, will be giving the bullheads in the Sioux River a bad time, come spring.

Your correspondent had the pleasure of attending a very unusual open house at the home of Mr. and Mrs. L. A. (Gus) Cline in Sioux City—Mr. Cline is a former SC&D engineer, having retired in 1937 after 50 years of service with the Road. They were hosts to friends on Feb. 23 to celebrate their 70th wedding anniversary. Mr. Cline is past 90 and Mrs. Cline is 87. They were both able to receive their many friends and accept their congratulations. We were happy to see so many of the retired people there.

John A. Reagan, the oldest conductor on the division, retired Jan. 15 after 51 and a half years of service with the Road. His friends hope he will enjoy many years of good health and happiness.

I & S M Division

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

Paul R. Citurs, retired car department employe, passed away at his home Jan. 31. He had been retired since Sept. 18, 1946.

C. W. "Bill" Siegfried died Feb. 11. Bill retired from service in 1948.

Harry Wilson, Sr., retired agent-operator, passed away in St. Paul Feb. 13. Harry retired Oct. 28, 1938. A son, Harry, Jr., is a fireman on the I&SM First District.

Ray Hoffmann, chief carpenter's clerk, visited his daughter Rita at Ogden, Utah, over the Washington Birthday week-end.

Congratulations to Trainmaster and Mrs. J. T. DeYoung on the arrival of a daughter, Nancy Ann, Feb. 8.

Vern R. Blanchfield, Austin freight office, underwent surgery at St. Olaf Hospital, Austin, and returned home Feb. 26. Car Agent Dick Hogan at this writing is confined to Colonial Hospital, Rochester, undergoing treatment.

Frank Kovaleski, section foreman, Austin, returned Feb. 29 after spending the winter in Alabama. He reports having a wonderful winter down south and looks in very good health.

Two bowling teams from Austin have sent in their entries for the Hiawatha tournament to be held in LaCrosse Mar. 29. They are the

Milwaukee Austin and Lefty's Bar teams.

The Milwaukee Women's Club of Madison, S. D., met at the home of Mrs. Barney Morgan Feb. 12. Twenty five women were present. Mrs. A. P. Vogel presided over the business meeting, which was followed by a social hour. Refreshments were served by Mrs. H. J. Bennett, Mrs. Helge Larson and Mrs. Morgan.

Helge Larson, equipment maintainer, has been promoted to car foreman and transferred from Madison to Mitchell. He has already begun his new duties at Mitchell. Mrs. Larson and children will remain in Madison until housing can be found for them. Leonard Barry will succeed Mr. Larson at Madison.

Dispatcher N. O. Frizzell, has been transferred to Wausau, Wis. Mrs. Frizzell and son will remain in Madison until the end of the school term.

Robert Nangle, Jr., 13-year-old son of Bob Nangle, expressman, had the misfortune of breaking his arm when he fell on the ice Feb. 1.

A. B. Holter, former engineer at Madison, S. D., passed away Feb. 4 following a long illness. He was a member of the Locomotive Firemen and Engineers and retired from service Oct. 31, 1948.

Pfc. George Lucas, son of Section Foreman George Lucas, Madison, spent a 30-day leave at home.

Jack Morgan, former brakeman, has returned to Camp Richardson, Alaska, following a 30-day leave which he spent in Madison making the acquaintance of his four-month-old son and visiting his wife and parents, Mr. and Mrs. Barney Morgan. M/Sgt. Robert Martinson, son of Section Foreman Norvin Martinson, is also stationed at Camp Richardson.

Congratulations are in order for Mr. and Mrs. Donald Rath, (conductor) on the birth of a daughter Feb. 15.

Chief Carpenter L. M. Farley and Roadmaster A. P. Vogel called on Kenneth Vogel, B&B foreman, who recently underwent surgery at the Naeve Hospital at Albert Lea.

Carl Berg, retired chief dispatcher, was honored recently by Cyrus Chapter No. 26, Royal Arch Masons, with a 50-year membership certificate.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

Special Officer Harley Edmonds, at home at this writing after an operation, wants to thank his railroad friends for their good wishes and stacks and stacks of "get well" cards.

Our sympathy to the "Smoky" Merriman family. Mrs. Merriman passed away in February. She is survived by her husband, a retired Milwaukee Road man, two daughters who are Galewood telephone operators, and two sons, one a switchman and the other a yard clerk at Bensenville.

Engineer Henry Taubman and wife celebrated their 25th wedding anniversary Feb. 25.

Yard Clerk John Miller called to say "I'm a grandpa!" Daughter Jeanne Lola and hubby Elmer H. Barkmann became the parents of a boy, David Allen, Feb. 18 at the Oak Park

Hospital. He also came up with the news that his foster son, Corp. Thomas Karouski, was home on leave from Camp Carson, Colo., where he is an Army cook.

Our sympathy to John Duffy, Galewood rate and bill clerk who was formerly at Bensenville. John's wife passed away in February.

Glad to see Trainmaster Johnny Malvin back on the job after a knockout blow from that old virus bug.

Mrs. Robert Helton, wife of operator at Sturtevant, Wis., came home to our cold weather after six wonderful weeks in and

SLEEPING & DINING CAR DEPARTMENT

Marie Keys, Correspondent

Congratulations are extended to Porter Willie Fleming and to William Stuckrath upon the new arrivals in their respective families. Mr. Stuckrath is working as janitor while Jack Constanza is serving in the Army.

Ronald Clausen joined our ranks recently as file clerk. We regret he had the misfortune to be in an automobile accident since his employment, sustaining a fractured collar bone in four places.



HOLLANDERS OF DISTINCTION. The Netherlands ambassador to the United States, Dr. Jan H. Van Roijen, and Madam Van Roijen (right) arriving in Milwaukee Feb. 18 on No. 27 for the purpose of taking part in Milwaukee's "Netherlands Week". Greeting them are Edward T. Tal, Wisconsin representative of the Dutch Chamber of Commerce, and Mrs. Tal.

around Los Angeles.

Louis J. Cornille Jr., machinist in the steamhouse at the Bensenville roundhouse, is doing nicely after his recent accident and is able to have visitors in room 219 at Elmhurst Hospital. Louis is a brother of Yard Clerk George Cornille—they raise those huge pan-sies.

Clerk "Hi" Nelson spent his recent vacation in Arizona, visiting his brother.

Mrs. Claude Quinn, wife of Jay line conductor, has returned from Phoenix, Ariz., where she spent the winter.

Lee De Lacey, teletype man at Bensenville, has left us for a day job at Western Avenue.

"Deacon" Freeman is driving a brand new Henry J. to replace the one that burned around Christmastime.

Tom Moran, who is new to the railroad, has taken over the duties of night bill clerk.

A determined soul will do more with a rusty monkey wrench than a loafer will accomplish with all the tools in a machine shop.—Rupert Hughes.

Since Feb. 29 Harry Deal, dining car steward, though he has had but 16 years' service with our railroad, is among those who have sufficient railroad service and age requirements to retire. He will now have time to do the many things for which apparently there is not sufficient hours while regularly employed. We rejoice with him in his retirement.

Conductors T. J. Nolan and W. J. Snip, and Tony Heckle, assistant bar man in the commissary, had very enjoyable vacations during February.

Enos Baker, employed as a trucker in the laundry since Aug. 23, 1923, passed away Feb. 27 after a prolonged illness. His remains were taken to San Diego, Calif., by his wife and daughter.

J. Robert Norie announces his marriage on Feb. 26 to Mrs. Leslie Milton Esterday.

We regret to report the illness of the father of Porter R. L. Archie, Steward C. E. Iden and the mother of David Smith.

Sympathy is extended to Cook G. Treadwell upon the death of his brother, and to Cook William Carpenter upon the death of

his father.

We hope that good health will soon return to Porters W. A. Stewart and Price Collins.

GALEWOOD

Norma Gunderson, Correspondent

Irene Gonsior changed her name to Dumanowski on Feb. 2. The girls presented her with a satin bedspread, sheet and pillow cases as a wedding gift.

Bill Clerk Steve Hetman is the proud daddy of Donna Jean, born Feb. 1.

Sympathy is extended to Telephone Operators Helen Bitz and Edna Stone whose mother passed away Feb. 5, and to John J. Duffy, night bill clerk, whose wife passed away suddenly Feb. 16.

Harry Willison, assistant chief clerk, received his 50-year veteran's button Feb. 8.

Charlie Attwood, special officer, is back to work after an operation, very much streamlined.

Switchman W. I. Pounders is recuperating at West Suburban Hospital after his accident Feb. 11.

Otto Schulze, retired, of Spirit Lake, Wis., was in to visit the boys in the freight house Feb. 26.

Dick Stark of the yard department has a reason for that big smile, a son born Feb. 26.

Francis Mason, chief telephone operator, took a three-week trip to California.

George Rutter, assembler, returned to work March 3 after being off several months on account of disability.

Idaho Division

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

Oldtimers and former employes of the Spokane freight office would not recognize the place now that a clean-up job has been completed, including laying of a new floor. The boys at the car desk contend that is where most of the work is done because the floor was dented badly at that spot. A gate has been added at the end of the counter

and unless you know the pass word, you cannot enter. Also, the stairway was replaced.

The Spokane yard, with only two crews working now, had three of its six regular men in hospitals or laid up at home recently. Fred Hoover fractured his ankle by slipping on an icy spot and has not returned to work at this writing. John Stilz and Howard Gibford were in the same hospital and same room for treatment with the same ailment. Mr. Gibford has returned to work and Mr. Stilz hopes to be back on the job soon.

January 30 was a big day for Don Sharpe when his wife presented him with a baby girl, Patricia Kathleen.

W. T. O'Reilly had the misfortune of fracturing his hip at home and underwent an operation for setting of the bone.

Engineer Charles Mahoney passed away recently in a local hospital following an illness of several months. He had not worked since August. Mr. Mahoney started railroading with the Milwaukee in October, 1908 on the old Trans-Missouri Division and the following year came to the Idaho Division. He was a charter member of the Puget Sound Milwaukee Pioneers Club. His home was at Malden.

Brakeman Eugene M. Olsen was drafted into the armed forces Feb. 7. Since his employment in 1948 he has worked out of Malden, but Sandpoint, Idaho, is his home.

John H. Vassey, retired agent, 74, died at a hospital Feb. 9 following a long illness. The Vasseys had moved from Spokane to Ellensburg about two years ago. He is survived by his widow, Grace. Funeral services were held in Spokane. Mr. Vassey retired from the agency at Malden in October, 1944.

George Savidis, office engineer, has returned to work following a stay in the hospital and recuperation at home.

The Spokane Milwaukee Women's Club held a luncheon February 12 with 32 present. Mrs. L. J. Diezger served as hostess, assisted by Mrs. Harriet Ashton and Mrs. N. B. Jones.

Mrs. Blanche Allen was asked to serve as one of the judges for the annual baby contest

sponsored by the Daily Chronicle. She is known in Spokane for her Children's Hour programs of which she now has five groups. Programs are given for retarded and spastic children at the Veterans Hospital, as well as for other children who are interested in these varied programs of movies, musical acts and stories. Mrs. Allen says that the International Lions Club has asked for a monthly report of activities, and during February the attendance at all programs totaled 1,492. Mrs. Allen has the distinction of being one of two honorary members of the Lions Club in the United States, or any other country, as far as is known. Mrs. Adolph Carufel has been very helpful in these programs during the past year.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Agnes Horak of the traffic department was a delegate to the west coast conference of the Womens Traffic and Transportation Club in San Francisco Feb. 22 and 23. The conference was attended by delegates from the clubs at Los Angeles, Long Beach, San Francisco, Oakland, Portland, Tacoma and Seattle.

Sympathy is extended to Mrs. Julia Fields, telephone operator, on the death of her mother, Mrs. Mary Jane Tippet, at Seattle Feb. 5.

Word has been received of the birth of a baby girl to Lt. and Mrs. Kenneth Nelson at San Diego, Calif. Ken was chief clerk in the general agent's office, having been recalled to active service last Oct. 9.

Lorraine Hardman, former file clerk in the engineering department, has applied for pension under the Railroad Retirement Act, on account of physical disability.

John Guinotte, retired assistant engineer in the Seattle engineering department, suffered a cerebral hemorrhage Feb. 17 and at this writing is in a critical condition in Providence Hospital.

Douglas Carmichael recently returned to railroad service as city freight agent in the general agent's office, having been in the Marine's since October, 1950 as a commissioned major. Ewell King who held the position of city freight agent is now chief clerk, displacing Ivan Evans. Mr. Evans has transferred to the passenger department as reservation clerk.

Mary Jo Glosup, daughter of principal assistant engineer, who suffered a severe attack of polio in September, 1951, we are happy to report is now recovered to the point where she has resumed her usual activities.

Iowa Division

EAST END

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

Signal Maintainer O. W. McBride was called to Delta, Ohio, due to the death of his father on Feb. 13. He had been ill with pneumonia. His widow survives him; also two sons in addition to O. W., Walter who is a retired signal maintainer living in Slater, Ia., and Howard; and a daughter, Hazel Leatherman. Mr. McBride had celebrated his 89th birthday Feb. 9.

Mrs. George Price of Marion was a sur-

The Milwaukee Road Magazine



FOR FRIENDSHIP. Recent scene at Othello, Wash., as local Camp Fire Girls entertained members of The Milwaukee Road Women's Club and their friends. The majority of the girls are from Milwaukee Road families. Othello Chapter has sponsored the Chesk-A-May (Friendship) group since it was chartered last April. Members give a hand with activities such as fund raising programs, group guidance, and so on. They will take an active part in sponsoring the National Birthday Council Fire in Othello this month.

gical patient in a Cedar Rapids hospital in January.

Charles Morrow, assigned as section foreman at Hawkeye and who has been incapacitated for several years by ill health, died recently at Ludlow, Mo. He had worked for many years in the maintenance of way department on the old Kansas City Division. His widow survives him.

Chief Clerk G. R. Barnoske and wife toured Louisiana, Texas, Mississippi and other southeastern states while on vacation during February. Time Revisor W. E. Failor was acting chief during Mr. Barnoske's absence.

The meeting of committee No. 29 Waterproofing of the A.R.E.A. held at the organization's headquarters in Chicago Feb. 14 was attended by Assistant Engineer Robert J. Brueske, who serves on the committee. The annual convention of the A.R.E.A. in Chicago in March will be attended by Division Engineer R. A. Whiteford and Assistant Engineers S. C. Thomas, R. M. Lowe and R. J. Brueske.

Locomotive Engineer Edward Keating visited with the George Mulhollands in Fresno and with friends in Los Angeles during January, then made his annual trip to Hot Springs, Ark., in February.

Howard R. Zemanek, son of Electrician Robert Zemanek of Cedar Rapids, who is stationed with the Navy at Balboa, Canal Zone, has been transferred to the Navy reserve training center in Cedar Rapids for four months' temporary duty. He arrived home in February to take over his duties.

Mr. and Mrs. William Achey of Marion celebrated their 55th wedding anniversary Feb. 6. They have lived in Marion ever since their marriage at Bertram in 1897. Before his retirement in 1935 Mr. Achey was employed as an engine inspector.

Merwen Taylor, with Mrs. Taylor, was in Denver, Colo., for the Washington's Birthday week end as a guest of his sister Muriel and his brother Cliff, formerly of the division engineer's office in Marion.

J. P. Whalen, retired roadmaster, has at this writing been confined to Mercy Hospital in Cedar Rapids for several weeks. His condition is reported as being much improved.

Mr. and Mrs. Virgil B. Dvorak are the parents of a baby girl born Jan. 25. They have named her Berth Lynn. Virgil is statistician in the superintendent's office at Marion and Yours Truly is the proud grandfather.

Claire Buehling is working second trick at Cedar Rapids. Lyle Roadman has been working the swing job since James Houstman was called to military service.

The retirement of George Ireland at the beginning of the year marked the close of more than a half century of railroading for the popular Wyoming, Ia., agent. George was 21 when he started his apprenticeship at Anamosa, Ia., in 1898. He served as an extra in the Marion district and in 1900 was made agent at Langworthy. He was transferred from there to Wyoming in 1931. At both places he took an active interest in community affairs, serving at Langworthy as postmaster and at Wyoming as councilman, mayor and justice of the peace. At present he is convalescing from the results of a stroke which he suffered last year, but otherwise he is in good health. In his retirement he has the companionship of Mrs. Ireland with whom he celebrated 50 years of happy married life in 1950.

March, 1952



Scenes at the retirement party held at Savanna, Ill., Feb. 28 in honor of Chief Carpenter V. E. Engman. Seated at the speakers' table, from left: Superintendent E. G. Kiesele, Mr. Engman, Assistant Chief Engineer H. B. Christianson and Division Engineer W. E. Fuhr. Details are reported in the D&I Division news.



D & I Division

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

V. E. Engman, chief carpenter of the D&I Division since 1937, retired Mar. 1 after 45 years of loyal and efficient service. Mr. Engman started his railroad service as a carpenter helper and has been a chief carpenter for 34 years. He and Mrs. Engman have planned a vacation trip to California for the first weeks of his retirement, then will return to Savanna and move their household goods to Minneapolis where they plan to live. A dinner party was held in the Women's Club headquarters at Savanna Feb. 28 in honor of Mr. Engman, with 70 friends and fellow employes present. Superintendent Kiesele and Division Engineer Fuhr acted as toastmasters. Following the dinner, which was served by members of the Women's Club, talks were given by various persons present and Mr. Engman was presented with a gift, along with the best wishes of his many friends on the railroad. J. E. Collings has been appointed chief carpenter to succeed Mr. Engman.

The Martin Bardills of Terre Haute, formerly of Savanna, are receiving congratulations on the arrival of their second daughter, born Feb. 16 in Mercy Hospital, Du-
buque.

First District Engineer David U. Truninger and Mrs. Truninger attended the graduating exercises of their son David at De Paul University College of Law in Chicago Feb. 10. David was licensed to practice before the

Illinois Bar Nov. 19 and before the Federal Bar Nov. 20. Since that time he has been associated with the law firm of Deming, Jarrett & Mulfinger, Chicago.

George Clay, retired car department employe, passed away at the home of his daughter, Mrs. William Dunn, in Savanna Feb. 21. Mr. Clay entered the service of the railroad's car department Apr. 9, 1912 and retired Apr. 1, 1940. Surviving are three daughters and a son.

QUAD-CITIES AREA

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

We are sorry to report the death of Clell B. Moore and Roy E. White, switchmen at Nahant, both of whom were in ill health for a number of months. Also the death of Michael Behan who passed away recently at his home after a long illness. Mr. Behan, a retired carman, was 91 at the time of his death.

The new addition to the yard office building at Nahant is nearing completion at this writing. It will provide a locker room for the carmen, a record room for the yard office and wash room facilities.

Ernie Johnson, retired engineer, and wife are enjoying an extended vacation in Texas and California.

The rung of a ladder was never meant to rest upon, but only to hold a man's foot long enough to enable him to put the other somewhat higher.—Thomas Huxley.

Chicago General Offices

FREIGHT CLAIM DEPARTMENT
Palmer G. Lykken, Correspondent

We understand that Ruth Mathiesen is planning to move to Florida in the near future and is looking forward to the sunny weather the Florida Chamber of Commerce brags about.

Jim Ebeling is the proud owner of a new 1952 Dodge.

Eddie Knapp and wife have moved into their new home in Glenview, Ill. He used to live only a few blocks from work, but is

in Chicago.

Ann and Fred Kaechele had a very enjoyable vacation in Florida. Ann's niece tells the story of where she spent her time.

Marie Horatt returned to work recently after an extended illness. She is looking fine and feeling well.

Len Palla was mildly shocked one evening when he dropped by the company lot to pick up his 1949 Ford and found it had been liberated by some person or persons. He is presently occupied thoroughly examining every Ford he sees.

Warren Appel has received his "invitation" from his draft board.

who like to sing. Won't you lend your voice to the group? Rehearsals are held in the Women's Club room in the Union Station on Monday evenings at 5:30 P.M.

March 31 is the date of our next engagement at Myrtle Lodge, 4240 Irving Park Road.

CLAIM PREVENTION, REFRIGERATOR & MERCHANDISE SERVICE

A letter from H. Baird Tenney, instructor in the industrial management institutes of the University of Wisconsin, commended highly a talk made recently by C. R. Dougherty, assistant manager of CPR&MS. Substituting for W. L. Ennis who was attending a committee meeting in Cleveland, Mr. Dougherty handled a traffic management panel. "The comments of the men who attended," wrote Mr. Tenney, "gave him a very high rating based particularly on his thorough knowledge of the subject. The session was a constructive one, and I'm sure of benefit to the railroad."

PASSENGER TRAFFIC DEPARTMENT

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

When CPA Gene Hammer and Charlie Rank of Advertising made a trip out Omaha recently with the Chicago Passenger Club bowling league, they were served up a whacking sample of hospitality, Western style, courtesy of the Trans-Missouri Passenger Club. The occasion was a match game between the two leagues, the results being not too happy for Our Side. The high point, according to Charlie, was a tour through Boys Town. He was impressed with not only the physical layout (1,260 acres, 68 buildings, 700 boys), but with the principles of democratic living and self-reliance inculcated in these youths.

The long week end over Washington's Birthday saw our co-workers taking off in all directions. Don Piette and Art Newell of Advertising, with George Schwandt of the GPA office, took a triangular trip: Excelsior Springs on the Milwaukee Road, Kansas City, then up to Omaha on the Burlington, stopping long enough to take in the town, then back to the old stamping grounds. Art and George are comparatively new recruits to the railroad life; this was their first long trip on our line.

Over the same holiday Bob Bielfeldt and Bob Klose of Passenger Rate, along with some of their freight department friends, gave the Twin Cities a whirl. Despite predictions of three feet of snow and zero temperatures, the boys set out armed with copies of "The Minneapolis Visitor." They report that besides the usual tourist beat they took in the Builders Show and crowded in some Hennepin Avenue night life.

Art Dreutz, Jr., of the reservation bureau, is on the mend after a wicked spill from a ladder while washing the windows of the family residence. The fall resulted in a dislocated forearm. It will be another eight weeks, Art estimates, before the arm will be in bowling trim—his favorite sport.

All bridges used by railroads if placed end to end, would extend a distance of about 3,750 miles, or from New York to Los Angeles with about 500 miles to spare.



CONVENTION TRIP CONFERENCE. E. P. Schilling, district passenger agent at Philadelphia (center), completing arrangements with W. H. Patrick, Jr., chairman of the transportation committee of the United Lutheran Church of America (left), and Clifford MacMullen, passenger representative of the Pennsylvania Railroad in Philadelphia, for the transportation of approximately 225 delegates to the United Lutheran convention in Seattle Oct. 9-15. From Chicago, the eastern delegates will travel on the Olympian Hiawatha.

rapidly becoming used to the idea of falling out of bed one hour earlier.

Anthony Folk and wife enjoyed a two-week vacation in Bozeman, Mont.

Bud Bloethner, Herman Grell, Ed Knapp and Bob Hall have taken over the planning of the retirement party to be given in honor of our good friends Joe Martin and Andy Anderson on the eve of their retirement. The party is arranged for May 1. Additional details can be secured from Bud Bloethner.

Kay Marshall and Elaine Pedersen were welcomed into the Milwaukee family. Kay was married Feb. 16 to Petty Officer John Marshall at Epiphany Church, Chicago. John is stationed in Norfolk, Va.

Dick Abrams says "hello" from Florida and mentions that George Loderhose, retired freight claim agent, and wife have stopped in to visit him several times. George is staying at Nokomis, Fla. It certainly is nice to hear from our friends and to know that they are well.

Sympathy is extended to the family of Ralph Burton on the death of his father-in-law and to Howard Balow on the death of his mother-in-law.

Martin Huber has left the employ of the Road. She plans to take up a new position

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The program we presented under the auspices of the Fellowship Club of Endeavor Presbyterian Church on Feb. 20 had a most spontaneous audience. A special request was made for "Dry Bones", a spiritual, in which Phil MacDonald, George Dempsey and Ed Stoll handled the solo exclamations. Our thanks to Jim Olson, a former member of the bass section, who assisted in this program.

We are happy to report that Viola Neuschwander, soprano, and Robert Neuschwander, bass, both former members of the club, have renewed their affiliations.

John Slijepceovich brought his tape recorder and recorded several numbers during a recent rehearsal. Besides being entertained, we benefited by noting where improvements might be made.

Little Constance, daughter of Marcy Cianci of the soprano section, accompanied her to rehearsal on Feb. 25. A charming future mascot is in prospect.

Our spring membership drive is in progress. The club is open to employees and members of their families in the Chicago area



Old reliable

Fine, tempered and true, the old straight razor was handed down from father to son. So it was with all fine things, including the rare enjoyment of a Dutch Masters Cigar. Now, as then, the fragrant aroma and rare mildness of this fine cigar is one thing the man in the family can always rely on.

Dutch Masters Cigars

2 for 25¢ and up



ENGINEERING DEPARTMENT H. E. Datisman, Correspondent

Bruce Mitchell, Magazine correspondent for this office and contributor of part of the news below, left the Road Feb. 29 to work for the Chicago South Shore & South Bend Railroad at Michigan City. He will be associated with another former Milwaukee Road man, L. F. Pohl, who is now office engineer for the South Shore. Bruce came to the engineering department in 1948 from the industrial department where he had been employed since 1945. Prior to that time he had been with the C&NW and the Chicago Tribune.

Joe Kirchen, who was called back into military service in December, 1950, is due to be released from the Army. He is in need of a place to live on his return to Chicago on or about May 1 and will appreciate hearing from anyone who knows where he can get an apartment for himself, his wife and little Joe. Mail will reach him at the Engineer School, Department of Topography, Fort Belvoir, Va., or addressed to Lt. J. G. Kirchen, 207 Lynnwood Street, Apartment 204, Alexandria, Va.

W. G. Powrie, chief engineer, recently received a letter from P. G. Savidis, retired office engineer, sent from Orlando, Florida, where he is sojourning with Mrs. Savidis.

After an enjoyable Christmas season with their daughter in Massachusetts, Mr. and Mrs. Savidis traveled down the east coast and arrived in the "Fountain of Youth" country the first part of January. P. G. plans to loaf, fish and travel around Florida until such time as he can find a suitable home for the Mrs. and himself. He'll have to change his driving habits, as he's quite a speed demon and he says the speed laws in Florida are strictly enforced. P. G. wishes to be remembered to his friends.

C. L. Waterbury, assistant engineer in B. J. Ornburn's office, had a letter from R. W. (Rudy) Johnson, retired assistant engineer, formerly of E. E. Burch's office. Rudy writes from Yuma, Arizona, the locale of "El Rancho Johnson," which must be a garden spot. He tells of the trees and vegetables growing in this lush spot (two crops a year); also about the irrigation projects in the vicinity and the benefits derived from the water being diverted to the desert region which will transform the arid area into a veritable Garden of Eden. Rudy, his wife and family are all fine and he sends regards to his friends back here. He would like to hear from some of you folks.

Welcome to Edward J. Miglio, new in the office of H. B. Christianson, assistant chief

engineer-system, who came to us Feb. 4 from the Universal Oil Products Co., Riverside, Ill. Ed received his B. E. in 1948 from the John Marshall College in Chicago. He also has joined the F.O.P.P. (Fraternity of Proud Papas)—a boy, Edward Joseph, was born to his Mrs. on Jan. 16.

Not to be outdone by anyone, John (Bing) L. Kampwirth, squad boss in E. E. Burch's office, announces another son, Donald Joseph. This is his fifth boy. Must be getting difficult to find names by now.

The list of home owners in this department is growing by leaps and bounds. Frank Fuller of K. E. Hornung's office recently purchased a home at Libertyville. He expects to take possession April 1. And now comes word that Ralph D. Claborn, of W. G. Powrie's office, has purchased a new ranch-type home in Elgin, Ill. Mr. and Mrs. Claborn and son Timmie will have moved in by the time this gets to press.

N. E. Smith, assistant engineer in B. J. Ornburn's office, leaves us to take over new duties with K. L. Clark, principal assistant engineer at Milwaukee.

Sando Monteon, instrumentman in H. B. Christianson's office, has been transferred to the division engineer's office at Mason City. Sando is probably better known to those on

line as the "manhour man."

Holger Johnson, assistant engineer in Mr. Ornburn's office, and family enjoyed two days of winter sports at Iron Mountain, Mich., the weekend of Washington's Birthday. The trip on the Chippewa-Hiawatha was relaxing for mom and pop and eventful for the kiddies. The Johnson family are all accomplished skiers. Holger, in his school days, competed in this sport in Sweden.

AUDITOR OF EXPENDITURES OFFICE

Betty Melnikoff, Correspondent

The stork left a baby boy at the home of Cora Kissiel, formerly of the track timekeeping bureau, Feb. 18. The baby was named George.

Barbara Kennelly, formerly of the accounts receivable and material bureau, was married Jan. 30.

Paying a visit to our office recently was Margaret Gable, formerly of the typing bureau, and Oscar Leinberger who was formerly office boy and is now in the armed service.

Sixty four members of the Women's Club attended the Feb. 19 meeting. Movies of the railroad and civil defense were shown. An afghan will be auctioned, the proceeds to be used to decorate the club rooms with drapes and other improvements.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Mary Shank, who has been on leave because of illness since Jan. 3, extends her appreciation for cards and gifts received.

Edward Hopke, our night messenger, resigned as of Feb. 29.

Sympathy was extended to Catherine and

Joan Madl in the loss of their father on Feb. 3.

Margaret Bradon, formerly with the C.G. W., joined the Milwaukee Road family in our office on Feb. 18.

Announcement was received that Mrs. Agnes Howard Ryan, former secretary in our office, passed away Feb. 17.

After many weeks of illness we are pleased to report the return of Helen Retzke, Mamie Dahlman and Irven Steger.

Rose Erwin, at this writing, has been confined in a hospital since Feb. 1.

Helen Thompson has been on leave of absence since Feb. 18 on account of illness in her family.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Betty Juke and Ralph Thielman were married Feb. 9. Betty's husband was home on a 30-day leave. They will make their home in Wisconsin after his discharge from military service.

Among those who are ill at this writing: Dorothy Sedlack with an acute infection; Emily Trezek with flu and strep throat; Tony Naatz had lobar pneumonia; Harriet Rosselit and Rose Finnell recuperating from operations; Susanne Manasian on a three-month leave, due to ill health.

We welcome back Roy Tiedje who because of ill health has been on a furlough; also Juanita Chambers who was home with a broken wrist.

Among our early vacationists is Florence Brociek who visited her husband at Camp Pickett in Virginia. Marilyn Scholle spent her vacation redecorating her home preparatory to a 25th wedding anniversary party for her parents. Peggy Rosenthal played nurse



FLORIDA HOLIDAY. Mary Heslick, telephone operator at the Galewood freight yard in Chicago (right), taking an early February vacation in Florida. Here stopping at Fort Lauderdale for a visit with a friend, Mrs. J. Vodicka.

for her convalescing husband who was recently discharged from Hines Hospital.

Mary Jean Hefner has been transferred to the Union Station.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Catherine Hauptert of the central station accounting bureau and John Brode said "I do" at St. Monica's Church Feb. 23. They honeymooned in New Orleans.

Wedding bells rang for James J. Sides, claim checker, and Rose Ann Clemnza on Feb. 24 at St. Bartholomew's Church. The newlyweds spent their honeymoon in Miami Beach.

Pvt. J. J. Canty of the Marines visited us recently while home on furlough.

Jack Jennings of the suspense bureau is confined to St. Joseph's Hospital at this writing.

New members of our staff are Joe Beauvais, claim checker, Wayne Neff, central station accounting, John P. Brower, traveling claim adjuster, and Thomas Hart, record room force.

Traveling Auditor F. G. Herrick and wife are vacationing in California at this writing.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

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

Signal Supervisor Herb Dunn decided he had enough snow and ice for a while and recently spent a month in Miami Beach, Fla.,

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visiting relatives, with a side trip to Havana, Cuba.

After having spent a good many years successfully selling Safety to the Twin City Terminal employes, Matt Medinger, retired safety engineer, is trying out his salesmanship on Ford automobiles.

Labor Agent Charlie Ryan is confined to Northwestern Hospital with a broken leg, having been struck by an automobile recently.

District Safety Engineer Frank Washburn spent the week of Mar. 3 to 7 in the hand brake instruction car at South Minneapolis for the purpose of instructing our yardmen, both the new men and the old timers, in the practice of safety.

Assistant Engineer Don Nelson is the man to consult for advice on how to take long automobile trips with small children. Don recently returned from Yuma, Ariz., where he, Mrs. Nelson, and sons Donny and Kenny visited with relatives. He says that the weather was wonderful, and a good time was had by all, but kids two years and seven months old respectively are a little too young for that much of a trip. He sent his family home by train and drove back alone.

M&B Sorter L. A. Paulson is vacationing with his wife and family in San Diego, Calif., at this writing.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Mr. and Mrs. Herb Kassin and daughter are vacationing with relatives near Los Angeles at this writing.

Bachelor Elmer Holte of the Minneapolis light repair was married to Miss Rhoda Anderson at Bethany Lutheran Church, Minneapolis, Saturday evening, Feb. 23.

Carman Helper Apprentice Thaddeus Krawczynski and wife are rejoicing over the birth of a son Feb. 22. Carman Helper Walter Kawulak and the Mrs. also report a baby boy born to them Feb. 20. Mr. and Mrs. Warren Velenchenko (Helen Velenchenko of schedule car shop) have a baby boy who arrived Feb. 7.

Sympathy is extended to Mrs. Mary Troyer (nee Schmitz) in the loss of her mother who passed away recently at Sioux City.

Welcome to Mrs. Edna Bowers, formerly clerk in the store department, who returned permanently on Feb. 1 following the resignation of Mrs. Winnifred McCarthy.

Assistant Master Mechanic Brossard recently enjoyed a visit from his three-month-old grand-daughter. He declares she is a doll.

Foreman J. J. Mintz has returned from a California vacation with a nice coat of tan.

District Diesel Supervisor Emil Baeyen is recuperating after surgery and a sojourn in a hospital.

Machinist George Schultz has returned to his job after an operation.

Stenographer Nell Hiddleston is gaining nicely following her illness and hopes to return to work soon.

Machinist Ed Wandberg is the latest recipient of a "gold" 50-year pass.

Joseph Tritz, of the locomotive department, retired Feb. 1 following 43 years of service with the Milwaukee.

Sympathy is extended to survivors of the deceased Boilermaker Foreman Walter Nichols, locomotive department, and Laborer Edward M. Winkler.

Former Car Inspector Edward E. Ekelund of the car department, passed away Feb. 20 following heart attack. Ed had received his 50-year "gold" pass last year and was planning to take his vacation at Tucumcari, N. M., soon. He had worked on Feb. 15.

Welcome to George L. Wood, Jr., and family (from Sioux Falls), transferred to the schedule car shop as wrecker foreman Feb. 1. Also to Loren A. Lindemer and family (formerly at Mitchell), transferred to Minneapolis shops as assistant foreman.

Leonard J. Barry of the St. Paul repair track was appointed equipment maintainer at Madison, S. D. Helge Larson was transferred to Mitchell as car foreman. J. Glenn Kasak succeeds Mr. Wood at Sioux Falls. Edward L. Erickson succeeds A. J. Demmers as shop foreman at Minneapolis.

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

We have had our new general agent, G. F. Quinlan, for almost a month now, and have decided that Mr. Beem's office in Chicago really suffered a loss when Mr. "Q" was promoted from there to here.

Another change was scheduled to take place on Mar. 1. Our chief clerk, Bill Wire, will get out from behind his desk and do a little walking as city freight agent in Minneapolis.

Our livestock agent, Frank Arndt, has been enjoying (?) an enforced vacation in the hospital since Feb. 6. According to his doctor, Frank should rejoin us around the middle of March.

We received a long and interesting letter from our former co-worker, Maj. John Maher. When he left the United States in November, his destination and home for two

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years was supposedly Tokyo, but after two days there he was "diverted" to Korea, where he is commanding officer of a group of pilots. His inspiration to write us was seeing a little engine, complete with our "Hiawatha" insignia, chugging across the scenery. We do get around, don't we?

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
 Agent's Office

Don Hessburg and George Keenan spent their vacation together in New Orleans and took in the Mardi gras.

Mrs. Pauline Seiler and her husband left recently for their annual trip to Phoenix, Ariz., and points west.

Florence McCauley, retired, was the guest of honor at a luncheon at Charlie's Cafe Exceptionale Feb. 16. She leaves Mar. 10 to spend the balance of the winter in California.

"Katie" Beringer's father reports that she writes she will be married in June. Her husband-to-be is an Englishman she met while he also was stationed in Ethiopia in the English foreign service.

ENGINEERS, FIREMEN AND SWITCHMEN

Donald E. Kurtz, Correspondent
 c/o South Minneapolis Roundhouse

Sympathy is extended to the relatives of Oscar Ladwig, Minneapolis yard and L&R Division engineer, who passed away suddenly Feb. 12. He was the brother of L&R Division Passenger Engineer Al Ladwig.

Clarence Sutton, L&R Division engineer, has returned from a three-week vacation in Florida. He is contemplating building a home there for his retirement days.

The friends of Conductor Art Swanson and Switchman George Danicich, both of Minneapolis yard, were saddened to learn of their deaths and extend sympathy to their survivors.

L&R Division Engineer Ed Nelson and his wife spent their recent vacation in Florida.

Minneapolis yard and H&D Division Engineer Dillie McGuire and his wife have returned from a California vacation.

Harvey Pitts, L&R Division passenger engineer, completed his last run Feb. 28 after 46 years of continuous service. He and his wife will live in Concord, Calif.

Minneapolis Yard Fireman Howard Kurtz, who recently was inducted into the armed service, was granted an emergency furlough due to the death of his two year-old-son Larry.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
 Sibley St. Freight House

Switchman Frank Boucher passed away suddenly Jan. 21.

Not many years ago George Quinlan was a clerk in this office. Today he holds the position of general agent at St. Paul. He succeeded Roy Burns who passed away recently. George was formerly assistant general agent in Chicago.

Several changes in this office, as follows: Elsie Monheim now in the cashier's office; Harry Carr now switching clerk; and Bill Burfiend, demurrage clerk.

My son, Capt. Dudley Rothmund, was transferred recently from Tokyo, Japan, to Seoul, Korea.

Bob Medinger, recently appointed chief clerk to General Agent Homes at Denver, was a visitor here recently while completing arrangements for his move from this office to the mile-high city.

Terre Haute Division

WEST CLINTON AREA

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

Warren Hutson, former yard clerk, was on a recent furlough from service in California. Brakeman William Scott Jr., son of Engineer William Scott, entered the Army during February.

A card from Agent Homer Snow of Sioux City, Ia., says he saw C. H. Averitt's name in a recent issue of the Magazine. We are glad Mr. Snow located his friend in this manner.

Conductor Jay Kindred was quite ill during February.

Crane Operator William Miller of Chicago was here in February on a work assignment between West Clinton and Faithorn.

Mrs. R. T. Davis, wife of our yardmaster, is home from an Illinois hospital and her friends will be glad to hear she is regaining her health.

Store Department Chauffeur Ben Douglas is convalescing at his home at this writing, after several weeks in the hospital.

A valentine was received at the home of Conductor J. L. Maloney Feb. 14 in the form of a baby girl. They have named her Sherrie Ellen.

George Garrard, retired roundhouse employe, and wife returned Feb. 15 from several weeks' visit in California.

Yardmaster Cyrus Bodle and wife were on vacation in February. They did not go to Florida as planned, but enjoyed rain, snow

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and ice right here. They acquired a new Plymouth before he came back to work.

General Yardmaster R. T. Davis was on vacation in February but was obliged to spend part of it in the hospital getting a check-up.



Corp. E. E. Maxwell

Corp. E. E. Maxwell, formerly of the Bedford freight house force, is now stationed in Germany. He was promoted to corporal last October. Corporal Maxwell is married and has one child. (Thanks to Clerk W. C. Bahr, Bedford, for this news.)

Corp. Jack L. Moody, son of Earl Moody, chef of the Terre Haute Division business car, is now stationed at Fort Knox as a gunner instructor. While with a cavalry division on the Manchurian border he was seriously wounded in November, 1950. Taken to Japan for treatment, he was later sent back to Korea. He is now home after an exciting year in action.

George F. Lundwall, retired clerk, and wife are spending the winter in the Florida sunshine. He was formerly a yardmaster at West Clinton.

Richard Hale, son of Car Inspector Elza Hale, was recently on a month's furlough from the Korean front.

Sympathy is extended to Engineer Carl Van Meter in the death of Mrs. Van Meter Jan. 29. Burial was in Roselawn near Terre Haute.

Sectionman William Cartright took a week end plane ride to New Orleans Feb. 8. It's a small world, says Bill.

Homer McMillian, retired carman, was in the Paris, Ill., hospital for treatment during February.

Carman George Bain Jr. and wife are the parents of a son born in the Paris hospital Feb. 13. George Bain Sr., retired conductor, and Carman Henry Mindemann are the proud grandfathers.

Operator W. R. Ramey of Humrick is in a Danville, Ill., hospital at this writing.

Charles L. Francis, retired carman, died at his home in Terre Haute Feb. 5. He was the father of Malcolm Francis, West Clinton carman.

We extend sympathy to Clerk Bruce Blaker in the death of his mother in February.

TERRE HAUTE DISTRICT

T. I. Colwell, Correspondent

Superintendent's Office, Terre Haute

Sympathy is extended to the family of Ted Pearce, stores department, who passed away Feb. 10.

Our sympathy also to Clerk Betty Foradori and other members of the VanLeer family in the death of her father Feb. 4.

Mrs. Edward Bevington, wife of dispatcher, was in Methodist Hospital, Indianapolis, in February for an eye operation.

Congratulations to Division Engineer M. L. Bardill and Mrs. Bardill who were presented with a new baby daughter, Sarah, on Feb. 16.

William E. Boyd, son of our agent at Terre Haute, who has been in the neighborhood of Korea since June as a lieutenant j. g.

on a U.S. destroyer, was returned to the States in January and he and Mrs. Boyd came to Terre Haute in February for a visit with his parents. They have since returned to California where he will take a short course in electronics, after which he will again go overseas.

Duffy Nunley, telegraph operator and dispatcher, who has been stationed at Adak in the Aleutians for about a year, was in Terre Haute in February on a two-month leave. He reports to Washington, D. C., in March.

Mrs. and Mrs. Lennes Brown (retired carman) are spending the winter with their daughter in California.

Herbert A. Brown, retired clerk, is spending the winter in California with his son.

Clerk Bruce Blaker has a new television set and is spending most of his evenings at home now.

Assistant Car Foreman Anderson has purchased a new home at 1800 South Sixth Street, Terre Haute, and will move as soon as he sells the property where he is now living. Andy says he needed more room.

Conductor Walter Chambers and Brakeman William Young, on Extra 574 Feb. 12, discovered a broken rail at Fayette. Thanks to these employes for being on the alert.

Martha Swanson, Milwaukee Magazine correspondent in the office of division storekeeper in Terre Haute several years ago, and who now edits a news sheet for Commercial Solvents Corp. in Terre Haute, attended the Midwest Editors Institute at Northwestern University early in February and talked over old times with Marc Green, the present editor.



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RETIREES AT ROCK-
FORD. Congratulating
Yard Clerk James Fan-
nan on his recent retire-
ment after 30 years of
service. From left: Ed
Hurley, demurrage clerk;
Lee Gray, car clerk; Mr.
Fannan; W. P. Hyzer,
chief clerk; Bess Mul-
lane, cashier; and George
Cholke, bill clerk. The
group represents 214
years of railroading.



La Crosse & River Division

THIRD DISTRICT

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

Funeral services for "Tim" Donovan, re-
tired engineer, who passed away Feb. 7 were
held at Tomah where Mr. Donovan and his
family have made their home since his re-
tirement. He is survived by his widow and
two sons.

Gregory Schaad, formerly clerk at Brokaw,
passed away recently at Merrill after a
month's illness. Funeral services were held
at Merrill where Mr. Schaad made his home
and where he had worked as clerk for eight
years before transferring to Brokaw. Imme-
diate survivors are his widow and one daugh-
ter.

Orville Best, who has been released from
the Navy, has returned to service as fireman.
Returning with Orville was his bride, for-
merly of California.

Sgt. James Adamsheck, son of Agent
William Adamsheck, has been home on a
21-day furlough from Camp Gordon, Ga.
He was graduated from radio telegraphers'
school last fall and finished Leadership
school on Jan. 25. On his return, he will
go to Fort Benning, Ga., where he will enter
officers' candidate school.

Engineer Bill Streeter observed a recent
birthday with a dinner at The Club. In
addition to another birthday, he had also
passed his 45th year in railroad service and
was wearing his recently acquired "45-year"
button.

Agent John Steele and Mrs. Steele are
spending the remainder of the winter in

Orlando, Fla. Also vacationing in Florida
are Ticket Clerk Gaylord Carpenter and
family.

R. J. Mogan has been assigned first extra
dispatcher at Wausau.

Returning to railroad service as an opera-
tor after having served as sheriff of Wood
County at Wisconsin Rapids for several years
is Arthur E. Berg.

SECOND DISTRICT

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

Engineer Harvey O. Pitts has retired, mak-
ing his last trip on the Olympian Hiawatha
Feb. 28. He hired out as fireman in 1906
and was promoted to engineer in 1910. Most
of his service was in passenger operation,
working on the Olympian Hiawatha as engi-
neer since its inauguration in 1946. He has
lived most of his life in Minneapolis, but in
his retirement intends to live in Concord,
Calif.

C. F. Miller, retired time revisor, writes
that he is enjoying his new surroundings at
Ontario, Calif., and would like to hear from
us "rails." He enclosed a picture of his very
attractive home at 1620 Orchard Avenue.

Edna Schroeder, file clerk in superinten-
dent's office, at this writing is spending her
vacation in Florida.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

We are happy to announce the arrival of
Linda Jo, born Feb. 17 to Mr. and Mrs.
Joseph Pieche at La Crosse. Joe is Train-
master Reidl's clerk at Portage. He says he
sure got a break, because now he won't

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Cleveland
Columbus
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Havana

London
Vancouver
Montreal
Toronto

have to wash dishes any more.

A large number of people from this area attended the Sports Show in Milwaukee. Among them were Engineer Charles "Rubber-jaw" Woodman who was greatly disappointed inasmuch as he made bets he could beat the trained seal in a race. He had the lead until he came to the end of the runway when the seal dove into the water, leaving "Rubber" panting at the barricade. We understand that Conductor Howard "Spider" Heberlein purchased a new gimmick called a deer harness to haul deer out of the woods. He wanted to try it out on his wife, but she said nothing doing, she could still walk.

Got a letter recently from Corp. G. M. Anacker now stationed in Korea, wherein he states things are quiet right now. Both sides seem to be waiting on the weather. He says he will be glad when he can trade his rifle for a No. 4 scoop shovel. We will furnish his address on request. George is a fireman on our division. His father is an engineer on the Madison-Portage morning run.

Section Foreman Sackmaster and his crew at Portage yards have been sleeping with one foot on the floor lately due to the snow storms which call them out for switch cleaning, etc.

For myself, I'll be glad when the first angleworm appears, even if it is blind!

Coast Division

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

The sudden death of Conductor Roy B. Craig, Sr., of Tacoma on Jan. 23, which I reported last month, served to bring to attention interesting facts about this well known Milwaukee Road family. At the present time the members have an accumulated service of 207 years.

The name of Craig first appeared on the company payrolls in 1883 when Sam Craig, father of Conductor Roy and his brother Charles, started to work at Perry, Ia. He was employed there until his death in 1899. In 1884 Baum Craig, Sam's twin brother, started as a conductor at Perry. He died in 1886,

the same year another brother, Will, entered service as a conductor. Will continued until 1902 when he went west to the mining country. A fourth brother, F. S. Craig, started to work at Perry in 1891. He was employed on the Chicago Division until his retirement in 1942.

Charles M. Craig of Marion, Ia., was the first of the junior members to work for the Road. He started as a caller in 1902 and went into train service in 1903. He is now a conductor on the Midwest Hiawatha between Chicago and Marion. The late Roy B. started at Perry in 1905 and came to Lines West in 1911. From 1943 to 1946 he was a trainmaster on the Idaho and Coast Divisions. Seth and Sam, sons of Will, also were with the Road for several years.

The third generation of Craigs is represented by Roy B. Jr., son of the deceased. He has been in service since 1937 and is now a conductor on the Coast Division.

SEATTLE YARD

F. J. Kratschmer, Correspondent

Switchman W. G. Kapral announces an increase in his family, the arrival Jan. 17 of Helen Ann, a brand new baby girl.

Dave Elder, foreman of the car cleaning tracks who has been on a leave of absence for several months, called at the yard recently. He was looking well and says he feels fine.

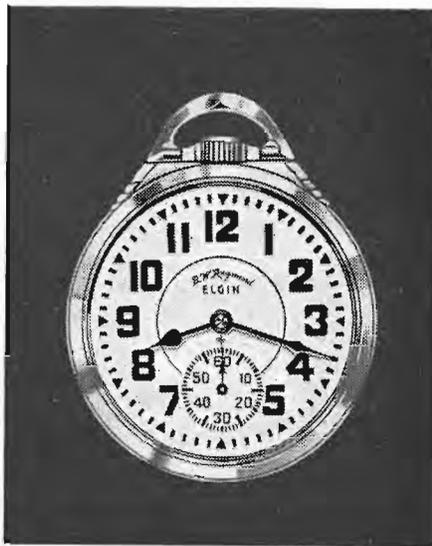
Carman Emery Dutrow underwent an operation Feb. 18 at White Center. At this writing he is doing fine.

Dorothy Kellar, clerk in the car department, enjoyed a week at home during February, resting and catching up with her home work.

Jim Hartery, clerk in the yard office, bid in a job of timekeeper for an extra gang. His position in the yard was taken over by Clarke Jones.

E. A. Panchot and his traveling welding crew have been working around Seattle yard and vicinity the past month.

A total of 95,943 new freight cars were placed in service on the American railroads in 1951. This was at the rate of 263 cars a day throughout the year.



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

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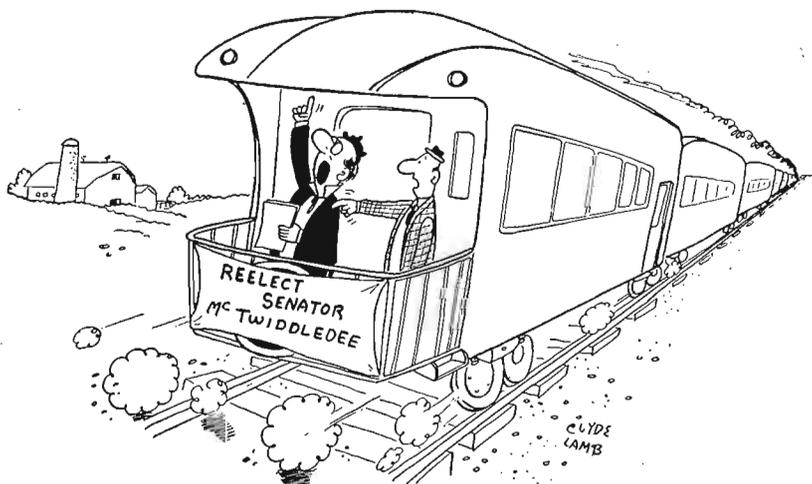
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TACOMA

E. L. Crawford, Correspondent
c/o Agent

Warrant Officer George Schwartz, whose present headquarters are Ft. Lewis, Wash., visited the freight office gang in February. He has been on military leave of absence the past three years and looks in the pink of condition.

Cashier Ivar Berven's daughter Suzanne was recently appointed editor of The Trail, a College of Puget Sound weekly news magazine.

Chief Yard Clerk R. D. Shipley has returned from Cross Plains, Wis., having visited his mother who is seriously ill.

Yard Clerk Jack Beavers bid in the file clerk position in the superintendent's office, replacing Harry Anderson who is now assistant time reviser; Bob Huntsman taking the car distributor's position on account of Fay Clover being chief clerk in the Tacoma freight office. Leonard H. Williams is now on the position formerly held by Jack Beavers in the yard.

Chief Claim Clerk Dolle's wife and son have been visiting the past two months in California and Mexico. Mr. Dolle is not a very good bachelor and is looking forward to their return.

The Milwaukee Road in Tacoma is again having the pleasure of various grade schools taking advantage of educational trips on our Nos. 15 and 16 between Tacoma and Seattle. This is quite an excursion for the youngsters and a colorful sight at our depot.

James S. Eccles, former chief clerk in the superintendent's office who has been retired for several years, stopped in the freight office recently, looking very well. He recently underwent an operation.

Thomas E. Norwood, only son of Tommy Norwood, baggage clerk at the Tacoma depot, was inducted into the armed forces in February. Thomas is only 20 but already an artist and interior decorator at one of Tacoma's leading department stores.

We know that a fool and his money are soon parted, but what would be interesting to know is how they got together in the first place.



NEW SPROUT. Start of a new generation in the Clover family, veteran railroaders. Constance, 14 months, is the daughter of Coast Division Fireman C. K. Clover and granddaughter of Fay F. Clover, chief clerk in the Tacoma freight office. Mrs. F. C. (Mable) Clover, who makes her home with the Fay Clovers, is her great-grandmother.

Trans-Missouri Division

WEST

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

Custer County's first annual livestock feeder tour exceeded the expectations of its sponsors, the Miles City Chamber of Commerce and the Custer County Extension Service, when 200 farmers and ranchers visited seven different feeding operations Jan. 31. Cattle were featured in five of the stops while sheep were shown at the other two in the irrigated areas at Kinsey, Horton and Miles City.

The Montana State Livestock Commission report placed Miles City third in total cattle sales and second in horse sales for 1951. While most other points showed losses from the sales of the previous year Miles City, with the new salesyard, reported a large increase. A considerable portion of this livestock was shipped to feeders or other markets over our rails.

Mr. and Mrs. Ray Dorland returned recently to their home in Whitefish, Mont., after attending funeral services of Edward Shriner, Mrs. Dorland's father, in Miles City. Mr. Dorland took the opportunity to visit his many friends in Miles City and on the railroad where he was a switchman before his retirement in 1949.

Don Lackner, machinist apprentice, has enlisted in the Air Corps.

Harry O'Neil, west end passenger conductor, is convalescing at his home in Miles City after a long illness.

Word has been received in Miles City that H. J. Jacobsen, retired store department employe, passed away in Detroit Jan. 24. Mr. Jacobsen was born Mar. 14, 1865 at Rodby, Denmark. He came to this country and became a naturalized citizen at Milwaukee, Wis., in 1896. He was a life member of Miles City Lodge No. 537 B.P.O. Elks.

Charles E. (Chuck) Pering, former roundhouse clerk at Miles City, was appointed business manager at the Montana State Industrial School Feb. 5.

Sixty-five members of the Women's Club

The Milwaukee Road Magazine

enjoyed a potluck dinner at the clubhouse Feb. 4. Valentine Day was the theme of the decorations. Included with the business meeting were reports by Mrs. O. H. Bethke, welfare chairman, Mrs. D. Finlayson, sunshine chairman, and Mrs. John Gray Jr., membership chairman. After the business meeting the group was entertained with a program by Mrs. Lydia Umhofer, students from Custer County High School, and the Mincoff sisters, Joyce Tooke was accompanist.

Mrs. Ethelyn M. Richards died Feb. 13 at a Miles City hospital. She had arrived just a few days previous to visit her son, Chief Dispatcher Charles Richards. Mrs. Richards was born in Independence, Ia., on Dec. 7, 1878 and spent the latter part of her life with her children. Survivors include three sons, Charles of Miles City, Stanley of Chicago and Kenneth of Missoula, and two daughters, Mrs. Doris Davidson of Othello, Wash., and Mrs. Arlene Quinn of St. Paul. Burial was in the family lot in the Custer County cemetery.

The women members of the Miles City Milwaukee Service Club held their spring



OLD RAILROADERS NEVER DIE. Photographed on Feb. 22, his 85th birthday, Oldtimer George Washburn, Milwaukee, Wis., presents this proof that he is still very fit after 15 years of retirement. George was a section man from 1888 to 1905 when he became a passenger brakeman and dynamo baggageman on the Pioneer Limited. He retired in 1937 with an unblemished train service record.

dinner at the Cross Roads Inn Feb. 21. Those present were Mrs. Bertha Helland, Mrs. Ann Anderson, Mrs. Eleanor Klar and Maureen Piner. The group later attended a show at the Montana Theater.

Henry B. Rivers, formerly chief carpenter at Miles City, passed away recently at Missoula, Mont. Mr. Rivers was assistant chief carpenter from 1933 until his retirement in 1941 when he moved to Missoula. Funeral services were held there and burial was at Deer Lodge, with the Masonic Lodge in graveside rites.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Brakeman Roger Zinke has signed up for a four-year enlistment in the Air Corps and has left for training.

The new stenographer in the signal department office is Mary Brown.

Roy West, retired engineer, who was married recently dropped in to pay us a visit and introduce his wife.

Brakeman H. M. Kaiser is recovering slowly from his recent illness and is going out to Ohio to recuperate.

The new home of Conductor Jim Komberic is finished and he has moved the family in. Jim can give you all kinds of pointers on patience, which he developed while waiting for the contractor to complete the house.

Steve Cudahy who became ill during a trip to Arizona has had an operation and is now making a recovery.

Clarence Steed of the signal department who has been ill for some time has returned to work.

Trainmaster Scott is sporting a new Pontiac which he bought because his previous car was one of those which you can't figure out whether it's going forward or backward.

Hank Schommer who has been ill for quite a while was in to see us recently. He is looking better.

Agent G. R. Anttonen of Libertyville attended the claim prevention meeting in Milwaukee Feb. 26.

Taxes paid by the railroads of the United States were 27 times greater in 1951 than they were in 1900.

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MILWAUKEE DIVISION THIRD DISTRICT

Frank C. Ziel, retired conductor of Raymond, Wash., informs us that he recently heard from Mr. and Mrs. John W. Phillips and that they are now living in Austin, Tex. Mr. Phillips was an engineer and subsequently a traveling engineer and trainmaster at Horicon before he retired. He has not been well and it occurred to Mr. Ziel that his railroad friends would be glad to know of his whereabouts.

SECOND DISTRICT

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

Mike Sahaida has been released from the Army and is back at work in the round-house.

Brakeman John Noel was home on leave from the Army recently. He has been stationed in Georgia.

We are sorry to report that Ed Crim, our passenger ticket agent, is seriously ill in a hospital at this writing, and that Engineer John Millea and Machinist Ed Bader have been confined to their homes with the "flu".

Engineer Hans Olson, Curtis Sparks, trucker at Channing, and Section Laborer Schumaker have retired. We wish them a long time in which to enjoy their well earned leisure.

At this writing Engineer C. Hornibrook is vacationing in Florida, Charles Donlevy is vacationing in Mississippi, Art Lynn and John Olson are still in California and Dick Isaacson has gone to Florida; also Jerry Fencil, and Ted Hansen has gone to Tampa.

Understand that Switchmen Otto Klug and Harry Harvey were down at the Sports Show in Milwaukee.

Engineer Thomas Aberly died suddenly at Channing on Feb. 9.

Agent A. W. Liese, Appleton, has retired. B. R. Scholtz has been assigned to the station.

Engineer Henry L. Bushey has retired after many years of service.

F. T. Buechler, our retired superintendent, tells us that he is going to move to Aberdeen, S. D., in the near future. The family home is out there and the Buechlers plan to live in it.

Milwaukee Shops

DAVIES YARD

We had a fine demonstration of bronco riding here by Kenny Feustel on his yellow steed. Next stop for Ken will be the rodeo.

After being on the road for most of a week, the Wreckers came home to defeat the Air Jammers in their match game. The Air Jammers' excuse was that they gave them too much spot. The next match game (Feb. 24) was close, but the Wreckers won again without the spot. We had some fine bowling by Ned "Sylvester" Day who went on record with a big "79". The amateurs, Stanley, Ken, Waldara and Tommy, of the Wreckers, showed the boys how the game should be played.

Congratulations are extended to August Beir who has been promoted to foreman of the yard; also to Mr. Hense who took the place of Bill Stark, retired, at the Air Line yard.

Ruby Brugger is vacationing in the sunshine of Florida and Cuba at this writing. From the reports we get, he's out catching some of the big fish around there.

Pvt. Merlyn Kruse, who is stationed at Fort Riley, Kans., was back at the yards recently to let us know what Army life is like.

William Reidy, who has been ill the past year, paid us a visit recently.

Gordon Morrison has been inducted into the Navy.

Teofil Bagrowski, retired, came back to the old stamping grounds recently to visit. He was looking like a retired banker.

Wedding bells rang for Robert Hamilton on Washington's Birthday.

At the present writing Mr. and Mrs. Rudolph Brugger are vacationing in Florida.

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IRON MOUNTAIN SOCIAL. Scene at a recent Women's Club party for the children of employes at Iron Mountain, Mich. About 30 were present. Mrs. Anthony Ambrosia, shown here at the piano, is president of the chapter. Assisting hostesses were Mmes. Harry Kasten and Joseph Ashennbrener, Jr.

CAR DEPARTMENT—OFFICE AND SHOP SUPERINTENDENT

Vincent O. Freihofer, Correspondent

Fred Gutowsky, machinist apprentice in the electrical department, was married on Feb. 9. The newlyweds spent their honeymoon in Florida.

Machinist Herman Kretlow, better known as "The Duke of Basses Bay" by his fellow workers, was recently elected vice chairman of the Milwaukee Hiawatha Service Club Unit No. 2.

A recent visitor was Tom Czaplewski, former carman, who is now a salesman for Husting Beverage Co. and also for real estate.

We are glad to see Carman Carl Ricketts back on the job after being off for several weeks on account of illness.

Harold Fligge, checker, is seriously ill in the hospital at this writing.

John Schlitt, cabinetmaker, retired Feb. 18 at the age of 77, after 34 years of service with this company. Also on the retired list are Evan Nenckoff, carman, who retired Feb. 25 at the age of 63, and Peter Jovovich, laborer in the paint shop, who retired Feb. 25 at the age of 67.

Sympathy is extended to the family of Alex Pichalski, retired carman helper, who died Feb. 15 at the age of 70.

STORE DEPARTMENT

Earl L. Solverson, Correspondent

Leo Milner, Sr., age 70, retired Feb. 28 after 24 years of service with the store department. He started in the scrap yard, served several years with the builders store, about 11 years handling the acetylene and oxygen and the past few years with the freight car store. His co-workers wish him good health and many opportunities to enjoy his retirement.

We are sorry to report that Stockman Frank Banaszek lost his mother Feb. 25. She was 88. Burial was at Holy Cross. Her four sons and two daughters attended.

Ray Spears, of the steel gang, is the father of a baby girl born Feb. 17 at Milwaukee Hospital. She was named Nancy and is the first addition to the family.

William Fuss of the D.S.K. office is the proud papa of Lynne Ann, born Feb. 15 at St. Anthony's Hospital. It is the first child.

Jean Turenske of the D.S.K. office is to be married Apr. 26 at St. Rose's Church; re-

ception at the V.F.W. clubhouse at N. 27th and W. Clark Streets. Her husband-to-be, Jack Myrechuck, recently returned from his second enlistment in the Marine Corps.

Harry Schupinsky, retired, made a visit to the shops Feb. 28. He showed us letters and cards from Fred Koop, former general foreman of the locomotive department, who is spending several weeks in Los Angeles. Harry is full of stories.

Stockman Rudy Freuler and Chauffeur Herman Janke participated in the 100th Wisconsin skat tournament on Feb. 17. By their moaning we know they missed the grand prizes by only the closest margins.

Bob Zirkel, 13, son of Al Zirkel of the G.S.K. office, won the junior title, a first in the 220, 440 and the half mile events, at the Midwest skating conference at Detroit Feb. 23 and 24. Quite an achievement for a youngster!

The 1950 census showed that Montana has 175,619 families, an increase of 16,000 over the number in 1940.

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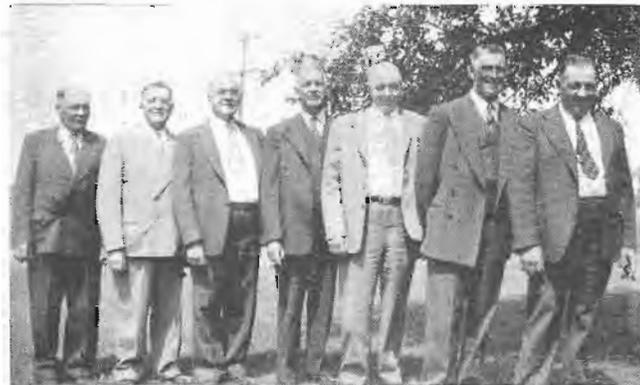
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THE SCHLOSSERS OF MILWAUKEE. Frank Schlosser, head rate clerk in the inbound rate department at Fowler Street station, Milwaukee, takes pride in the fact that he is one of the seven Schlosser brothers. He is third from the left in this group. Another brother is deceased.



LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

The beautiful tan that Foundry Clerk Rita Bednar has is real. She has the Florida sun to thank for it. The pictures she has made us want to see this beautiful spot.

Top man on the foundry seniority roster, Molder Henry Wrasse who worked over 50 years for the department, has decided to retire. The employees want to wish him all the goodness that life has to offer.

We know of two very happy people. One is Steno Betty Larson who just moved into a lovely apartment after hunting for a long time. The other is Oliver Weissenborn, in his very nice and roomy flat. Oliver is a clerk in the diesel house.

A hearty welcome to Lou Howell after his long illness. We are all happy to congratulate him on his marriage to Myrtle

Pershing.

Sympathy is extended to the family of Joseph Siepe who passed away recently. He was a retired foundry molder.

Frank Flick, retired maintenance man, was a recent visitor at the foundry. He looked in tiptop shape following his accident. Another visitor was Joseph Manthy, retired molder.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

The people of Harlowton were saddened by the sudden death of Night Roundhouse Foreman Bernie "Spike" Edson Feb. 6. Spike was born in Cedar Rapids, Ia., and started railroading with the N.P.S. and the N&W. He came to the Milwaukee in 1911 at Miles City where he served his apprenticeship and worked at the machinist trade until 1922. He went to Harlowton as a machinist Mar. 6, 1925. He was active in the Moose Lodge and had worked through all the offices, being one of the State officers for 1952. He will be missed by all who knew him.

Bert Milliman, retired conductor, is in the Harlowtown Hospital receiving treatment at this writing.



LET IT SNOW. Evidence of late winter weather at Lewistown, Mont., showing a snow cut widener with steam up. This is X900002, a well known sight in Montana when the going is heavy.

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Roundhouse Foreman J. H. Trapp and Mrs. Trapp of Harlowton announce the arrival of a son Jan. 21. The young man was named Robert William.

We received word here that W. R. Goldbrand, retired conductor, passed away Jan. 31 at Tacoma. He started to work for the Milwaukee on the Rocky Mountain Division in 1915. He was passenger conductor at the time of his retirement.

Roundhouse Foreman Art Keeler is recovering at the Lewistown Hospital from an operation.

Passenger Conductor Lou Wandell is in the Great Falls Hospital with pneumonia at this writing. Conductor Ed Dunn is taking his place.

Brakeman Floyd Trumppower and Mrs. Trumppower are the parents of a new baby girl born at the Lewistown Hospital Feb. 21. She was named Elsie Dale.

Operator Donald Samuel who holds a regular job at Ringling has returned to work after having lobar pneumonia. He is relieving V. P. Traanes at the Great Falls yard. Traanes took time off to visit with his brother who is home on furlough from the armed service.

I just recently found out through Roadmaster Tony Spatafore that my good friend Agent Claude Brown at Great Falls became a grandfather in December. Congratulations.

Conductor Jack Christie is back on his passenger run between Harlowton and Great Falls after being off a couple of months following an operation. Conductor Henry Bennett held Jack's job during his absence.

I have received word that Helen Jackson, daughter of T. S. Jackson, section foreman at Arrow Creek, joined the W.A.S. and is stationed at the Lockland Air Force Base, San Antonio.

Agent Bill Reeser at Geraldine is on vacation at this writing and is being relieved by his daughter, Dolly Boggess.

Milwaukee Terminals

CHESTNUT ST., NORTH MILWAUKEE & NORTH AVENUE

Dick Steuer, Correspondent
Chestnut Street Station

Edward E. Ross, retired Chestnut Street agent and a railroad man for 63 years, passed away Feb. 10 after a long illness. Mr. Ross was born at Carthagé, Ohio, and began working for the B&O at Cincinnati at the age of 16. He came to the Milwaukee as a clerk at Chicago in 1893. Three years later he came to Milwaukee as clerk at the Fowler Street station and was made chief clerk there in 1907. He was appointed agent at Chestnut Street in 1918 and remained there until 1941 when he retired. Mr. Ross was a past commander of Wisconsin Commandery No. 1, K. T., and a past master of Independence Lodge No. 80, F. and A.M. He was a member of Tripoli Shrine; Byron Kilbourn chapter No. 195, OES; Wisconsin chapter No. 7, RAM; Wisconsin Council No. 4, R&SM; and Bethlehem Shrine No. 1, White Shrine of Jerusalem. He was also active in the Royal Sons of Borneo, a railroad men's organization which he helped organize years ago.

Congratulations to Yard Clerk Hugo Zar-

March, 1952

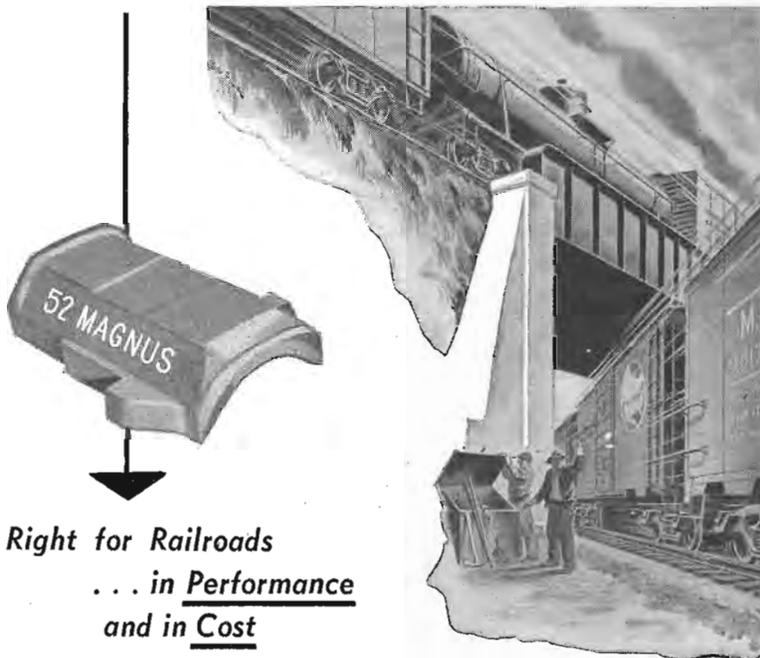
ling who has completed 45 years of service with the Milwaukee, and to Cashier Max Woelfl who now has 30 years to his credit. Both men have been presented with veterans' buttons.

Phyllis Kowalski has been "recruited" by the superintendent's office, Union Depot, to fill in while Grace Johnson vacations. Bette

at Glendale yard, has gone into switching service. His vacancy has been filled by Donald Spring, a newcomer to Milwaukee Road service.

Anyone see a stray dog? Four car knockers in the district, Danny Kehl, Verne Allie, George Henning and George Clark, have been on the lookout for one since a picture

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standby time keeps them idle 21 hours a day.

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

(Advertisement)

Whitford will handle the "steno" duties in her absence. Billing has been assigned to Ollie Yerman and Pat Daly.

Assigned on bulletin the past month, Ronna Vollbrecht is now steno-clerk at North Milwaukee and A. J. Wuerl is yard clerk at Blatz yard.

B. C. Schallhorn, third trick train clerk

showing a car knocker on the CRIP appeared in the newspapers. This car knocker's helper was his dog, and it was claimed that he helped his master by seeking hot journal boxes with his paw and reporting with a bark. When the dog encountered a leaking air hose he reported that too. So, has anyone seen a stray?.



TESTIMONIAL. Retiring Feb. 1 with 49 years of service, W. A. Stark, chief inspector and car foreman in the Milwaukee Terminals, is honored by mechanical and operating department associates, and by representatives of the CGNW, the Soo Line and the URT, with a testimonial banquet. Presenting him with a gift wallet here are General Car Foreman W. L. Witters (left) and District General Car Foreman J. J. Drinka.



LEAVING SERVICE. Carman Otto Gast, Aberdeen, S. D., in a souvenir pose as he retired after 36 years of service. Mr. Gast started rail-roading as a track man but transferred after a few months to the car department. For the future he expects to do a lot of hunting and fishing, along with helping his son-in-law in the sheet metal business.

COACH YARD

Richard Flechsig, Jr.

Aleksander Djuricic has been ill for a few weeks at this writing.

Marshall Jansen who has been ill for a couple of weeks is now back on the job.

We are sorry to report the sudden death of Mary Korzan's husband. We extend our sympathy.

Orill Wright's wife was taken to the hospital recently to undergo an operation.

Robert Yanda who was an apprentice here a few years ago will be back working as a carman.

John Freda, the yard's biggest fisherman, started on an ice-fishing trip recently but didn't get there because of an accident. He brought his little red worms home again to save for the next trip.

FOWLER STREET STATION

Pearl Freund, Correspondent

An infrequent though very welcome visitor around the office is our former janitor, Anton Strukel, who is now retired on a disability pension. A trip now and then to his old home town of Pueblo, Colo., with the Mrs. is Anton's idea of enjoyment, and we hope he continues to take them for a long while.

A local newspaper recently paid tribute to Mr. and Mrs. Louis Kaladich on the occasion of their golden wedding anniversary. Louis, a former employe in the warehouse, has been on the retired list a number of years.

Congratulations are in order for our former co-worker, John Brower, who recently received an appointment to the Chicago accounting office. For the past few years he has been employed in the tracing department of the general traffic office in the Plankinton Building and prior to that in the cashier and tracing departments at Fowler Street.

The RBWA of Milwaukee attended a dinner Feb. 21 at the Medford Hotel for the purpose of hearing a talk given by Larry Volbrecht who is affiliated with the Railroad Retirement Board. Questions were fired from all sides and Mr. Volbrecht pleasantly and capably supplied the answers. Result—a well informed chapter.

H & D DIVISION

MIDDLE & WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Agent L. Van Horn, Ortle, is recuperating from an operation for the removal of his appendix. Herman Hansen relieved during his absence.

Dispatcher Jerde, Aberdeen, who was off recently on account of illness, is back to work. He was relieved by W. L. Mayer.

The Milwaukee Road bowling team at Aberdeen will be represented at the bowling tournament in La Crosse in March. Those making the trip are Clarence Hehn, Carl Bogg, Art Bourgeault, Carl Steinlicht, Bob Tadlock, Jack Seiler, Don Rue, Bruce Daniels and W. C. Wallis.

Terry Lee arrived at the home of Operator Heiser, Aberdeen, on Jan. 31.

EAST END

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

Engineer John Kane, who has spent some time at Northwestern Hospital, Minneapolis, has been moved to the new hospital at New Prague and will enjoy hearing from you "rails."

John Hubin is the new agent at Milbank since the death of Charlie Mayer. He was formerly second trick operator at Milbank.

Engineer Edgar Sheridan has retired.

Among the pieces of mail that greeted Engineer Bill Hasleau on his birthday was a brand new Sears Roebuck catalogue, and Bill was quite impressed to think that a large corporation like that would remember!

Engineer Charlie Ross lost his home and all his possessions by fire recently. Mrs. Ross was able to get out with some of their clothing and when Charlie came home off his run the neighbors were waiting to take him home for the night.

Pat Lawler, famous for his descriptive ac-

counts of the "Cinder Pit" meetings in Los Angeles, passed away Feb. 8. We'll miss Pat's occasional visits back to the H&D.

O. K. Mohn, retired brakeman from the Andover Line, passed away at his home and was buried at Aberdeen on Feb. 20.



T. H. Darrington

Our sailor, Brakeman Tom Darrington, sent me this picture and I thought I'd sneak it to the readers of the Magazine. Before he left for service Tom arranged for his younger brother, Mike, to hire out as a brakeman, so the H&D is still supplied with a Darrington. Tom's smile is due in part to the fact that *she* just said "yes" and accepted a diamond.

Out Hopkins way, at this writing they're limping along without Agent Torbenson, who is in the hospital for the removal of a finger, and Clerk Bob Spriggs who is confined to St. Barnabas Hospital in Minneapolis.

Conductor Ben Bishop has taken it easy since December and is staying indoors at his home in Minneapolis due to an asthma condition. He expects to be back on passenger by March.

Our faithful news reporter, Steve Brophy, tells of the Minnesota picnic that came off as per schedule Feb. 16 at Los Angeles. Other H&D-ers on hand were Marcus Scholl, Olaf Tweter and Oscar Sorby. The Twin City Terminals were represented by Dan Flynn, Charles Davis, John Griswold, S. J. DeField, William Gillick, G. Blyberg, Pat Madigan, A. Hoard and M. Weatherall. Retired men present were Bill and Cad Schmitz, Tom Kirk, A. Bonniwell, William McGuire, M. Vail and Ed Harmon. There must have been smoke and cinders a-plenty!

Railway employes and members of their families comprise a group of approximately 4,500,000 persons—1,300,000 wage earners and 3,200,000 dependents, according to an estimate by the Association of American Railroads.

GOOD MEDICINE

We have always felt that a good laugh is a stimulating thing, but could never really say "why," other than it made us feel better mentally and physically. Recently, however, we came across an article explaining why laughter is really good for you, and we hasten to pass our new-found knowledge along to you. In case you have been holding back a little chuckle or an outright guffaw—let loose, brother. Here's what it will do for you:

Shakes and stimulates your liver, your lungs, your heart, your intestines, your stomach and your glands. Laughter releases tension and pent-up energy, soothes the nerves, stimulates the body and makes you feel good all over.

Just think—practically a major overhaul every time you laugh. So laugh it up—you'll feel better and so will the people around you.

—Two Minutes With You

The Milwaukee Road Magazine

Captain Raymond Harvey Medal of Honor



THE 17TH INFANTRY REGIMENT was attacking Hill 1232 near Taemi-Doug, Korea. Able and Baker Companies became split by a Red-held ridge. Charlie Company, Captain Harvey commanding, was moving up to fill the gap when the dug-in Red guns pinned it down. Calling for covering fire, Captain Harvey advanced



alone through a hail of enemy bullets. One by one, he personally wiped out four emplacements of machine guns and automatic weapons. Then he caught a bullet through the lung. But he stayed on, refusing evacuation, until sure the objective had been won.

"In Korea," says Captain Harvey, "we stopped aggression by *united* strength. *You* were helping—every time you bought a Defense Bond. Because your Defense Bonds were doing more than just helping keep you, and your family, and your country financially stable. They were backing *us* up in the field with *American production power*, the surest support any fighting man can have!

"I hope you'll go on buying Bonds—many, many of them. For your Bonds—and our bayonets—are making America strong. And in today's cold-warring world, *peace is only for the strong.*"

★ ★ ★

Remember that when you're buying bonds for national defense, you're also building a personal reserve of cash savings. Remember, too, that if you don't save *regularly*, you generally don't save at all. Money you take home usually is money spent. So sign up today in the Payroll Savings Plan where you work, or the Bond-A-Month Plan where you bank. For your country's security, and your own, buy U.S. Defense Bonds now!

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SWITCHBACK. Scene along the Milwaukee in the Bitter Root Mountains, looking east from Tunnel No. 21.

