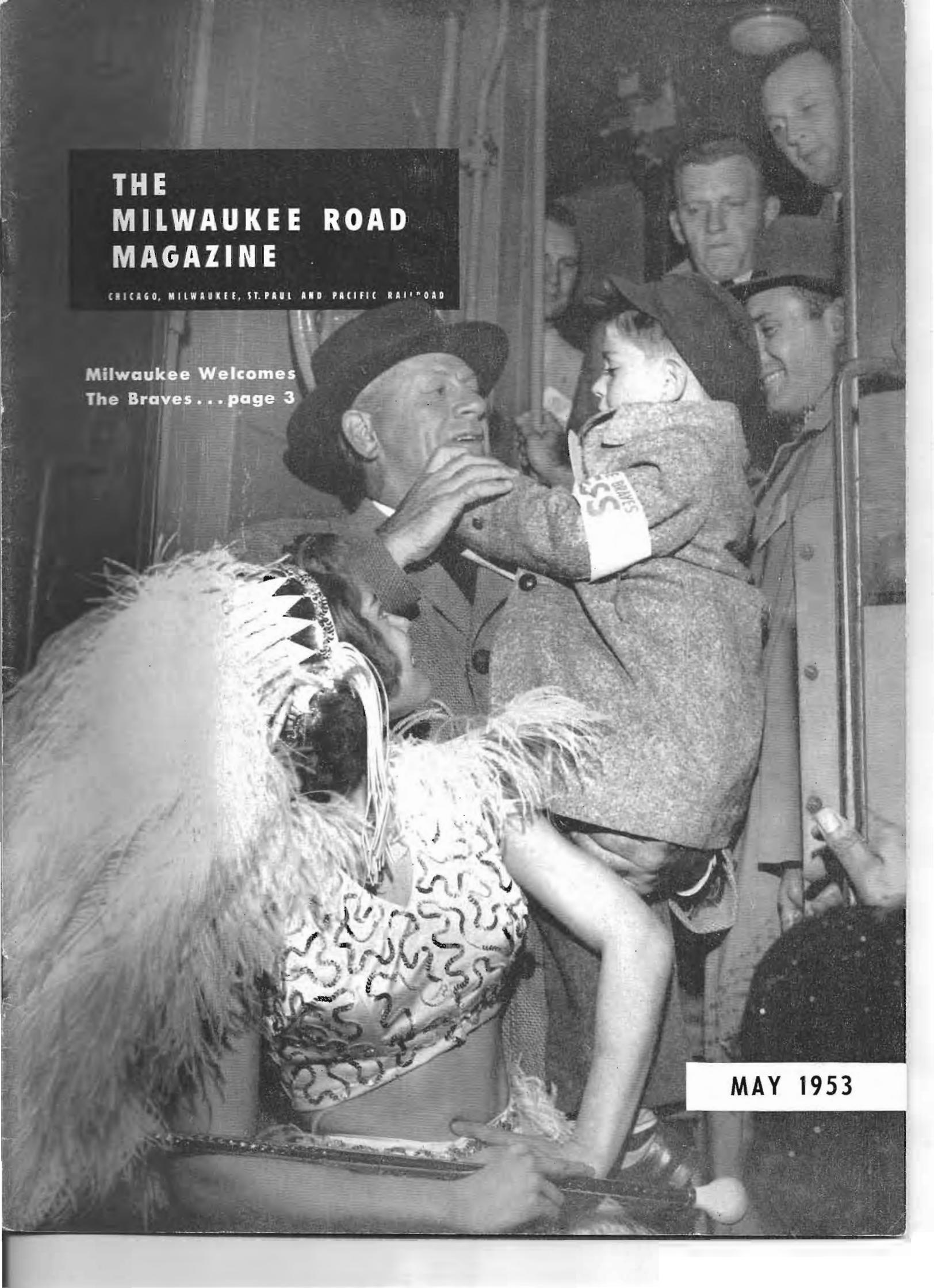


# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

Milwaukee Welcomes  
The Braves... page 3

MAY 1953



MAY 1953

# THE MILWAUKEE ROAD MAGAZINE

**A. G. Dupuis**  
Manager

**Marc Green**      **Marie Hotton**  
Editor              Assistant to Editor

PUBLIC RELATIONS DEPARTMENT  
UNION STATION—CHICAGO

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

## IN THIS ISSUE

	Page
Turning On The Light By President J. P. Kiley . . . . .	2
Milwaukee Welcomes the Braves . . . . .	3
Menomonee Valley Workshop . . . . .	4
The Railroad Says Good-by to L. K. Sorensen . . . . .	6
Hobbies Make the Job Go Better . . . . .	8
Time and Change . . . . .	12
1952 Safety Contest Won by I&D . . . . .	13
Bloodmobile Visits Chicago Union Station . . . . .	14
Appointments . . . . .	16
How Are We Doing? . . . . .	17
Did You Know? . . . . .	18
G. B. Haynes . . . . .	19
Quiz . . . . .	19
Miniature Car Helps in Uphill Battle Against Handicap . . . . .	19
Retirements . . . . .	20
How Well Do You Know Your Railroad? . . . . .	21
Home Department . . . . .	22
About People of the Railroad . . . . .	24

## Turning On The Light

**W**HILE reading the reports of division staff meetings the other day, I was suddenly struck by the tremendous amount of thought and effort that goes into the attempts of all of us to reach each other with ideas. Strangely enough, while I read I found myself thinking of something that had happened at home a few evenings before.

I turned the switch on my reading lamp, but there was no light. Getting up, I reached behind the davenport to the wall socket and found that both the lamp cord and the radio cord were lying there unplugged. Taking what I thought was the lamp plug, I inserted it in the socket, but the lamp did not go on. I inserted the other plug. Still no light. Returning to the lamp, a little exasperated by now, I turned the switch again . . . and this time the light went on.

A small problem, to be sure. And so are many of the seemingly big problems involved in our work, provided we really try to pull together in an understanding way. Like the lamp cord and the socket, our equipment and our abilities are in good order. *It's just that we have to think a little to make the light go on.*

Scientists who have studied people's thinking processes say there is a tendency for everyone to interpret what is said to him in terms of his own feelings.

Consequently, the employe who has made a mistake or two during the day is apt to hear the supervisor's next remark as one of criticism, whether it was intended as such or not. Likewise, the supervisor who is having his troubles may, unless he stops to think, misunderstand the questions and suggestions of the person doing the job.

It is important that we credit the other fellow with good intentions and try to understand and cooperate. Otherwise, nothing happens when we turn the switch.

*Let's make sure that the light goes on!*

*J. P. Kiley*



# MILWAUKEE



# BRAVES



Scene in front of the Milwaukee Union Station as the players entered cars for the welcoming parade.

With a hearty assist by The Milwaukee Road, the city of Milwaukee welcomed the Braves last month in a record-breaking demonstration of public enthusiasm.

The team responded to the tremendous support of their new home towners by winning both their season opener against Cincinnati on Apr. 13 and their game with St. Louis the following day, the first in the \$5,000,000 County Stadium which is their new home.

The Milwaukee Road, always keenly interested in developments in its parent city, joined the celebration on the morning of Apr. 8 when a group of the railroad's officers greeted the team in Chicago before they boarded No. 27 for the trip from Chicago to Milwaukee.

At Milwaukee the welcome took on the proportions of a spectacle, with a crowd of 60,000 packed in and around the station and along the parade route. The Hiawatha Service Club Band played as the Braves filed off the train and up the red carpet to the automobiles waiting outside the station.

The transfer of the team's franchise from Boston to Milwaukee represented the first such move in big league baseball for half a century. Thousands of fans in outlying areas suddenly saw Milwaukee in a new light. Now it was not only the city of beer and *gemütlichkeit*, but it was big league baseball within easy reach.

**THE COVER.** First to greet Manager Charley Grimm and the Braves upon arrival at the station in Milwaukee was Charley's little five-year-old grandson, Chuck Steinbeck. And just as the camera flashed, Carol Luser, majorette of the Hiawatha Band, paused momentarily to welcome the city's brand new heroes.



President J. P. Kiley greets Manager Charley Grimm in Chicago.

Director Eugene Weber, Majorette Carol Luser and the Hiawatha Service Club Band added to the warmth of the welcome as the Braves' train arrived.

Manager Charley Grimm (right), G. E. Lewis, the club's traveling secretary, and members of the team board the train in Chicago.



# The Menomonee Valley Workshop

by Frances Stover

DOWN under the viaducts, in the center of Milwaukee, is the city's workshop, the Menomonee Valley. This is a half mile wide corridor, extending from bluff to bluff and from the soldiers' home to Lake Michigan. Railroad yards, industrial plants, stockyards and shaggy mountains of coal fill the valley.

More than 100 years ago Mrs. Milwaukee, in a housecleaning mood, shooed all of her heavy machinery into the valley . . . But as with every other effort at segregation, the Menomonee Valley burst at the seams. And today there are other industrial sections nearly as convenient. The Menomonee Valley, now crossed by four viaducts, at 6th, 16th, 27th and 35th Streets, started out as the Menomonee Marsh. It was the level stretch of lowland which was the scene of the annual spring exercises of the bad boy Menomonee River.

The Menomonee is a pleasant stream that rises north of here on the border of Washington and Ozaukee Counties but which, under the careless dominion of the Indians hereabouts, had the unfortunate habit of running amok each spring.

Some people thought that the surveyors for the Chicago, Milwaukee & St. Paul Railroad were unwise when they picked the marsh to carry the tracks of Milwaukee's first railroad and the ample railroad yards and shops and roundhouse that were bound to result. The valley at the time was under four feet of water. The railroad laid its tracks, filling and filling again and filling a third time when the belligerent river defied it. As a result the entire Menomonee Valley is an engineering triumph. In some parts, there are old ships buried and when the city years ago laid sewer pipes down the valley, laborers had to use saws as well as digging appliances to cut through the many ancient railroad ties, logs and buried trees.

Under a legislative committee composed of one famous lawyer and two eminent engineers, the Menomonee River improvements were accomplished in the 1870's. A geometrically regular system of canals, capable of handling lake freighters, gets the most possible out of the Menomonee. Under the WPA in the depression days the Menomonee River had some of its side boundaries established in concrete. So that there is not much rampaging through the valley nowadays.

Heavy industry has its plants in the Menomonee Valley. The sky above the valley holds mighty "rigs", whose giant dippers pick up coal, tons at a time. The valley is the place for a Joseph Pennell etching with its modern patterning. From one of the viaducts at night the valley is a vast meadow where fireflies play. Here one sees street lamps, factory lights, headlights of locomotives, the switchman's lantern and the lanterns on the arms of car markers who chalk on the sides of freight cars the marks that mean so much to the railroad man and which are so much Greek to the laity.

The outsider gazing down on the valley sees little mass activity. To the thousands who work there, it is an industrial city. Not only does it accommodate railroad yards and shops and roundhouses, but steel foundries, box manufacturers, cement companies, packing plants, coal companies, concerns that deal in foundry supplies, in sand, iron and metal junk, printing ink, poultry, a dredging company's office and yard, tank manufacturers, motor manufacturers, construction company yards, welders' supplies and 'most anything else you can think of that is connected with heavy industry.

—reprinted from *The Milwaukee Journal*

The photographer waited many weeks for the air to clear of smoke and haze before taking this unusual picture of the Menomonee Valley. The view is easterly, with Blue Mound yard and the Milwaukee shops in the foreground and Lake Michigan in the distance. Just out of camera range at the bottom of the picture is the new County Stadium, home of the Milwaukee Braves. In the right center area is Air Line yard, and the main line appears at the lower left, extending alongside the shop area and eastward.







Left: L. K. Sorensen, general manager Lines West (left) with President J. P. Kiley at the testimonial dinner honoring Mr. Sorensen. When the Magazine requested the picture from the Seattle Times, the reporter who sent it attached a note reading, "Glad to be of service to anyone doing something nice for Lou Sorensen."

Scene at the testimonial dinner as Mr. Kiley presented gifts to Mr. and Mrs. Sorensen. Seated, left to right: J. T. Gillick, retired operating vice president, Mrs. Sorensen, Mr. Sorensen, L. H. Dugan, vice president and western counsel (partially obscured), and L. F. Donald, operating vice president.



## The Railroad Says Good-bye to L. K. Sorensen

"LOU" SORENSÉN, who learned the carpentering trade in his native Denmark, came to the United States and took a job with The Milwaukee Road at the age of 19. Last month, after 46 years of constructive work, he retired with the greatest reward any career can offer—the admiration and friendship of a great many people.

When L. K. Sorensen, Lines West general manager, stepped down on Apr. 30 it was an occasion for remembering, for his record with the railroad is largely that of a builder. Long before concluding his career he had earned a reputation as a capable, practical, straight-thinking artisan at his trade who could keep a railroad running in spite of weather and all the accompanying hazards of mountain operation.

He earned that reputation while still in a relatively minor position. As general manager of Lines West, the section of the railroad that was always home to

him, he brought those same sound talents to bear on broader tasks.

His retirement, marked by a testimonial dinner in the Benjamin Franklin Hotel in Seattle on the evening of Apr. 25, was one of the largest gatherings of its kind held on the railroad in recent years. Many Lines West officers and employes, together with a number of general officers from Chicago—a total of 330 men and women—were present to wish him well.

L. H. Dugan, vice president and western counsel, welcomed the guests and introduced President J. P. Kiley, who served as toastmaster for the evening, a job which he claimed was the first one he had asked for since making his initial application for employment a number of years ago.

Mr. Kiley introduced the many general and division officers and some other guests, and brief talks were given by J. T. Hansen, superintendent of the

Coast Division, L. A. Borden, general chairman of the Brotherhood of Railroad Trainmen, Sam Winn, engineer, L. H. Dugan, vice president and western counsel, L. F. Donald, vice president—operations, Joshua Green, director, and J. T. Gillick, retired vice president.

Each paid sincere tribute to the man who, as a young carpenter, began working for the railroad as a bridge and building carpenter at Savanna, Ill., in 1907. Like many another employe in that day, he went west with the extension of the line. Before the year was out, in fact, he had worked on the Rocky Mountain and Missoula Divisions. He remained there, being promoted to foreman in 1910 and advancing nine years later to chief carpenter of Lines West.

It was in 1925 that the opportunity came for him to prove himself a first-rate railroader and an even better emergency man. That was the year an earthquake in Montana's Sixteen Mile

Canyon caved in a tunnel and dammed a stream, backing up the water and creating a sizable lake. The problem, of course, was to re-open the line as soon as possible. To do this, Mr. Sorensen planned and built in record time a trestle to provide for temporary operation. The area was soon humming with men and equipment, making a good job of a bad mess.

In 1925 he was appointed trainmaster on the Aberdeen Division and in 1927, when the Rocky Mountain Division needed a new superintendent, he was appointed and held the position until 1939.

It was during this period that one of his superiors said of him, "He volunteers very little information about himself, but none of us can ask a question about his division that he does not know more about than anyone else." This same officer also commented on the fact that when Mr. Sorensen had an idea for improving the line, it was usually accepted, "because nobody else ever had a better one."

On Jan. 1, 1940, Mr. Sorensen was appointed superintendent of the Coast Division, a position he held for 11 months before going to Milwaukee as general superintendent. On May 15, 1942, he became assistant general manager of Lines East, and from July, 1943 to June, 1946 he served as general assistant to the operating vice president. On June 1, 1946, he returned to "home territory" as Lines West general manager, with headquarters in Seattle.

In his remarks at the dinner, J. T.

Gillick, who has the most intimate knowledge of his work, reminded his audience that when the honored guest was superintendent of the Rocky Mountain Division, the stretch of railroad between Avery and St. Regis over the Bitter Root Mountains was the weakest link in the line between Chicago and Seattle.

"We sent him there as superintendent," he said, "and in the years that he put in on that division, correcting the defects of the railroad, stopping rock slides, snow slides, mud slides and washouts, he made it as safe and dependable a part of the railroad as we have anywhere."

Continuing in a reminiscent mood, Mr. Gillick recalled that "When we picked him up to make a superintendent out of him, he had spent his many years in the service repairing and building bridges. Some of our people thought he lacked the necessary experience to be a superintendent. He hadn't had much to do with transportation, and as the years went by, I made up my mind that maybe they were right. The fellow wouldn't pay any attention to me when he thought something had to be done. We would go out on the Rocky Mountain Division and find Louie changing the line and doing the things that none of the rest of us had nerve to do.

"I used to say to him, 'Louie, who authorized you to do this?' His answer always was, 'Well, it had to be done.' And it *did* have to be done."

To the amusement of his audience, Mr. Gillick added, "I used to tell Mr.

Kiley and some of the rest of them that when Louie retired they'd want to find a couple of damn good men to take his place. That isn't exactly true, because the fellows that take our places on the railroad often think of things that we did not think of."

Mr. Kiley read some of the many letters and telegrams received from well wishers who were unable to attend, including those from Leo T. Crowley, chairman of the board, and Harry C. Munson, vice president and general manager of the Western Pacific, formerly with The Milwaukee Road.

The gifts presented Mr. Sorensen by Mr. Kiley on behalf of his many friends at the dinner included a wrist watch, a set of matched golf clubs, a polaroid camera and two pieces of matched luggage. Mrs. Sorensen was also given a piece of luggage, and Mr. and Mrs. Joshua Green presented them with a beautiful sterling silver dish.

The sentiments of everyone at the dinner, as well as those of the many who could not be present, were well summarized by Mr. Kiley.

"While you are leaving from active participation in the affairs of the railroad," he said, "you are leaving a heritage. Actually, nobody can ride over our line west of Moberly, as I have ridden over it a number of years, without seeing your handiwork everywhere. You left a railroad that anybody, and I mean *anybody*, would be proud of. I do not think there is a better piece of railroad than we have on Lines West now, and no one is more responsible for that than you are."



A portion of the group of 330 friends who attended the dinner honoring L. K. Sorensen. The entertainment for the evening included a quartet of University of Washington students and William Carson, a tenor soloist from New York.

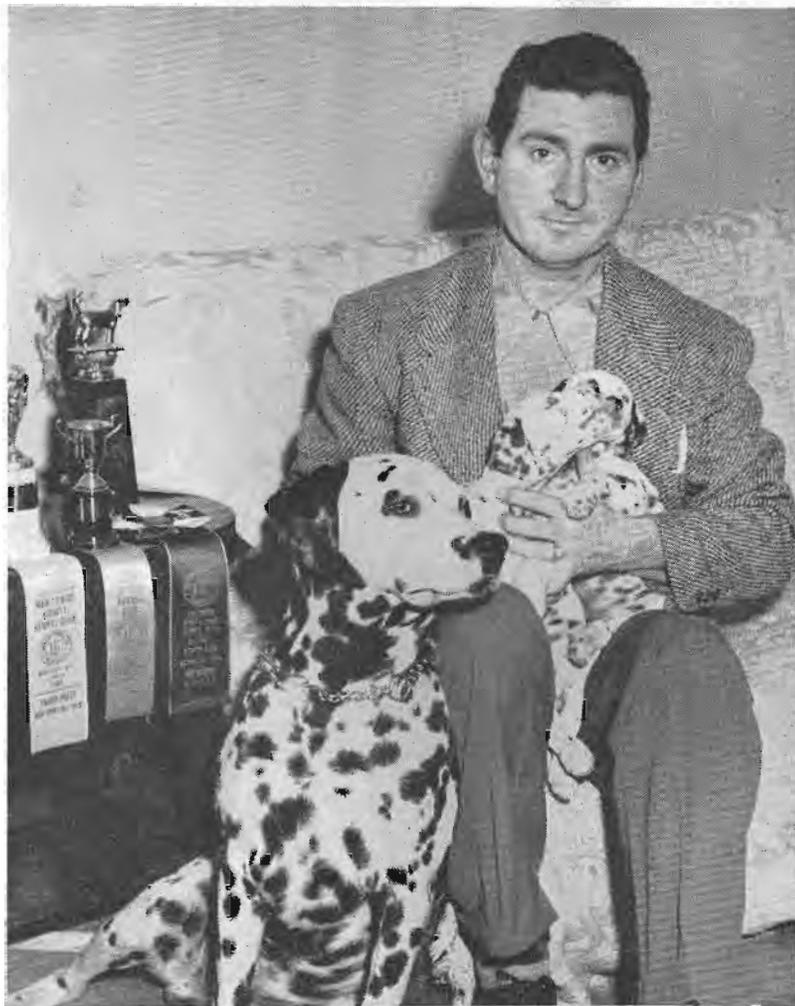
switchman . . . steno . . .  
draftsman . . . clerk . . .  
hundreds of Milwaukee Road  
people have found that . . .

## HOBBIES make the job go better

A FEW weeks ago a Chicago newspaper reported that Hook and Ladder Company 2 was deep in gloom because Buttons, its Dalmatian mascot, had wandered off to parts unknown. It happened that the news item was seen by Alex Popiel, forklift operator at Union Street, and because he raises Dalmatians as a hobby, happiness has been restored at the firehouse. Buttons II, who has taken the runaway's place, was a gift from a litter born Mar. 17 to Popiel's blue ribbon winners, Rasputin and Polka Dots.

The credit for this story goes to Florence LaMonica, Magazine correspondent at Union Street. Several months ago the Magazine asked its correspondents to help find out how Milwaukee Road people spend their "after hours" time. It is a well known fact that after-hours hobbies contribute to an employe's on-the-job efficiency and general good health by providing relaxation and diversion from the workaday routine. Interesting avocations, too, are the source of many happy hours for retired men and women, and aside from their entertainment value are frequently an easy source of extra income.

The idea must have caught on like wildfire, for in no time at all the mail was flooded with reports of interesting hobbies from many points on the system. Starting this month with those which were reported first, the story of **Alex Popiel**, breeder of Dalmatians, continues. Polka Dots, his liver and white female, and Rasputin (short for Raspu-



Luckily, spots before the eyes don't trouble Alex Popiel, Chicago forklift operator, shown here with his prize Dalmatian, Rasputin, and two of the puppies. The mother, Polka Dots, refused to pose.

tin Perro de Alejandro), a black and white male, have won ribbons and trophies for best of breed in shows all over the Midwest. Mr. Popiel finds a Sunday or week end trip to a dog show enjoyable and relaxing, and as a result he has traveled to many places he would never have seen otherwise.

At Spokane, before the fishing season opens in the spring, **Ted Novotny**, switchtender at the Union Station, repairs some 35 or 40 fishing poles for local fishermen. The way he told it to Mrs. Ruth White, Idaho Division editor, he has been doing this as a hobby ever since an afternoon in 1921 when he lost the tip on his own pole and had to fix it or quit fishing for the day. Damaged poles are sent to him off and on all summer long, some from as far away as Salt Lake City. It takes him about two hours to do a complete job—that is, to wind the thread, replace the reel holder, guide, tip and ferrule, and apply the preserver and shellac. Any nice day in

the season, when Ted finishes work the Novotnys head for one of the nearby lakes. Mrs. Novotny learned all about fishing from Ted, and *she* brings in the big ones.



No matter how badly damaged the fishing rod, Ted Novotny, switchtender at Spokane, can always fix it. He also makes his own flies.

Finding an old violin that belonged to her husband gave Mrs. Estelle Nolting, stenographer to division engineer at Spokane, the idea for utilizing some spare hours. Mrs. Nolting plays the piano, but she decided it would be fun to play the fiddle too, and straightway looked up a competent teacher. Soon she was making progress, and it wasn't long before the old instrument was discarded for a better one. With Mr. Nolting away a great part of the working week, she practices many hours, as she considers her new hobby a worthwhile accomplishment.

**James Hart**, a carman at Portage,



Mrs. Estelle Nolting, stenographer to division engineer, Spokane, started violin lessons on an old instrument belonging to her husband, quickly graduated to a better one.

Just as good as any carpenter, Carman James Hart, Portage, Wis., (left) built his own garage-workshop. The revolving gun rack he is showing to Operator K. D. Smith was being made for a local hardware firm.



Wis., became interested in woodworking as the result of building a garage for his new home. The Harts, Jim and Beverly, are well-rooted railroad people. Jim's father is a retired LaCrosse engineer, one brother is a carman at LaCrosse, and his wife is a daughter of the late P. J. Larkin, retired Portage conductor. The Magazine correspondent at Portage, Operator K. D. Smith, reports that Jim turns out some very fine work. The day Mr. Smith called to get the picture for this article, Mr. Hart had finished a little racing car for his young son and was building a revolving gun rack. Jim claims that puttering around his shop relaxes him completely after a day on the job at the Portage yards.

While **Hans Oakland** was employed as a crossing flagman at Montevideo, Minn., he learned from his wife how to weave rugs. When he retired two years ago, Mrs. Oakland became ill and there



Hans Oakland, retired Montevideo, Minn., crossing flagman, learned how to weave rugs by watching his wife. Now it is his principal pastime.

was no time for weaving, so he packed the loom away. Following Mrs. Oakland's death last summer, Hans felt the

### Plus Value in Your Hobby

The **Mirror of Your Mind** column in the Chicago American recently provided the following interesting facts in response to the question, "Can a Hobby Avert a Nervous Breakdown?"

ANSWER: Oftentimes, yes. A nervous breakdown comes from too much pent-up emotion, like too much pressure in a boiler. Sooner or later it's likely to blow. A hobby provides a pressure outlet by helping you forget yourself for a few hours; it eases off the pressure like a safety valve. The best kind of hobby is one that will interest you no matter how much or how little you learn from it. A complete change from your normal routine, like banging away with hammer and saw, will provide an absorbing release from your worries.

"While this picture was taken at the office, it's not to indicate that I have time to paint on the job," reported Martha Moehring, clerk at Montevideo, Minn. The admiration is being registered by Roadmaster LeVere Netzel (left) and Chief Dispatcher Wayne Smith.



need to keep occupied and set the loom up again. Now he is busy most of the time weaving rugs for a long list of customers.

According to **Martha Moehring**, east H&D correspondent, a visit to Hans' neatly kept home proves that a hobby breeds contentment. Miss Moehring, clerk to assistant superintendent at Montevideo, is herself a hobbyist whose varied talents are currently devoted to painting wooden plates and cookie pails. "How did I get onto it? Well," she says, "when a friend came out from Minneapolis one week end with all her equipment, she stuck a brush in my hand and told me to get to work. Me? Paint? It couldn't be done, I thought, but now



Switchman Floyd Hudson, who instructs classes in coppercraft, gives his own youngsters a lesson in the art. Looking on with Mrs. Hudson are Floyd Lee, Jr., 8, Steve, 2, and Terry, 5.



China painting is the absorbing avocation of Miss Julia Johnson, of the Milwaukee Division superintendent's office in Milwaukee. Shown are some of the beautiful pieces from her large collection.

I don't feel comfortable unless I have a paint brush within reach. It's lots of fun, and besides I make gifts for my friends the year round and have orders all the time, too."

Miss **Julia Johnson**, a co-worker of Correspondent Jim Boeshaar in the superintendent's office in Milwaukee, told Jim she has always doted on beautifully decorated dishes, but her specific interest in china painting began by chance with a visit to an art studio to buy a gift. The studio happened to be one where painting was taught and she was urged instead to paint the gift herself. That was the beginning of a hobby she has enjoyed for 20 years, and today she has a collection of beautiful dishes to show for it.

Sponsored by the local PTA, Switchman **Floyd Hudson** of Council Bluffs occasionally instructs a class of high school students in the art of copper craft. "My family and I have hours of pleasure with copper work," he told

Jack Rhodes, correspondent for the Council Bluffs terminal. "The versatility of the craft, the cleanliness, the ease of working and economy of materials make tooling and embossing copper a profitable pleasure. It is fast becoming a favorite artistic medium."

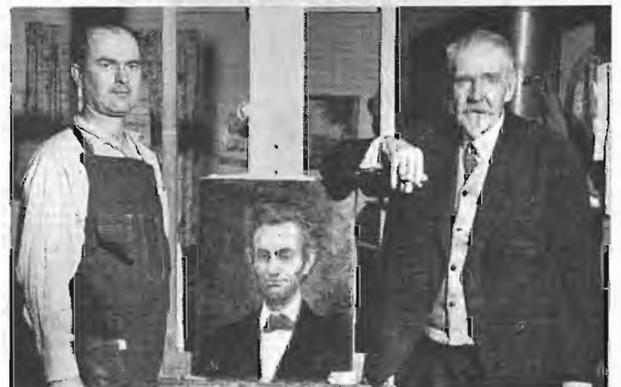
Let's take a look at the family of **Arthur L. Schultz**, draftsman in the mechanical department at the Milwaukee shops, during the years they were growing up. As counted off by Correspondent H. J. Montgomery, there were Priscilla, Gordon, Kenneth, Richard and Donna, and not a one easy on shoe leather. Remembering how his dad (the late Arthur P. Schultz, tinshop foreman at the shops for 25 years) and his grandfather used to repair his shoes, Art hied himself to night school and learned the important points of the trade. And so "the soles of the Schultzes were saved" (H. J. Montgomery says). Uncle Sam is footing the shoe bill for Gordon and Kenneth these days, but "Pops" is busier than ever, as three grandchildren watch while he whacks away at the cobbler's bench in his den.



Unlike the cobbler's children who never have shoes, the younger generation of the Arthur L. Schultz family (draftsman, Milwaukee shops) has always been well shod, thanks to "Pop's" professional know-how.

"An artist is always in the mood to paint," says **Barney Nowicki**, recon-signing and grain clerk at Fowler Street station, Milwaukee, and proves his point

Barney Nowicki, clerk at Fowler Street station, Milwaukee, called on Professor Vladimir Shamberk to buy a painting, stayed to become a pupil of the noted European artist.



by sometimes painting two or three hours in his basement studio while the family sleeps peacefully above stairs. The only one of seven children to inherit his father's talent, Barney has been painting ever since he was knee-high. Except for two years at a professional art school Barney is self-taught, but he learned a great deal from his fast friendship with the late Professor Vladimir Shamberk, a European portraitist of note who spent his retiring years in Milwaukee. Barney also credits his appreciation of good art to the influence of a distinguished patron, the late Dr. William Monroe White, head of the hydraulic department at Allis-Chalmers for many years and president of the Milwaukee Art Institute. As a fellow member of the Milwaukee Business Men's Sketch Club, Doctor White spent many hours in stimulating discussion at Barney's studio. Barney has entered many painting competitions throughout the country and has also sold his canvases locally, but he does not claim to be an expert. "It's just that the more you paint, the more fascinating it becomes," he says. "That's how it grew with me."



Fellow members of the Milwaukee Business Men's Sketching Club, Barney Nowicki and the late Dr. William Monroe White, president of the Milwaukee Art Institute. The picture was taken in 1947 on Doctor White's estate overlooking Lake Michigan.

Pearl Freund, correspondent at Fowler Street, has another candidate for hobby lobby in **George Roessger**, chief clerk in the local freight office. Actually, Mr. Roessger inherited the hobby when his son Charles, who also works for the Road, was recalled to the Air Corps and left behind a thriving herd of eight chinchillas. Mr. Roessger, who has since become quite an authority on *Chinchilla Laniger*, tells Mrs. Freund that they are naturally hardy and need only reasonable care. The chinchilla's diet, for instance, is mainly timothy hay and vitamin capsules with plenty of fresh water. A mature animal weighs between 15 and 25 ounces and as fur fanciers know so well, has a beautifully soft coat. Al-

May, 1953



George Roessger, chief clerk at Fowler Street, Milwaukee, displays a mature chinchilla. Not vicious by nature, it can be handled easily.

This is home to George Roessger's chinchilla herd. The chinchilla is naturally hardy and does not require elaborate housing. All animals are tattooed on the ears for identification.



though the animals are registered by number with the National Chinchilla Breeders of America, Inc., Mr. Roessger also gives his a name. It's interesting to

watch them develop, he says, and what started as an obligation and responsibility has grown into a fascinating hobby.

Ceramics is the hobby of Henry T. Jensen, car inspector at Council Bluffs. All of the articles shown are original designs.

Every ceramist dreams of having his own kiln. Mr. Jensen's will fire a figurine up to 14 inches.





Left: In Milwaukee with his son, Kenneth, Jr., one Sunday late in March, Architect K. W. Hornung stopped by the station to inspect one of the tower clocks. Note that the clock on one of the other sides of the tower shows through the unclosed segment of the face.

Rated at 1/30 horsepower, it is smaller than the motor required to operate a small electric fan.

Prior to being electrified the clock was operated by weights suspended on 50-foot cables. Every seven days the janitor of the building climbed high into the tower, applied muscle to the crank mounted into the works of the clock mechanism, and wound the cables. The weights, pulling against the gear mechanism, would then keep the clock going—and very accurately—for another seven days. Now it is even more accurate, of course, as the synchronous motor, like that in all electric clocks, is automatically adjusted periodically by the power company by the simple means of altering the flow of electricity.

The clocks on the north and south faces of the tower have always been a little larger than those on the east and west sides. The tops of the clocks are

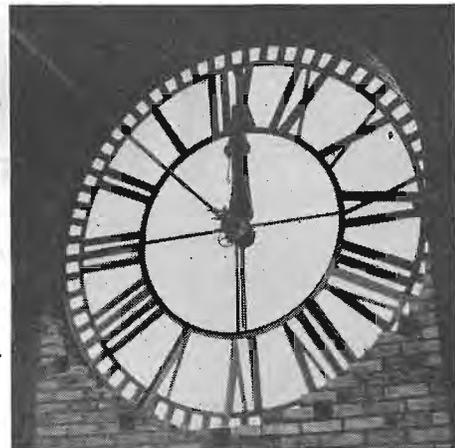
## TIME and CHANGE

EVER SINCE even the oldest Milwaukeean can remember the big four-faced clock in the tower above the Union Station has loomed above the city's skyline. Naturally then, it was a matter of some concern when workmen erected a scaffold around the tower last November and dismantled it brick by brick, removing the clock in the process. A vague question mark arose over the city. What was to become of the old timepiece? Was it being retired for long and faithful service?

Such was not the railroad's intention. The only reason for disturbing the clock's routine was that the tower, unchanged since the station was built in 1886, had become structurally unsound and was due for repairs. At the same time it became practical to streamline the tower to conform with other features of the station which were modernized in an extensive remodeling program undertaken in 1943.

The work required elaborate safety precautions for the protection of people below, but it was finished on Apr. 1 and

Inside view, showing the web-like steel framework of the clock faces. The shaft extending toward the upper left is connected to the power mechanism in the center of the tower.



again the familiar clock is marking time for patrons and the citizenry in general. In the process the 105 foot tower (180 feet from ground level to the tip of the pole) was lowered 80 feet and the ornate spires and trim were removed. The clock, however, looks out from a setting very similar to the one in which it was originally encased.

The clock has a very interesting history. It was set into the tower at the time the station was built and still has the original face and hands, as well as parts of the original works. In 1948 it was electrified with the installation of a synchronous motor and reduction gears. Considering that it operates four giant clocks, the motor is unbelievably small.

aligned, but—and this is seldom noticed—the bottoms are not. The north and south sides of the tower are a little wider than the other two, and apparently the clock face diameters were figured to the same ratio.

From a sidewalk view the difference is insignificant. Actually, the diameter of the north and south faces is 11 ft. 3 in. and of the east and west faces 8 ft. 9 in. Proportionately, the numerals on the north and south are 1 ft. 10 in., on the east and west 1 ft. 4 in. The hour hands, 3 ft. 6 in. on the north and south, are only 3 ft. on the east and west, and the minute hands—5 feet on the larger faces—are 4 ft. 1 in. on the east and west.

Nothing on the casting indicates who

manufactured the clock. But whoever it was, the job was done right, as the bronze gears and all other parts are still in perfect condition after 67 years. The mechanism stands in the center of the tower with four shafts extending to the four faces. The framework of each face is a kind of steel web which includes the numerals, and this is backed up by sand blasted plate glass in four sections for each clock face. Each face is illuminated from the back by four 150-watt lamps.

In remodeling the tower and locating the clock at the lower elevation, workmen made an interesting discovery. Bricklayers working on the original structure in 1886 had, to confound posterity, signed their names to a sheet of paper and tucked it away carefully in the brickwork.

The Union Station as it looks now and as it was before the tower was renovated. The turrets and ornamental trim were removed to harmonize with the entrance and interior features of the building which were modernized in 1943.



May, 1953

## 1952 Safety Contest Won by I & D



E. G. Kiesele, superintendent of safety (right), delivering the President's Safety Trophy into the custody of P. J. Weiland, superintendent of the Iowa & Dakota Division.

MAKING its premier bow in the safety contest spotlight, the Iowa & Dakota Division claimed the distinction of having the best safety record among the railroad's 16 divisions during 1952. As announced by E. G. Kiesele, superintendent of safety, Chicago, the I&D won the contest with a casualty rate of 2.81, having incurred no fatalities and only nine reportable injuries.

The victory did honor to the determination of the division employes, for as recently as 1949 the I&D ranked next to the cellar position. Its casualty rate that year, and incidentally its poorest showing since the contest was started in 1941, was 8.37. The winning rate represents a reduction of 66 per cent from that figure and a 52 per cent reduction as compared to the record of 1951.

Although the I&D made valiant attempts to win the title in previous years, its closest approach was a fourth place.

The 1952 record was made possible largely by the fact that many departments went through the year without a single reportable injury. Among those which turned in spotless records were the locomotive, track and store departments, the signal and telegraph force, all station employes and the entire office personnel.

Recognition of the division's showing was made at Sioux City on Apr. 7 when Mr. Kiesele presented the President's Safety Trophy to Superintendent P. J. Weiland. Present at the ceremony were G. M. Dempsey, general inspector—division of safety, Chicago, R. A. Dahms, district safety engineer, and the division staff officers. In extending his congratulations, Mr. Kiesele pointed out that the division's record represented less than three disabling injuries for every million man hours worked during the year.

Division staff officers being thanked by Superintendent Weiland for their cooperation in achieving the victory. Seated in the foreground are (from left) R. A. Dahms, district safety engineer, E. G. Kiesele, superintendent of safety, and G. M. Dempsey, general inspector—division of safety.





"Blood pressure normal" is the verdict on Miss Florence Santieu, office of the superintendent of transportation.

## Bloodmobile Visits Chicago Union Station

The National Blood Program received a sizable donation last month through the aid of a Red Cross bloodmobile set up for the accommodation of donor volunteers working in the Chicago Union Station. Visiting the station on Apr. 28, 29 and 30, the mobile unit met with a spirit of cooperation in which Milwaukee Road people played a prominent part.

Chicago Chapter of the Red Cross was recently upped to 19,630 pints of blood a month as its contribution to the national defense program. To meet that quota it has taken to the road with three

bloodmobiles which visit office buildings, industrial plants and outlying communities. The unit established at the Union Station served the employees of the four railroads using the terminal and of the Union Station Company, with Milwaukee Road participants being given their opportunity to donate on Apr. 30. During the three-day stay it received 209 pints of blood from 241 donors.

It is pointed out that anyone who donates to the national program is helping to save both the life of a wounded soldier in Korea and the life of a child

periled by polio in this country. In addition to recruiting blood donors for the armed forces, the Red Cross has been assigned the task of collecting blood to be processed into gamma globulin. More than 2,000,000 children are expected to be exposed to polio next summer, and gamma globulin is the only weapon medical science now has to combat the disease.

An interesting sidelight on the current campaign is the fact that a former Milwaukee Road employe, John Audas, has been selected by Chicago Chapter of the Red Cross as representing the typical American soldier who owes his life to blood transfusions at the battlefield. In a booklet entitled "Your Gift of Life" which is being distributed to donors it recounts how Audas, a Marine staff sergeant, lying for 12 hours in a ditch near the Chosin Reservoir in North Korea in 25 degree below zero weather and so badly wounded that he couldn't feel pain, was saved by the liberal use of blood plasma administered by the medical corpsmen who found him.

Before entering the Marines Audas worked in the summer of 1946 as a trucker at Union Street in Chicago. He is the son of Luther M. Audas, boiler-maker at the Bensenville roundhouse who is a veteran of 31 years of Milwaukee Road service, and a brother of R. L. Audas, traveling freight agent with headquarters in St. Louis, Mo.

*The professor and an equally absent-minded colleague were waiting for a train. At length it arrived, but the two were deep in conversation. When they came to, the train was already pulling out.*

*Hastily they shook hands and said good-by, and the professor just managed to swing onto the last car. Not until the conductor asked him for his ticket did he realize that it was his friend who was to have taken the train and that he himself had gone to the station to see his colleague off.—Partners.*

Milwaukee Road employes going through the routine tests for pulse, temperature and blood pressure. A drop of blood extracted from a finger determines type and hemoglobin content.



Donors who have given blood being served a pick-up snack. Each also received a card providing data on his blood type and RH classification for his personal information.



## A Good Word for Goggles

CARMAN Clifford J. Hart, who has been employed in the car department at LaCrosse since Jan. 16, 1916, has a story to tell about eye protection.

It starts with repairing a box car recently on the LaCrosse cleaning track. While Carman Hart—"Cliff" is how he's better known—was chiseling out a piece of broken lining with a hammer and wood chisel a piece of metal broke out of the face of the hammer head. It struck his safety goggles.

Cliff says the accident happened



Carman C. J. Hart. The goggles saved his eye.

so suddenly, and everything appeared so blurred, that for a moment he couldn't see. Taking off the goggles he found that the left lens was shattered, but it wasn't until he looked at the hammer that he realized what had occurred.

He never thought it would happen to him, Cliff says, but now he knows it can happen to anyone. Had he not been wearing goggles, it's entirely possible he would have lost his left eye. Wearing goggles is habitual with him, but now he has a special reason for urging the practice on others. It may result, he hopes, in saving someone else from a sorry experience.

## Friendly Agent of a Friendly Railroad

IT WAS characteristic that, having straightened out a slight misunderstanding about a shipment, the agent at Nemaha, Ia., should sit right down to reassure the shipper. "Good news this morning," he started his letter. "The Reverend Ashton was just down, signed for the express and also picked up the box of soap and the five gallons of floor wax. Now he is happy, you are happy, and we are also."

The details of the transaction which followed made the Hillyard Chemical Company of St. Joseph, Mo., very happy indeed, so happy, in fact, that it wrote promptly to President J. P. Kiley:

"If railroads had more agents like Ward W. Locke you would have so much business that your equipment couldn't carry it. Usually LCL shipments are the forgotten items, as far as service is concerned. To have a railroad agent handle an express shipment like Mr. Locke handled ours is so refreshing that it is a modern wonder. We don't know Mr. Locke—we never knew there was such a man until our traffic manager received his letter—but you are to be congratulated in having him in your official family."

What the Hillyard company experienced, however, is only routine service at Nemaha where Agent Locke spends his days—and nights—thinking how he can best make people aware of the fact that the Milwaukee is the friendliest railroad of the friendly West. It's typical, for example, that any letter written by him should begin with a "Good morning" and conclude "Cheerfully yours."

An energetic letter writer, he frequently takes a few minutes to remind a shipper that the Road enjoys his patronage; "We do like to handle your prod-



"I'm proud of this family", says Agent Ward W. Locke. The son at Mrs. Locke's left was recently wounded in Korea. There are two grandchildren.

ucts and hope that whenever possible you will use The Milwaukee Road."

Aside from his duties as agent, Mr. Locke serves Nemaha, population 169, as justice of the peace, city clerk, committeeman for the Boy Scouts, secretary for the Booster Club, member of the fire department, and on the board of directors for the County Infantile Paralysis Committee. As justice of the peace, he put the home town in national headlines when in 1949 he offered to marry the then Vice President Barkley free of charge, did he wish to have the ceremony performed in Nemaha.

Then, of course, Agent Locke never forgets a birthday. For years he has kept a "birthday book" which at present contains the names of some 700 personal and business friends to whom he sends cards on their anniversaries. He got a kick out of it recently, he said, when a woman called him to check a date. She had forgotten her brother's birthday, she said, but she knew Mr. Locke would remember.

### "I Liked My Job"

W. D. SCHAEFER, engineer at Milwaukee, has been retired a number of years now, and unable to see "the boys" on account of illness in the family. That's why, he says, he enjoys getting his Magazine every month.

"Keeping us posted on Milwaukee news is a courtesy appreciated by retired employes", he writes. "I'm proud of having worked for the Road for 47 years and also of my lifetime pass. The pass alone is well worth working for. How-

ever, that's not why I stayed with the company as long as I did (It wasn't issuing lifetime passes when I retired). The real reasons were the friendly relationship between officials and employes and because I liked my job. The Milwaukee, I found, was always ready to provide conveniences and improvements for the well being of its employes ahead of most other railroads."

*All things come to the other fellow if you sit down and wait.*

# appointments

## Operating Department

Effective May 1, 1953:



C. E. Crippen



J. H. Stewart

C. E. Crippen is appointed general manager, Lines West of Moberge, with headquarters at Seattle, succeeding L. K. Sorensen, retired. Mr. Crippen, a graduate of the University of Minnesota, came to the Road in 1930 as an instrumentman and subsequently served in various positions in the engineering department. In 1942 he was appointed trainmaster of the Milwaukee Terminals and in 1946 assistant superintendent of the Iowa Division. He served as superintendent of the Twin City Terminals from August, 1947 until November, 1948 when he was appointed general superintendent with headquarters in Milwaukee. Since September, 1950 he has been general superintendent of terminals with headquarters in Chicago.

In company with 10 other railroad officials, Mr. Crippen took part in the Advanced Management Program just being completed at the Harvard Business School. The program, which was attended by 150 officers from 30-odd industries and the armed services, is designed for the study of specific industry problems.

J. H. Stewart is appointed assistant general manager, Lines East, with headquarters at Chicago. Mr. Stewart started with the Road in Terre Haute in 1911 and subsequently was trainmaster at Ottumwa and Beloit. He was assistant superintendent at Milwaukee from 1939 to 1947, when he was appointed superintendent of the Milwaukee Terminals. Transferring to Savanna in August, 1948, he served as superintendent of the I&D Division until August, 1950 when he was appointed general superintendent of the Middle District with headquarters in Milwaukee.

J. A. Jakubec is appointed general superintendent of the Middle District with headquarters at Milwaukee, Wis. Start-

ing at Minneapolis in 1920, Mr. Jakubec served in various clerical positions and subsequently as trainmaster at Austin,



J. A. Jakubec

Chicago Heights and Aberdeen, S. D. Following service as assistant superintendent of the Chicago Terminals he was appointed superintendent of the H&D Division in April, 1949 and superintendent of

the Chicago Terminals in May, 1951. He has been superintendent of the Milwaukee Division at Milwaukee since January.

K. R. Schwartz is appointed superintendent of the Milwaukee Division with headquarters at Milwaukee. Entering service at La Crosse in 1918, Mr. Schwartz later worked as switchman, yardmaster and trainmaster. Appointed superintendent in November, 1948, he served in that capacity on the Twin City, the Milwaukee and the Chicago Terminal Divisions. Since May, 1951 he has been superintendent of the H&D at Aberdeen.

A. O. Thor is appointed superintendent of the Hastings & Dakota Division with headquarters at Aberdeen, S. D. Mr. Thor, who started with the Road at Green Bay in 1919, was assistant superintendent at Spokane from 1942 to 1948, when he was appointed superintendent of the Coast Division. He has been superintendent of Idaho Division since July, 1951.



S. E. Herzog

S. E. Herzog is appointed superintendent of the Idaho Division with headquarters at Spokane. Mr. Herzog has been with the Road since 1922, starting at Aberdeen, S. D. He has been assistant superintendent of the LaCrosse & River Division and most recently assistant superintendent of the Madison Division Second District.

J. O. Willard is appointed assistant superintendent of the Madison Division

with headquarters at Beloit, Wis. Mr. Willard started with the Road as a telegraph operator in 1937 and has served as train dispatcher and trainmaster at Butte, and as trainmaster at Moberge and Austin. He has been assistant superintendent of the D&I Division since August, 1950.

R. H. Bourgerie is appointed assistant superintendent of the Dubuque & Illinois Division with headquarters at Dubuque, Ia. Mr. Bourgerie has been employed at Minneapolis since 1941. Starting as a switchman, he became yardmaster and in 1948 general yardmaster.

F. J. Kuklinski is appointed assistant superintendent of the Twin City Terminals with headquarters at Minneapolis. Mr. Kuklinski's entire service with the Road, beginning in 1929, has been in Milwaukee. He has been trainmaster there since August, 1948.

J. J. Nentl is appointed assistant superintendent of the Hastings & Dakota Division with headquarters at Aberdeen, S. D. Starting with the Road at Wheaton, Minn., in 1935, Mr. Nentl has been trainmaster at Austin and St. Maries, and most recently at Aberdeen.

D. O. Burke is appointed trainmaster of Milwaukee Terminals with headquarters at Milwaukee. Since starting as a telegrapher in 1935, Mr. Burke has been train dispatcher at various points and also chief dispatcher. He has been transportation assistant to general manager, Chicago, since October, 1952.

W. F. Bannon is appointed trainmaster of Chicago Terminals with headquarters at Bensenville, Ill. Entering service at Milwaukee in 1941, Mr. Bannon was a trainman on the Madison Division prior to leaving for military duty. Since March, 1948, he has been train conductor on the Madison Division.

## Mechanical Department

Effective Apr. 16, 1953:

F. W. Bunce is appointed chief mechanical officer with jurisdiction over locomotive, car and mechanical engineer organizations, with headquarters at Milwaukee. Mr. Bunce, who started with the Road at Milwaukee in 1914,



F. W. Bunce

# how are we doing?

	MARCH		THREE MONTHS	
	1953	1952	1953	1952
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc.....	\$22,044,687	\$21,439,796	\$63,289,712	\$64,334,744
<b>PAID OUT IN WAGES</b>				
PER DOLLAR RECEIVED (CENTS).....	11,255,090 (51.1)	11,171,096 (52.1)	31,377,711 (49.6)	33,454,408 (52.0)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	590,224	643,006	1,774,244	1,945,344
PER DOLLAR RECEIVED (CENTS).....	(2.7)	(3.0)	(2.8)	(3.0)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes and interest.....	9,396,684	9,305,843	27,756,747	27,918,194
PER DOLLAR RECEIVED (CENTS).....	(42.6)	(43.4)	(43.9)	(43.4)
<b>NET INCOME.....</b>				
	802,689	319,851	2,381,010	1,016,798
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars.....	128,511	121,654	368,808	369,288
Increase 1953 over 1952.....		6,857		
Decrease 1953 over 1952.....			480	

had been roundhouse foreman and shop superintendent at various points and division master mechanic prior to 1947 when he was appointed shop superintendent with headquarters at the Milwaukee shops. He served as mechanical superintendent of steam power from October, 1948 to March, 1950, since when he has been superintendent of motive power with headquarters at Milwaukee.

F. A. Upton is appointed superintendent of motive power with headquarters at Milwaukee Shops, Wis. Mr. Upton was formerly master mechanic at Miles City and at Western Avenue in the Chicago Terminals. Since May, 1952 he has been assistant superintendent of motive power at Milwaukee.



F. A. Upton

Theodore Mishefske is appointed assistant superintendent of motive power with headquarters at Milwaukee Shops, Wis. Mr. Mishefske has been general road foreman of engines with headquarters at the Milwaukee Shops since December, 1947.

A. M. Hagen is appointed district

master mechanic with supervision over all locomotive department matters at Milwaukee shops and roundhouses. Starting in January, 1949, Mr. Hagen was formerly master mechanic in Milwaukee.

H. R. Drew is appointed master mechanic at Milwaukee shops and roundhouses. Most recently Mr. Drew was general foreman in Milwaukee.

C. G. Benkendorf is appointed shop superintendent at Milwaukee shops and roundhouses. Mr. Benkendorf was formerly district master mechanic in Milwaukee.

P. W. Lucas is appointed general road foreman of engines with headquarters at Milwaukee Shops. Since May, 1952, Mr. Lucas has been assistant general road foreman of engines.

Effective May 1, 1953:

J. A. Thompson is appointed assistant to the district master mechanic at Minneapolis with headquarters at Mitchell, S. D.

## Engineering Department

Effective May 1, 1953:

V. E. Glosup is appointed assistant chief engineer, signals and communications, with headquarters at Chicago. Mr. Glosup, who started as a rodman at Chi-

cago in 1928, has been assistant engineer at Butte and division engineer at Miles City. In January, 1950, he was appointed principal assistant engineer Lines West, Seattle, and in February, 1953, principal assistant engineer in Chicago.

K. S. Casey is appointed assistant superintendent of work equipment with headquarters at Miles City, Mont. Mr. Casey has been with the Road since 1936, starting as a machinist apprentice at Sioux City. He has been roundhouse foreman there since 1948.

## Traffic Department

Effective May 1, 1953:

W. V. Johnson is appointed passenger and ticket agent at Butte, Mont. Mr. Johnson has been an employe of the reservation bureau in Seattle since July, 1951.

P. J. Malo is appointed traveling passenger agent at Everett, Wash., succeeding E. B. Mason, retired. The position of city passenger agent is abolished. Most recently Mr. Malo has been city freight and passenger agent at Bellingham.

G. L. Porter is appointed city freight and passenger agent at Bellingham, Wash. Mr. Porter was formerly chief clerk to the division freight and passenger agent at Tacoma.

## did you know?

The stern dictates of the New England conscience are a matter of record in Vermont's early railroad history. One hundred years ago the brass Bible rack was standard equipment in Central Vermont coaches. It came about when the legislature of the Green Mountain State decreed that conductors read a portion of Scripture to passengers traveling on Sundays.

The Milwaukee Road is the largest taxpayer in South Dakota. In April our company paid to that state the first installment of its 1952 tax bill of \$893,806.76. (The balance is payable in October.) Part of those taxes go toward the maintenance of public roads and bridges which are used extensively by our competitors, the intercity for-hire trucks. The railroads are the only trans-

portation agency that own and maintain their rights-of-way and all facilities used in their operations, yet they make no request that their tax dollars be used for any purpose of special benefit to the carriers.

Figures compiled by the U.S. Bureau of Public Roads indicate that 64 out of every 1,000 empty and loaded trucks and truck-trailer combinations using main rural roads in 1951 weighed 50,000 pounds or more. This compares with 58 in 1950, 36 in 1940, and three in 1936-37.

Life in these United States: Church services had already been concluded on Easter Sunday when a troop train filled with fighting men en route to the west coast and the battlefields of the Far

East pulled into Deer Lodge, Mont. Everyone rallied around, however—Milwaukee Road officials, officers in charge of the troops, and Deer Lodge church workers—with the result that at 2 o'clock Sunday afternoon the morning services were repeated for the soldiers. To simplify things, all Protestant boys attended the Methodist service and the Catholics worshipped at their own church. That's all there is to the story, except that the military worshippers were presented with flowers by the church workers as they left for the train.

Canadian railroads have been granted freight rate increases of 98.2 per cent over rates in effect Mar. 28, 1938, according to a summary issued by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics. In the same 15-year period the accumulated rate increases authorized by the ICC for United States railroads amounted to 78.9 per cent.

For every dollar which was paid out by Class I railroads in dividends in 1952, they paid federal, state and local governments \$3.75 in taxes, compared with \$3.66 in 1951.

The longest stretch of straight railway track anywhere in the United States is slightly over 79 miles in length, on the Seaboard Air Line Railroad between Wilson and Hamlet, N. C. The longest stretch of straight track west of the Mississippi River is slightly less than 72 miles in length, on the Rock Island lines between Guymon, Okla., and Dalhart, Tex.

The average cost of new standard passenger train cars installed by Class I railroads in the five-year period 1947-51 was as follows: coaches, \$94,318 each; combination cars, \$96,322; parlor cars, \$95,161; dining cars, \$132,090; club, lounge and observation cars, \$133,755; postal cars, \$50,357; baggage, express and other passenger train cars, \$45,765. Present day costs are approximately 149 per cent higher than costs in 1939.



**SONS of Milwaukee Road  
employees may apply now for  
the 1953**

**\$2400 J. T. GILICK  
SCHOLARSHIP**

The J. T. Gillick Scholarship is sponsored by The Milwaukee Road for award to the son of an employe each year. The award entitles the qualified and selected applicant to \$600 annually toward tuition and incidental college expenses for four years at a university or college of his choice.

Sons of Milwaukee Road employes and sons of deceased or retired Milwaukee Road employes are eligible to apply for the J. T. Gillick Scholarship, provided the parent did not receive in excess of \$6,000 as com-

Reprinted below, as the last reminder to Milwaukee Road parents whose sons are interested in entering college this fall, is the announcement which went to all employes as a paycheck enclosure in April.

pensation from the railroad company in the twelve months last past, and has worked for the railroad for two (2) years.

Applicants for the J. T. Gillick Scholarship who plan to enter college for the fall 1953 term must have their completed applications filed not later than June 30.

### **Apply NOW for application forms**

Full details about eligibility requirements and conditions under which the award will be granted will be furnished to each applicant.

All requests for application forms should be addressed to

**MR. C. WM. REILEY, Chairman**  
J. T. Gillick Scholarship Committee  
356 Union Station Building,  
516 W. Jackson Blvd., Chicago 6, Ill.

## G. B. Haynes

GEORGE B. HAYNES, 81, who retired as passenger traffic manager in 1938, died on May 2. Funeral services were held in Evanston, Ill., where he had lived for many years. Interment was in Omaha, Neb.

Mr. Haynes entered railroad service at Omaha in 1891, starting with the Union Pacific. After 18 months with that company he transferred to the Milwaukee as a clerk in the Omaha office and in 1893 was appointed passenger agent in Omaha. He was made city passenger agent in 1897 and in 1903 transferred to Chicago as traveling passenger agent. With the building of the Puget Sound line, in 1907 he was appointed immigration agent with headquarters in Chicago. His work in that field resulted in his promotion to assistant general passenger agent in Chicago in 1911 and subsequently to general passenger agent. He served as passenger traffic manager from 1926 until he retired on Feb. 1, 1938.

## QUIZ



### test your knowledge of railroads and railroading

(Answers on page 42)

1. Does a special agent handle claim adjustments, traffic matters or police work?
2. Which of these three types of bridges is a drawbridge—suspension bridge, bascule bridge or deck plate girder bridge?
3. Who, on a railroad, is known as the FTM?
4. What distance was the average ton of freight hauled by the railroads of the United States in 1952—230, 330 or 430 miles?
5. What is a stub station—a railway station on a branch line, a building in which the stubs of railway tickets are sorted and filed or a station in which the railway tracks come to an end?
6. About how many sleeping and parlor cars are operated by The Pullman Company—2,500, 4,500, or 6,500?
7. What percentage of the world's railway mileage is in the Western Hemisphere—about 25, 45 or 65 per cent?

## Miniature Car Helps in Uphill Battle Against Handicap



W. H. Rogers and Billy display the car which they teamed up to build. Billy, a cerebral palsy victim since he was seven months old, credits part of his improvement from the illness to his workshop training as a Boy Scout.

IN THE northeast section of Kansas City the sight of 12-year-old Billy Rogers running the family errands in his small battery powered car is an everyday scene. The little automobile is not a toy, though. Rather, it is a symbol of a youngster's courage and his father's good judgment and determination to help him surmount a difficult barrier, for Billy is a victim of cerebral palsy. The car is, for the most part, his own handiwork.

W. H. Rogers, yard clerk at the Milwaukee-Kansas City Southern Joint Agency and a Milwaukee Road employe since 1940, is the senior member of this father-son partnership. Billy was about four years old when his dad detected the boy's interest in things mechanical and straightway began teaching him to handle tools. The miniature automobile he completed last year is only one of the results of this training program. Father and son made it together in their basement workshop, then had to remove a

door to get it out of the house.

The car has four 6-volt batteries, pneumatic tires, forward and reverse gears, and a front axle welded to the steering shaft. The jeep-like chassis is made of oak and surplus aluminum. Average speed for the vehicle is about 15 miles per hour, but it can easily be stepped up to a 30-mile-an-hour clip.

Billy takes great pride in the car. He drives it three miles to a service station to fill the tires with air, and to Budd Park, a mile from home, three times a week to swim. It is easy to manipulate. Last summer he pulled sacks of sand with it for use in cementing some improvements being made on the house.

The fact that Billy's condition has improved greatly within the past five years is attributed not only to physical therapy treatments he received at school but to his workshop training. Mr. Rogers has been constantly at his side, ready with encouragement. "Billy and I are probably a lot closer than most fathers and sons", he says. "Ever since he was knee-high to a grasshopper I've been teaching him to handle tools. I'm confident that when he gets a background in these things he'll be able to go into mechanical or electrical engineering."

*Note: Mr. Rogers will be glad to furnish a working diagram of the electric car upon request. Write to him at 140 South Wheeling Avenue, Kansas City, Mo.*

8. When was the dome observation car introduced—1945, 1947 or 1949?
9. In railway slang, is a "crummy"—a train order, a railway eating house or a caboose?
10. Was the first American railroad tunnel in Pennsylvania, Maryland, South Carolina or Massachusetts?

## J. J. O'Toole Addresses Transportation Forum



J. J. O'Toole

As a guest lecturer at the Northwestern University School of Commerce on Apr. 2, J. J. O'Toole, general manager—Lines East, addressed the Transportation Class of Professor Stanley Berge on the subject of

"Recent Trends in Freight Yard Design and Operation."

The talk was concerned with a description of flat yard switching, rider hump yards and the operation of modern retarder yards. Speaking of the prejudice which exists among some shippers with regard to the older hump yards because of improper grades, Mr. O'Toole pointed out the advantages of the proper grade and speed control in the modern retarder yard. Due largely to the elimination of personal judgment in handling, cars are switched at lower coupling speeds than either in flat yards or rider hump yards.

The discussion dealt in detail with the handling of cars in the modern retarder yard, from the point where an inbound train arrives in the receiving yard until the car departs on the outbound train. This description included car inspection, oiling of boxes, checking diversions, preparation of hump lists, coupling hose, outbound inspections, and the clerical work incidental to checking out an outbound train.

## Casualty Rate Lower in 1953

ACCORDING to figures recently released by the Safety Section of the A.A.R., The Milwaukee Road had the 10th lowest employe casualty rate among Group A railroads at the close of the first two months of 1953. Group A consists of 16 railroads, on each of which 50 million or more manhours are worked per year. The group's total casualty rate for the two-month period was 6.41, whereas the Milwaukee rate was 6.21, or 26 per cent less than a year ago. The Milwaukee moved up from 15th place in January and from 12th place during 1952.

Speaking of the improved showing, E. G. Kiesele, superintendent of safety, Chicago, said: "An important factor in

bringing it about was the fact that in February the employes of the Milwaukee Terminal Division and of Milwaukee shops went through the month for the first time without a single reportable injury. Clear records were also made by the employes of the Terre Haute, La Crosse & River, and the Trans-Missouri and Rocky Mountain Divisions.

"No reportable injuries occurred among enginemen, employes of the B&B department, sleeping and dining car personnel, telegraph-signal and electrification departments, and those included in the general offices and miscellaneous groups."

## Railroads Perform More Work To Pay Wages

For the fourth consecutive year railway revenues per unit of service performed failed to keep pace with the upward trend of wages. As a result the railroads had to perform about 20 per cent more work last year to pay the average hourly wage than they did in 1948.

In 1948 the railroads moved the equivalent of a ton of freight and equipment 480 miles to earn enough revenue to pay the average employe an hour's wages (\$1.345), whereas in 1952 they had to perform the equivalent of moving a ton of freight 574 miles to earn enough revenue to pay the average hourly wage of \$1.872.

## Through the Chaplain's Eyes

"AMONG the many magazines I receive, The Milwaukee Road Magazine has been a favorite with me because of its all around fraternal spirit", writes the Rev. F. A. Wisniewski, C.V.S., chaplain of St. Joseph's Hospital, Mitchell, S. D.

"I came upon the Magazine accidentally when Tom McComish, a retired conductor, had me browse through it one day. I met Tom here, as I have had the privilege of meeting many of the fine men with your railroad. I haven't found one who lacks the spirit of loyalty and cooperation.

"When one of your employes is hospitalized, word gets around via grapevine and rail, and the first thing one realizes, good fellowship crowds the sickroom. There seems to exist a close friendship that only years of working together or of knowing one another can create. So noticeable is this relationship that one would suppose The Milwaukee Road is one large family.

"Tom is on the retired list, but a minute after the mailman slips the magazine in the mail slot his fingers grasp the pages and he is busy reading of the old and the new, and of the future. Then I get my chance to read it. May God bless your work and that of The Milwaukee Road, for in how many cases have you been the rail of unity and friendship!"

*Tact is the ability to describe others as they see themselves.—Abraham Lincoln*

# retirements

The following employes' applications for retirement were recorded during April, 1953

### CHICAGO GENERAL OFFICES

DUNNING, EDGAR D.  
Broadcaster ..... Chicago, Ill.  
HENLEY, WILLIAM M.  
Asst. Engineer ..... Chicago, Ill.  
KANDYBE, JOHN J.  
Lieutenant of Police ..... Chicago, Ill.  
NORTEN, WILLIAM J.  
Claim Adjuster ..... Chicago, Ill.  
SHEPHERD, BERT  
D.C. Steward ..... Chicago, Ill.  
SILK, ALFRED W.  
Janitor ..... Chicago, Ill.

### CHICAGO TERMINALS

GRUND, FRED J.  
Train Clerk ..... Bensenville, Ill.  
KOTULA, JOSEPH  
Mach. Helper ..... Chicago, Ill.

PEREZ, CHARLES C.  
Sec. Laborer ..... Mannheim, Ill.  
THOMAS, STEPHAN  
Stower ..... Chicago, Ill.

### COAST DIVISION

BALDWIN, JANE A.  
File Clerk ..... Seattle, Wash.  
PARISH, JOE F.  
Loco. Fireman ..... Tacoma, Wash.  
SCOLES, THOMAS C.  
B&B Carpenter ..... Port Angeles, Wash.  
UNNOPULOS, HARRY P.  
Sec. Foreman ..... Duvall, Wash.

### DUBUQUE & ILLINOIS DIVISION

CARRIKER, CHARLES P.  
Sec. Laborer ..... Ottumwa, Iowa  
DAVIDSHOFER, JOHN C.  
Laborer ..... Dubuque, Iowa

**FREIBURGER, HENRY G.**

Laborer .....Dubuque, Iowa  
**LEASE, FRANKLIN D.**  
Carpenter .....Savanna, Ill.  
**MILLAR, LUCILLE M.**  
Steno-Clerk .....Dubuque, Iowa  
**RIECHMANN, WILLIAM H.**  
Laborer .....Dubuque, Iowa

**HASTINGS & DAKOTA DIVISION**

**DOTSON, CLARENCE O.**  
RH Laborer .....Milbank, S. D.  
**HANSEN, NIELS F.**  
Crane Oper. ....Aberdeen, S. D.  
**LILLEY, LEAL G.**  
Loco. Engineer .....Minneapolis, Minn.  
**RASMUSSEN, PAUL**  
Ld. Lumberman .....Aberdeen, S. D.  
**SNYDER, JOHN D.**  
Loco. Engineer .....Minneapolis, Minn.

**IOWA DIVISION**

**CABALKA, CHARLES A.**  
Sec. Laborer .....Marion, Iowa  
**HOUSE, GERALD H.**  
Agent-Tel. ....Martelle, Iowa  
**KORNS, CHARLES C.**  
Sec. Laborer .....Ferguson, Iowa  
**MAAS, JOHN W.**  
Sec. Laborer .....Rhodes, Iowa  
**MOODY, WILLIAM C.**  
Brakeman .....Des Moines, Iowa  
**NICHOLS, BRUCE M.**  
Conductor .....Savanna, Ill.  
**PETERSON, HENRY J.**  
Agent-Operator .....Persia, Iowa  
**TOWNLEY, EARL T.**  
Agent-Operator .....Perry, Iowa

**IOWA & DAKOTA DIVISION**

**BOLGER, FRANCIS M.**  
Station Attendant .....Lawler, Iowa  
**CORE, STANLEY L.**  
Roadmaster .....Rapid City, S. D.  
**KING, ALDA S.**  
Agent .....Ravinia, S. D.  
**LYMAN, ROY D.**  
Yard Clerk .....Mason City, Iowa  
**NELSON, VICTOR V.**  
Sec. Laborer .....Sioux Falls, S. D.  
**TOBIN, JOHN D.**  
Machinist .....Mason City, Iowa  
**VEIT, HARRY J.**  
Loco, Engineer .....Mitchell, S. D.

**IOWA & SOUTHERN MINNESOTA DIVISION**

**ANDERSON, ALBERT A.**  
Sec. Laborer .....Wirock, Minn.  
**DEILY, FRANK W.**  
Loco. Engineer .....Austin, Minn.  
**MARTIN, JOSEPH H.**  
Machinist .....Austin, Minn.

**LA CROSSE & RIVER DIVISION**

**ABERLE, ERVIN H.**  
Brakeman .....Minneapolis, Minn.  
**BILICKI, BERNARD J.**  
Frt. Handler .....Winona, Minn.  
**JOHNSON, HUGH L.**  
Crane Engineer .....Tomah, Wis.  
**McMAHON, JAMES**  
Conductor .....Portage, Wis.  
**STERNITZKY, ROBERT R.**  
Ticket Clerk .....Wausau, Wis.

**MADISON DIVISION**

**SARENICH, JOSEPH**  
Crossingman .....Madison, Wis.  
**VALESANO, JAMES J.**

# How Well Do You Know Your Railroad?



WHAT do you have to know to *really* know your railroad? Many of our readers tell us they get a big kick out of recognizing the places on the railroad which are pictured under the above heading. That certainly indicates an interest in The Milwaukee Road, but when you get right down to cases, knowing your railroad in such a way as to do the best possible job for it is more a matter of knowing what it stands for . . . what it tries to do, what it actually means to the thousands who look to it for service.

The sketches above are taken from a leaflet the railroad distributed in 1949.

The little book had a great big job to do, and it still has—which explains why we are bringing the subject up again.

You probably read it then. Do the sketches look familiar and do you remember the ideas they illustrated? How well *do* you know your railroad?

For the answer, please turn to page 28.

Laborer .....Ladd, Ill.  
**ZEIMET, PETER F.**  
Switchman .....Madison, Wis.

**MILWAUKEE DIVISION**

**FREDRICKSON, JOHN F.**  
Tel. Operator .....Channing, Mich.  
**HORNIBROOK, CHARLES W.**  
Tel. Operator .....Green Bay, Wis.  
**KASPER, PETER J.**  
Crossingman .....Menasha, Wis.

**MILWAUKEE TERMINALS & SHOPS**

**HUBER, JOSEPH F.**  
Machinist .....Milwaukee, Wis.  
**JUPP, WILLIAM C.**  
Yard Clerk .....Milwaukee, Wis.  
**KAILING, PHILLIP**  
Loco. Engineer .....Milwaukee, Wis.  
**RALION, JOHN**  
Valve Repairman .....Milwaukee, Wis.  
**STROBUSCH, GEORGE A.**  
Sec. Laborer .....Milwaukee, Wis.  
**TROKAN, ANDREW**  
Laborer .....Milwaukee, Wis.  
**VANDER LINDEN, FRANK J.**  
Trucksmith .....Milwaukee, Wis.

**WALLSCHLAEGER, WM. O.**  
Chf. Stockman .....Milwaukee, Wis.  
**WOLF, WILLIAM E.**  
Loco. Engineer .....Milwaukee, Wis.

**OFF LINE & MISCELLANEOUS**

**TANSLEY, ALBERT**  
Dist. Pass. Agent. . . .San Francisco, Cal.

**TRANS-MISSOURI DIVISION**

**GRAY, JOHN**  
Blacksmith .....Miles City, Mont.

**TWIN CITY TERMINALS**

**CAPON, CHARLES A.**  
Chief Clerk .....Minneapolis, Minn.  
**DeVANGE, MAX C.**  
Machinist .....Minneapolis, Minn.  
**MILLS, EDMUND**  
Laborer .....Minneapolis, Minn.  
**MOE, ALFRED R.**  
Blacksmith .....Minneapolis, Minn.  
**RIDZIK, JOHN J.**  
Car Cleaner .....Minneapolis, Minn.  
**SAM, GEORGE A.**  
Per. Frt. Inspr. . . .Minneapolis, Minn.  
**WOLFE, HARRIS J.**  
Switchman .....Minneapolis, Minn.



## New Ideas in PARTY PIES

YOU can always count on pie for a party dessert. There's no more delicious way to end a meal, and because it can be made hours before, the hostess is free of last-minute fussing in the kitchen.

Lots of pies have meringue on the top, but here's a new idea—meringue on the bottom!

### Lemon Ambrosia Pie

- 1½ cups sugar
- 1 tsp. cream of tartar
- 4 egg whites
- 4 egg yolks
- 3 tbsps. lemon juice
- 1 tsp. finely grated lemon rind
- ⅛ tsp. salt
- 1 pint heavy cream, whipped

Sift together 1 cup sugar and the cream of tartar. Place egg whites in a small bowl and beat at high speed until stiff and glossy. Gradually add sugar mixture, while scraping the bowl occasionally with a rubber scraper, beating until it is a stiff meringue. Line the bottom and sides of a well-greased 9-inch pie plate with the meringue, hollowing out the center slightly and being careful not to spread the meringue too close to the rim. Bake in a slow (275°F.) oven for 1 hour. Cool.

Place egg yolks in a small saucepan, beat slightly; blend in ½ cup sugar, lemon juice, lemon rind and salt. Cook over medium heat until very thick. Cool. Fold half of whipped cream into the lemon-egg mixture. Fill the center of the meringue shell. Spread remaining whipped cream on top. Chill 24 hours in the refrigerator before serving.

It's a good idea to keep a special place in the recipe file just for chiffon pies. Here's a delicious recipe for those who like the chiffon texture.

### Butterscotch Pecan Chiffon Pie

- 1 envelope plain unflavored gelatin (1 tablespoon)
- 3 tbsps. water

- 3 egg yolks
- 3 egg whites
- 1 cup firmly packed dark brown sugar
- 1 cup milk, scalded
- 2 tbsps. butter or margarine
- ¼ tsp. salt
- ½ tsp. vanilla extract
- ⅓ cup salted pecans, coarsely chopped
- 1 baked 9-inch pie shell

Soften gelatin in water for 5 minutes. Beat egg yolks until thick and lemon colored. Gradually beat in ¾ cup brown sugar, then milk. Add butter and salt. Cook in 2-quart saucepan on medium heat, stirring until slightly thickened. Remove from heat. Stir in gelatin; cool. Add vanilla extract. Chill in refrigerator until almost completely firm. Remove from refrigerator and stir vigorously. Beat egg whites until stiff and glossy. Add ¼ cup brown sugar and beat to a stiff meringue. Fold with nuts into chilled thickened custard. Pour into pie shell. Chill in refrigerator until firm. Garnish with whole pecans.

And here's the Pecan Pie recipe for those who prefer their pie baked in the oven.

### Pecan Pie

- 1¼ cups sugar
- ½ cup light corn sirup
- ¼ cup butter or margarine
- 3 eggs slightly beaten
- 1 cup unsalted pecans
- 1 teaspoon vanilla extract
- 1 9-inch unbaked pie shell

Combine sugar, corn sirup and butter in a 2-quart saucepan. Bring to a boil on a high heat, stirring constantly until butter is melted. Remove from heat and gradually add hot mixture to beaten eggs, stirring constantly. Add pecans to mixture and cool to lukewarm. Add vanilla extract. Pour filling into pie shell and bake in a 350 F. oven for 40-45 minutes. (Recipes tested in the G-E Consumers Initiative)

## Breakfast Booklet Bulletin

Did you hear the one about the bride and groom being seated in the diner of the train on which they had spent the first night of their honeymoon? "Be nonchalant", cautioned the bride as she studied the menu, "and no one will know we're just married", then to the waiter, "Grapefruit and black coffee, please."

Whereupon the groom thundered in a voice which could be heard from here to Hong Kong, "Great Scott, is that all you eat for breakfast?"

It needn't have happened had the bride read "Breakfast in the Modern Reducing Diet", the booklet for calorie counters which was offered to readers of the March issue of the Magazine. The enthusiasm with which the offer was taken up would indicate that Milwaukee Road people are keenly interested in up-to-date information about good eating habits.

Demands for the booklet exhausted the supply within 24 hours after the Magazine was distributed, but additional copies have since been furnished and as we went to press we had sent out more than 300. A limited number are still available.



## Having Trouble With Your TV Set?

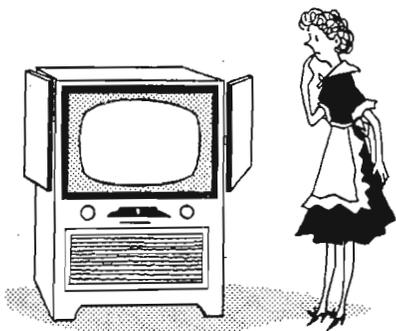
YOU'RE all set for that special TV program you watch every week, so you turn on the television set and you get—nothing!

What happens now? Well, maybe only a television serviceman can help you, but before you call him, do a little simple checking. First, be sure the receiver is plugged into an electrical outlet. That may sound silly, but it's surprising how many service calls end with the discovery that the set has been disconnected from a wall plug. Next, see that the antenna lead is connected to the receiver, and if you have an outside antenna, make sure it is in the proper position and is not draped by curtains, toys or other articles. Television stations occasionally go "on the blink" too, so switch to another channel to see if you get adequate reception before you call a serviceman.

If you've checked these points without results, it's time to get professional service. Be sure you choose a qualified TV serviceman—one recommended by the manufacturer or wholesale distributor of your set.

*Above all, don't attempt any amateur repairs!*

Removing the back of your television receiver may well be dangerous. Because even though the receiver is equipped with an automatic interlock, which cuts off power when the back is removed,



by-passing the interlock may result in a severe electric shock. (That's easy to understand when you realize that the receiver power supply provides ten to fifteen thousand volts to light up the picture tube.)

And don't tinker with the controls on the back of the TV chassis. The controls are adjusted at the factory and readjusted at the time of installation for best performance. Such adjustment is critical. Let a serviceman do it. (*GE Consumers Institute*)

May, 1953



Is YOURS a "no system" house? Is it one of those houses where bills are mislaid, receipts disappear, telephone memoranda are never around when you want them, and even the mail seems to walk off under its own power?

These annoying crisis makers can make even the best planned house seem inefficient. The reason, of course, is that such homes have no business center where household affairs can be taken care of. No businessman would dream of tucking his important papers in an old shoe box, a dresser drawer, or on a pantry shelf, but that's just what many housewives do every day.

Actually, a home "office" can be set up with little trouble. The kitchen is the ideal place, since much of the home business is done there. If you are planning a new house, try to arrange for a small area where you can place a small table of desk height. If this is not possible, set aside an area of counter space that is out of the main stream

## a homemaker needs an office, too

of traffic and make that your desk. This is the easiest solution in older houses.

Equipment can be confined to a few essentials. Make sure you have a good light—a pin-up lamp will do—and a proper chair. For the counter desk, a kitchen stool with a low back is good. Put a small bulletin board on the wall beside the desk, so reminders and telephone messages can be kept in full view. A telephone extension is a great time and step saver.

Make files for paid and unpaid bills out of loose-leaf notebooks with alphabetical file pockets inside. For paying bills, writing checks, and so on, it is important to have a good desk pen. Pen experts recommend an inexpensive reservoir type that holds a year's supply of ink and can be fastened to the desk top with glue or screws. This type has the safeguard of being leak proof if it is accidentally overturned.

For the rest of the equipment, your needs will dictate what you should have. However, here is a check list: a large desk calendar with plenty of room for writing in appointments, note paper, address book, recipe books or card files, a metal lock box for important papers.

Setting up a kitchen office is simply a matter of bringing everything together in one place and organizing it with a little common sense. It will pay dividends in a smooth running household.



**FOR SUITS AND SILKS.** Crochet your own suit blouse and a purse to wear with suits and summer silks. The modern version of the peek-a-boo blouse has a stand-up collar and tiny glass buttons at the front closing; designed for sizes 12-14-16. The bag is simply made of rounds of single crochet with a seven-inch zipper closing. There's a matching hat, too, in the direction leaflet. Directions for both the CROCHETED BLOUSE and CROCHETED BAG AND HAT may be had free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

# about people of the railroad

## I & S M Division

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

Harold F. Jastram, section foreman, Forestburg, S. D., can be proud of the achievements of his children in Forestburg High. Harold, senior "A" student, has been invited to attend the Midwest Youth Conference on Scholarship, Citizenship, and Leadership at the University of South Dakota. Only seniors who ranged high in the W. H. Batson Scholastic Contest are eligible to attend. Harold was also invited to attend Scholarship Recognition Day at State College, Brookings, S. D. Harold's plans for next fall are electrical engineering at State College. He was chosen for Boy State last year, earned four letters in basketball, was in the mixed chorus and Boys' Glee Club, four years on the paper staff, a member of the student council, and had a part in the senior class play. He has been on the honor roll all four years of high school.



Harold D. Jastram



JoAnn Jastram

JoAnn Jastram is a junior at Forestburg High, and determined not to be outdone by her big brother. She was chosen to go to Girl State, is editor of the high school paper, a cheer leader, and secretary of the student council. In addition to studying the piano, she also sings in the mixed chorus and girls' chorus. JoAnn is also an "A" student and has been on the honor roll for three years.

T. E. Bigly, who has been working as train dispatcher at Ottumwa, was displaced there and has returned to his position as agent at Ridgeway, Ia.

Sympathy is extended to the relatives of Fred Nockleby, retired roundhouse employe at Austin, who passed away Mar. 24.

Traveling Freight Agent Ray Pfeiffer, who recently returned from a vacation in the South, advises he visited with Walt Campbell, retired agent, in Winterhaven, Fla. He said Walt is in good health and sent his regards to the employes on the division, and especially at Wells.

Signal Foreman Len Lundberg has completed installation of the new flashing signals at the crossing of Highway 218 north, near Ramsey. They were placed in operation Apr. 27.

Fireman K. L. Fraser is in St. Mary's Hos-

pital in Rochester, Minn., for treatment. His room number is 2109.

Train Baggage man Rudy Berg, who spent several weeks in the hospital, is now recuperating at his home in Rushford. He expects to resume work about June 1.

R. C. McCoy, retired conductor, visited in Austin on his return from wintering in Texas and on his way to northern Minnesota for the summer.

The Women's Club sponsored a potluck supper Apr. 26, with about 85 in attendance. It was announced that the club was well over the top in its membership drive.

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

Roger C. Wilhelm, secretary to general manager, was married Apr. 5 to Donna Lee Forest, the ceremony being performed at the First Methodist Church in Seattle. After a brief honeymoon at the Empress Hotel in Victoria, B. C., the young couple returned to Seattle and are now at home in the Sovereign Apartments.

A. G. Britzius, assistant to general manager, is the grandfather of a baby girl born to Mr. and Mrs. Gene Britzius in Seattle. This is the Britzius' first grandchild. George Britzius, retired brakeman of Harlowton, Mont., is the great-grandfather.

Roy Newell has taken over the position of general clerk formerly held by Wayne Lawson in the general agent's office.

## Coast Division

T. W. Carscallen, Division Editor  
Superintendent's Office, Tacoma

E. B. Mason, city passenger agent, Everett, retired Apr. 30, having completed 42 years of service with the Road and an additional five years with other carriers. He started on the Idaho Division as an agent-operator and beginning in 1915 was in turn cashier at Everett, assistant cashier at Tacoma, chief clerk at the Oriental Dock and chief clerk to local and general agent at Everett. He was city freight and passenger agent at Everett from 1929 to 1950 when he was appointed city passenger agent. Mr. Mason's retirement will be busy with activities such as helping with various projects of the YMCA, and indulging his hobbies of golf, fishing and gardening. He plans to continue living in Everett.

Charles L. Sandberg, clerk in the D.M.M. office at Tacoma, retired on Apr. 30 after putting in 42 years and three months at Tacoma shops. He began at the Tacoma roundhouse as a clerk, later was timekeeper in the general foreman's office, and then to the D.M.M. office. Daniel Grogan is the successful bidder for the job vacated by Mr. Sandberg.

Carl Jacobson, retired engineer, and Mrs. Jacobson left Tacoma Mar. 17 for an ex-

tended visit to Sweden.

Carl Candler, clerk in the store department at Tacoma, passed away suddenly on Apr. 7. Carl had been with the railroad for many years, coming here from the Idaho Division. He was a bowler in the Milwaukee league and well known among the railroad folks. He was working and in apparent good health up to a couple of weeks before being taken to the hospital.

Joan Kinzner, clerk in the store department, can be listed as one of those lucky persons. She recently won a television set in a drawing at the Payless Drug Store.

J. W. Coutts has taken over the Auburn section gang as foreman while Jeff Fortney is foreman of an extra gang at Seattle.

J. G. McMahon, B&B carpenter, is at this writing in the Doctors Hospital at Tacoma following a heart seizure.

I. K. Johnson, chief carpenter at Tacoma, has been transferred to Milwaukee as chief carpenter. Mr. Johnson was with the Coast Division for two years, coming from South Dakota.

## TACOMA

E. L. Crawford, Correspondent  
c/o Agent

In the spirit of the pioneers who made the West great, the mammoth Puyallup Valley Daffodil Festival parade, despite a relentless downpour, took place Apr. 11, the longest and most elaborate parade in Daffodil Festival history. Millions of daffodils went into the creation of more than 50 floats, representing practically every industry and many reminders of the colorful early history of the State. Besides the floats there were 45 bands, drill teams and marching units. The next day the Tacoma Yacht Club staged a two and a half-mile long parade on Puget Sound, spectators braving brisk winds, a thunderstorm and drenching rain. Nearly 200,000 daffodils were used to decorate the 150-boat marine parade.

Two films, "Icabod" and "The Freight Goes Through", were shown recently at the Tacoma freight house by Larry Dietrich. About 35 persons were present. The pictures contained a lot of valuable information, particularly in connection with the handling, loading and stowing of LCL merchandise.

## Notice—Retired Seattle Employes

Interest is being shown among retired Milwaukee Road employes in the Seattle area to organize a club which will meet monthly in the club room in the Union Station. Byron P. Walker is chairman of the organization committee. For information contact Mr. Walker at 1110-6th Avenue North, Seattle 9; phone AL-6649.

**INVITATION TO TRAVEL.** W. R. Foster joins the fraternity of Silver Pass holders. The retired Sumner, Wash., conductor had the required 45 years of service.



**FESTIVE FAREWELL.** The auditor of capital expenditures force, Chicago, honors W. M. Henley, assistant engineer on valuation, with a retirement party at the Svithiod Club on Apr. 17. This head table group shows (from left) J. H. Schnaitman, auditor of capital expenditures, Mrs. Henley, Mr. Henley and W. E. Broberg, assistant valuation engineer. Mr. Henley started railroading with the Great Northern in 1914, upon completing his training at Des Moines College. A veteran of World War I, he returned to the GN after his military discharge and was subsequently with the field engineering department of the Soo Line. He had been with the Milwaukee's valuation section since July, 1929.



**AFFAIR OF STATE.** Sir Roger Makins, Britain's newly appointed ambassador to the United States (right), and Malcolm Bjorkman, information chief for the Swedish State Railways, meet in Chicago Apr. 22 as the former was leaving on the Morning Hiawatha to address the Foreign Policy Association of Milwaukee, Wis., on his first tour of the country since arriving in January. Mr. Bjorkman, who also edits the magazine published by the Swedish State Railways for their 75,000 employes, was engaged in a study of the public relations methods of the American railroads.

**EASY LIVING.** How to keep from growing old, as demonstrated by Machinist J. A. Willison, Engineer John Alleman and Machinist Joseph Conohan, retired Madison Division employes. The picture was taken at Miami in late February.



**HOW IT WAS.** Laconia, Wash., our station at the top of the Cascades before the Hyak tunnel was built, showing the snow plow crews that fought the blizzards of 1912, a year that was remarkable for 20-foot drifts in the mountains. From left: Engineer W. W. Collins, Fireman Wester Russell, Engineer Paul Schwebke, Conductor Frank Sullivan, Engineer Carl Jacobson (fireman then), Conductor Casper Brenner, Engineer Clarence Northrop and Conductor George Bircher. The picture is the property of C. H. Jacobson, Tacoma, Wash.

For the past two months a number of schools at Tacoma, Seattle and neighboring towns have been taking their pupils for a ride on the passenger trains between Seattle and Tacoma as an educational feature. The children are accompanied by teachers and chaperones. They make a picnic excursion out of the occasion, taking their lunches which they eat on the train.

Mrs. Caroline Jensen, wife of Civil Engineer Leo Jensen, is temporarily helping out in the freight office.

George Schwartz, warehouse checker on leave with the Army since 1949 and for the past two years warrant officer junior grade at Fort Lee, Va., called on the freight office gang before leaving for duty in Germany.

Mrs. Juanita Steffens, stenographer in the car department who is the daughter of Chief Clerk L. O. Sargent of the car department, spent her vacation in Chicago, visiting her husband's family.

#### SEATTLE YARD

F. J. Kratschmer, Correspondent

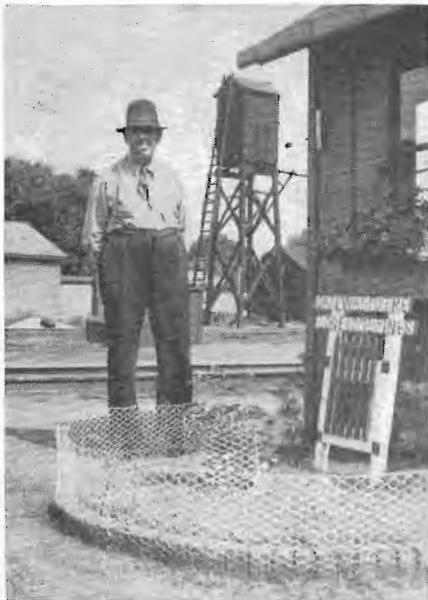
Carman John B. Hurley is off indefinitely on sick leave.

An extra gang under J. Fortney has been relaying and resurfacing the tracks in Seattle yard for the past month. Some work will also be done on the water front tracks.

An enthusiastic Safety First meeting was held in a coach in Seattle yard on Apr. 22, in charge of Superintendent of Safety E. G. Kiesele. A railroad safety film was shown to the 94 in attendance. The coach was filled to capacity with employes from all departments, including switchmen and trainmen.

Maurice A. Thayer started to work on the car repair tracks as carman on Apr. 8. He formerly worked for the Great Northern.

The B&B department under Foreman E. E.



**LANDSCAPER.** Frank Borchardt, retired crossing watchman on the LaCrosse & River Division Third District, knows how to make almost anything grow. This picture shows some of his gardening around the shelter house at Jackson Street in Wausau. Its neatness brings many comments from passers-by.

Thomas recently framed and assembled in Seattle a 60-foot 6-inch truss of gallows and the towers for same for the ferry landing at Port Townsend. After completing same, it was dismantled and the timbers sent to a local creosoting plant. Upon being returned by the creosoting plant, the truss was reassembled and loaded on two flat cars for Port Townsend.

We were agreeably surprised to run into Eddy Mitchell recently on one of his trips into Seattle as conductor on the Tacoma local. It took us back many years to when Eddy and I played ball on the championship Milwaukee baseball team in Tacoma.

## La Crosse & River Division

### SECOND DISTRICT

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

Assistant Superintendent's Clerk Donald Woodruff passed around the cigars Apr. 20. Early that morning his second daughter, Toni Donnell, was born. The Woodruff's other daughter, Pamela Jean, was born before Donald returned from service overseas.

Jim Ott, fireman on the First District and son of Engineer C. Ott, LaCrosse, was home in April visiting his parents and his wife. He expects to be back to work soon, from military service.

Mrs. T. G. Gosse, wife of B&B foreman, passed away Apr. 3. She had been seriously ill for several weeks. Sympathy is extended to the family.

Effective Apr. 1, Assistant Master Mechanic H. C. Pottsmith, LaCrosse, was appointed superintendent of work equipment with headquarters in Chicago. The evening of Apr. 15 about 40 supervisors and employes gathered at Carrolls at LaCrescent, Minn., to wish Mr. Pottsmith success in his new position. After a very appetizing dinner, R. C. Hempstead, retired master mechanic, put everyone in a jovial mood with the stories that he can put across, no matter what the occasion may be.

Martin J. Larson, 77, passed away Apr. 12 from a heart ailment he had suffered for over a month. He had resided all his life at Frontenac, Minn. He started to work Apr. 1, 1892 as a section laborer, was promoted to foreman Apr. 1, 1898, and retired Jan. 1, 1938. Survivors include two daughters, a son, five grandchildren, three great-grandchildren and two brothers.

### FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

We recently had a solid train of crude oil from the Dakota fields going east; 82 cars. Looks like business is picking up out there. Where there used to be sand and gumbo soil, now it is sugar beets and oil.

A claim prevention meeting was held at Portage Apr. 30 with the usual good attendance. Sure makes you stop and think, when the claims brought up are broken down to show some individual carelessness.

Two of our train baggagemen spent their vacations in the South, Jim Hannifan in Tennessee and John Maloney in Florida.

Agent S. M. Fiddler of Oconomowoc takes this means of saying "thank you" for the

aid extended to James E. Murphy, operator at that station, and Mrs. Murphy in the recent loss of one of their new-born twins. It was necessary to place the surviving twin in an incubator for several months, and Mrs. Murphy also required hospitalization. We all extend sympathy and wish for Mrs. Murphy a speedy recovery.

### THIRD DISTRICT

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

Guy D. Reynolds, veteran employe, has retired from service in the store department.

E. Ole Larson, son of Conductor Larson, who has been head basketball coach at North Montana College, Havre, has been promoted to an assistant professorship at the college.

Miss Phyllis Hazelwood, who attends Wisconsin State College in Stevens Point, is a pledge of Tau Gamma Beta sorority at the school. She was a member of the chorus which won first place in the songfest at the college Mar. 30.

Miss Jacqueline Conklin participated in the operetta, "The Beauty Contest," presented at Holy Cross High School, Merrill. "Jackie" is the daughter of Machinist C. A. Conklin. Mr. and Mrs. Conklin will be in the group of chaperones at the junior prom to be held at Merrill.

## Rocky Mountain Division

### NORTHERN MONTANA

Pat Yates, Correspondent  
Car Foreman, Lewistown

Operator Don Hager was displaced by Vernon Tronnes, Great Falls. Mr. Hager is going back to South Dakota, near his home, to work.

Dolly Owens, relief agent, is relieving L. M. Mattson at Denton for a couple of weeks.

Skinny Leveque is back running engine on the passenger train after spending several weeks in the hospital. Conductor Arnold Syverson is recuperating after a lip operation in the Lewistown Hospital.

Congratulations to Sectionman Joe Parac on his recent marriage to Miss Tony Tobias.

Mabel Wolter, rate clerk at Lewistown, is displacing Mrs. Jewell Halvorson, secretary to the assistant superintendent at Harlowton. The rate clerk job at Lewistown will be filled by W. L. "Bud" Rasmussen of Harlowton.

Carmen S. W. Finkbiner, William Tuss and Les Simkins of Lewistown are now working in the car department at Harlowton on account of the car department at Lewistown being closed.

Effective Mar. 1 we had a new car foreman in Harlowton. Al J. Hamre took the place of W. J. Noctor who went to Miles City to work under Car Foreman W. L. Johnson.

Switchman D. P. Murphy of Harlowton is taking his wife to Rochester for an operation.

Mrs. Pete Zwolle, president of the Women's Club, informed me that they went over the top in their membership drive this year in Lewistown. We will probably all benefit by having a nice dinner.

*I like long walks, especially when they are taken by people who annoy me.—Fred Allen*

The Milwaukee Road Magazine

## EAST END

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

Funeral services for Edgar David Leggett, retired brakeman, were held Apr. 14 at the Federated Church in Three Forks. Mr. Leggett was born at Howard City, Mich., Sept. 25, 1879, moving in 1913 to Three Forks where he worked as a brakeman until his retirement in 1953.

Wedding vows were exchanged by Betty Lucille Bacon and Clifford Richard Wilcox Apr. 14 at Three Forks. Mr. Wilcox is the son of Engineer Clifford Wilcox.

Sgt. Jack Young is back on the road as brakeman after serving eight months in Korea, where he did personnel work for the Army.

A press report from Seoul carried news that Capt. Dean A. Pogreba of Three Forks was credited with damaging an enemy MIG in aerial combat over North Korea. He was flying a Sabre jet while helping to screen dive-bombing operations. Before entering military service Captain Pogreba was a conductor on the Rocky Mountain.

Army Pvt. Murray L. Swenson, a former laborer in the car department at Deer Lodge, recently completed a course in chemical warfare at the Eta Jima Specialist School in Japan. The course is designed to teach defense against chemical, bacteriological and radiological warfare. Private Swenson, who attended Montana State College, received his basic training at Camp San Luis Obispo and arrived overseas in March.

## Madison Division

### FIRST DISTRICT

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

The Westminster Presbyterian Church at Madison was the scene of the wedding of Miss Janet Marlett, daughter of Train Dispatcher Rollie Marlett, Beloit, and Lt. John E. Schaefer on Mar. 21. A reception for 100 was held in the church parlors. After a short wedding trip, the young people are at home near Ft. Eustis, Va.

Ticket Clerk S. P. Buscemi, Madison, was injured in an automobile accident and is confined to the Waukesha hospital at this writing.

Engineer and Mrs. Herman Haugen of Madison announce the engagement of their daughter Patricia to Donald P. Pracht of Downers Grove, Ill.

Agent James E. Coleman of Whitewater was recently elected alderman and president of the city council for a second term.

Switchman Harold Bitney, and Mrs. Bitney, who were severely burned when their new home was almost destroyed by a gas explosion, were recently discharged from the hospital.

New division offices are being constructed in the passenger station at Madison, in the space formerly occupied by the Interstate Lunch Room. Vi and Henry Weber who managed the lunch room have opened up the Hiawatha Restaurant in the Washington Hotel, directly across the street from the station.

John Alleman, retired engineer, stopped in to see us, en route from Miami, Fla., where he spent the winter, to his home in Portland, Ore.

May, 1953



**TURNABOUT.** Start of a thrilling trip for 30 students of the Wausau (Wis.) Senior High School who with their chaperones were passengers on the Tomahawk Apr. 2, bound via Chicago for a two-week visit with students of Cardiner High School, Laurel, Miss. In an exchange worked out by the two schools, a group of Laurel boys and girls spent two weeks at Wausau in February. The picture below shows the Dixie delegation being greeted on its arrival. Chosen by lot, the Wausau group included Doris Parkin, daughter of Relief Section Foreman Medford Parkin of Hilbert, Wis., who is living with her grandfather, Roadmaster Cecil Parkin, while attending school (seated in the coach, lower left), and James O'Brien, son of Engineer James O'Brien (rear, third from right). Both entertained a Laurel student in their homes during the exchange movement.



Cashier Blaine F. Larson of Edgerton announces the arrival of another "hard hitting outfielder" on Mar. 21. The name, Philip Eric.

Carman John Anthony of Madison retired on Mar. 16 with 47 and a half years of service. The employes of the car department gave him a farewell party.

Agent W. O. Bruns of South Wayne announces the arrival of a third daughter, Maureen Elizabeth, on Mar. 13.

Engineer Thomas M. Dempsey, Waukesha, passed away Apr. 14th of a heart attack. Mr. Dempsey was a member of one of the early Milwaukee families. His father, Michael

Dempsey, was employed as a brakeman and a switchtender for 44 years; his brother Frank, who is storekeeper at Madison, has service of 41 and a half years; a brother James has service of 45 years in the car department; and another brother, John, has 34 years as a steamfitter in the mechanical department.

John Fealy, retired section foreman, passed away at his home in Prairie du Chien on Mar. 3.

Mrs. Homer Anderson, wife of retired B&B carpenter, Lone Rock, died at her home on Apr. 21.

answer to

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



HERE it is—a little four-pager, 4 by 5½ inches, which announced that "We Haven't Any Secrets".

Remember? It read like this:

**MILWAUKEE ROAD EMPLOYEES** know that our customers have a right to expect us to run our trains according to time table schedules, and it is our aim to do so.

**BUT—**

When something happens on the railroad to delay a train, our patrons should be told about it. Passengers are as anxious to arrive at their destinations on time as we are to operate our trains on time. When they can't find out what is causing a delay they become impatient.

### ON TRAINS . . . KEEP THEM POSTED

When there is a delay to a train en route, the passengers should be quickly told about its cause and the probable length of time the train may be delayed. People are reasonable about such things . . . when they know the facts.

### IN STATIONS . . . KEEP THEM POSTED

Stations along the line ahead should also be quickly notified when there is delay to a train enroute. People waiting in those stations to board the train or meet passengers will want to know why it is late and when it is expected to arrive. If they telephoned beforehand and were told the train was on time, and then reached the station to learn it was late with no report of its expected arrival, they would not be particularly happy about the situation.

### SO—Let's remember WE HAVEN'T ANY SECRETS

We want to let the public know what's going on. Serving them is our responsibility. We know their opinion of us will depend upon the way we treat them. Train delay is but one of the problems we have to handle—let's do everything we can to handle it properly.

### Keeping our customers happy will keep us ALL happy!

If you'd like a copy, or several copies, the public relations department in Chicago has them. And you're very welcome.

## Iowa Division

### EAST END

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

Florian Francek, retired switchman, and wife have returned from California where they spent the winter at Anaheim and attended the Iowa Picnic.

Agent A. L. Lockridge and wife of Amana are the parents of baby girl, Jan Christian.

Dispatcher N. J. Gorman, wife and daughter of Marion returned from a two-week vacation in California and en route back stopped to visit their son and brother, Pvt. James T. Gorman at Camp Carson, Colo.

Mrs. Virgil B. Dvorak is ill with rheumatic fever and will be confined to St. Luke's Hospital in Cedar Rapids for some time.

R. J. Bruesker, assistant engineer, spent a week of his vacation at the home of his parents in Minneiska, Minn., because of his father having an operation. His father is now back home and recovering.

Locomotive Engineer Ed Keating of Cedar Rapids recently returned from a vacation spent in Canada.

C. T. Rowe, retired ticket agent, and wife visited for a month with Mr. Rowe's brother,

W. E. Rowe, in Los Angeles, Calif.

Mrs. M. P. Sands, wife of section foreman at Monticello, was a patient in the Mayo hospital in Rochester, Minn., during March.

Mr. and Mrs. E. E. Goodwin returned Apr. 12 from a three weeks' vacation at Los Angeles and San Leandro, Calif.

O. A. Beerman, retired superintendent, and Mrs. Beerman returned early in April from a sojourn in the Southeast. They spent some time with Mr. and Mrs. A. P. Munsen and the four of them toured through Mississippi, Alabama, Louisiana, and Texas. En route home to Marion they went through the Ozark country.

On Apr. 1 H. J. Peterson retired as agent at Persia, which position he had held since February, 1947. He entered the service of the Road on Dec. 7, 1912 and his first agency was at Anamosa in 1918. At one time he served as ticket agent in Cedar Rapids, and he was also agent at Perry. J. C. Disburg succeeds him as agent at Persia.

Earl L. Manholz died at the home of his daughter, Mrs. Orval Schrock, in Cedar Rapids on Mar. 20. He had been employed as locomotive engineer for 28 years, retiring on Dec. 14, 1948. Surviving are his wife; his daughter, Mrs. Schrock; a son, Earle Jr. of Cedar Rapids; and three grandsons.

## COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent  
Perishable Freight Inspector

Engineer Edward P. Eicheid, 62, passed away suddenly at his home Mar. 29. He had worked for the Milwaukee more than 32 years.

Yard Clerk Charles Gue reports the latest addition to his family is a girl, born Apr. 27.

Yardmaster Howard J. Loper is a medical patient in the Veterans Hospital at Lincoln, Neb., at this writing.

Car Inspector Russell Anderson has returned to work and reports he had a nice vacation except for one big disappointment. He went to Chicago to see the White Sox play, but there was snow and no game.

S/Sgt. Eugene Boatrite, a former clerk at the freight house, has been visiting his parents here. He is the proud owner of a new car and a new wife, both products of Michigan. He is now enroute to Formosa. His wife hopes to join him later.

## MIDDLE—WEST—DES MOINES

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

Orlan Guy Emerick, Hiawatha engineer, died at his home very suddenly Apr. 24. He had not previously been in ill health, and his death came as a great shock to his family and friends. Our sincere sympathy to his wife, son and daughter.

Another death in the Milwaukee family was that of Arthur B. Cate, retired conductor, who passed away Apr. 26. Also, Anton Mickelson, retired boilermaker's helper, passed away Apr. 22. Our sincere sympathy to their wives and children.

Keith Knight, a switchman at Perry yard, was scheduled to report to Uncle Sam the early part of May. We extend our congratulations on his recent marriage.

Engineer Emmett Collins and Brakeman E. J. Wilms are on the road to recovery following recent injuries.

Machinist Levi Swanson is confined to the Lutheran Hospital in Des Moines following an accident. He underwent surgery and no doubt will be confined to the hospital for some time.

Mrs. B. H. Moore, wife of retired engineer, underwent surgery on her eyes at the Wolfe Brothers Hospital in Marshalltown, Ia. She is getting along nicely.

A former Perry boy has made good, and all his friends in Perry wish to congratulate him on his new appointment as superintendent of motive power. Congratulations, Frank Upton.

W. C. Moody, passenger brakeman on the Des Moines Division, thinks he holds the record for "lasts." When the service from Des Moines to Spirit Lake was discontinued Mr. Moody was on the last run. When the service from Des Moines to Madrid was discontinued, he was on the last run. Years ago passenger trains operated between Storm Lake and Rockwell City to connect with the trains from Spirit Lake to Des Moines. When this service was discontinued, Mr. Moody was on the last run. This made three "lasts" for him. Mr. Moody retired on Apr. 18 on account of disability.

*When the white man discovered this country the Indians were running it. There were no taxes. There was no debt, and the women did all the work. The white man thought he could improve on a system like that!*

The Milwaukee Road Magazine

easy figuring!



You'll find, if you think a bit, the one way the craftsman gets the brig in the bottle. But it's even easier to find the one cigar that gratifies you completely—easy to figure that it's a Dutch Masters. Here is rich, full contentment every time. They start at two for 25¢.

# Dutch Masters Cigars

*The cigar you've always wanted to smoke*



## Twin City Terminals

### MINNEAPOLIS PASSENGER STATION

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

Walter Hagen, chief clerk engineering department, and wife are enjoying a very interesting trip. They left Minneapolis Apr. 22 by train, departed from San Diego, Calif., Apr. 27, and were due to arrive in Honolulu, Hawaii, Apr. 28 by plane for a visit with their son who is stationed with the Navy at Pearl Harbor.

George Cornish, retired mail and baggage clerk, arrived in Minneapolis for the summer Apr. 29, after spending the winter in Mexico and Texas.

All who knew him were saddened by the sudden death on Apr. 15 of Special Officer Michael T. Kane. His sunny disposition will be missed around the Minneapolis passenger station. Sympathy is extended to Mrs. Kane and son Michael, Jr.

Captain of Police E. F. Conway and wife recently returned from a winter vacation in Biloxi and New Orleans.

An Apr. 21 an informal party was held in the South Minneapolis yard office for Trainmaster R. H. Bourgerie who was appointed assistant superintendent at Dubuque effective May 1. Superintendent Fairfield acted as master of ceremonies and presented Mr. Bourgerie with a farewell gift from his many friends and co-workers in the Twin Cities. The cake and coffee were presided over by Trainmaster's Clerk Bertha Burge.

### ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent  
c/o General Agent

Since the first of the year this has been a column of hospital reports, and the city ticket office and this department continue to keep it going.

Bill Golden, city ticket agent, and Bob Adams, ticket clerk, are both back at work after short visits, and Alan Brodin, chief clerk in this office, is also back after a lengthy recuperation from an operation. We hope that no more repairs are necessary for a while at least.

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Coach Yard Employes Michael B. Larson and John J. Ridzik (carmen) have retired due to ill health, following many years of faithful service.

Carman William Siegerson of the light repair track was married on May 2.

Miss Patricia Garin was recently employed as stenographer in the locomotive department to replace Mrs. Marion Pherson who resigned to care for the baby boy which she and husband Ralph adopted Apr. 3. A delicious dinner was served by Miss Agnes Robertson of the locomotive department on Apr. 10 at which gifts were presented to the newcomer by the office, car, locomotive and stores department people and employes now retired.

John J. Schrimack, retired machinist, and wife enjoyed a trip to Miami, St. Petersburg, and Washington, D. C., recently.

Carl E. Magnuson, blacksmith helper, locomotive department, passed away suddenly on Apr. 17 just after reporting for work. Son Edwin is employed at the coach yard.

### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

Just learned that John Black, formerly yard conductor at St. Paul, passed away in California a few weeks ago.

The stork visited Bob Medinger's home last month. It's a boy named Bob Jr. Bob left this office a year ago to take a position as chief clerk to the general agent at Denver. He is Math Medinger's son. Math, as you know, is our retired safety engineer.

F. J. McKeever, retired yard conductor of St. Paul, has been in Florida for the winter and spring.

Inez Stevens is filling in at this office from time to time as vacation clerk.

The annual meeting of the Minnesota Territorial Pioneers was scheduled for May 11 at the State capitol, with the governor as the main speaker. Sons and daughters of pioneers were also welcome. Your correspondent is a member of the board.

*You never know who your real friends are until your television set breaks down.—Earl Wilson.*

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Raymond Schwietz of the commercial office won the State V.F.W. bowling championship held in Brainerd. He will be awarded a trophy. He went to Chicago to bowl in the A.B.C. tournament the week end of Apr. 24.

Art Bourgeault, city freight agent, is taking a trip to New Orleans, leaving Minneapolis Apr. 28, to get his wife and children.

Harold Beringer informs us he has received a letter from his daughter Katherine who also used to work in the Local Freight and is now married to an employe of the British consular service. Her husband was recently transferred to Songkhla, Thailand.

Virginia Hall Ford's mother says she received a letter from Virginia who is now with her husband in Asmara, somewhere in Africa.

## Chicago General Offices

### PURCHASING DEPARTMENT

E. Galbreath, Correspondent

There has been a slight change of titles in the office during the last month. Joe Gajewski is now carbon order clerk, replacing Tim Donohue who is now correspondence file clerk. Richard Fisher, who formerly held that position, has left the railroad due to ill health.

Clara Lattimore is filling the typist position left vacant by the temporary retirement of Eleanore Auberg.

R. Radicke has been away from the office for several weeks, during which he has undergone a series of tests which required hospitalization. He is at home at this writing.

It was a girl born to the James McPhersons last month. They had no difficulty deciding which grandmother to name her for, since both are named Helen. So it is Helen Ann McPherson.

The Chicago Tribune recently carried an article of interest to us, dealing with the Elgin Council of Churches and Don Skjoldager, son of Carl Skjoldager of this office. A major event in the varied program of the council's Youth Federation group is an annual play scheduled for sometime in May. Encouraged by senior council officials, the young people handle all production without adult help, and Don has been active in planning and promoting this year's play. He has already been elected president of the group for next year. According to the picture the Tribune carried, Don is even bigger and better looking than we had been led to expect.

### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Elaine Brodd, typist, was married to Philip Cancelli at Kahoka, Mo., Apr. 19.

Catherine Wirtitsch is happy over the near completion of her new home in Skokie, Ill.

Sidney Grossfeld has been taking part in half hour plays called the "Drama Lab" broadcast over station WFJL. The latest was "Papa and the Overall Problem" on Apr. 29, in which Sidney had the leading role. His professional name is Sid Fields.

Recent promotions included Palmer Lykken, Ed Knapp, Bill Thomas, Clarence Wemple and John Hall. Clarence and John moved up from clerk to adjuster positions.

John Schaden has moved from revisor to reconsigning clerk in the OS&D department, and Robert Hall has moved into the loss and damage bureau.

Understand Ed Knapp is busy these days landscaping his new home in Glenview.

Paul Reimers, retired veteran of the freight claim, celebrated his 78th birthday in the Aurora Sanitarium. He was remembered with a gift from his friends and former co-workers.

Understand Mrs. J. H. Andrews and



**NEWLY MARRIEDS.** A freight claim department (Chicago) typist, Alice Hansen, and her husband, Bill Watkins. The Watkins' were married Apr. 4 at Bethel Methodist Church, Chicago. Co-workers gave Alice many lovely gifts for their new home.

Howard Muse were hospitalized but are at home convalescing and last reports are that they are doing fine. At this writing Gerald Heffron is at St. Mary of Nazareth Hospital.

Anna Nasheim sailed for Norway on the Stavangerfjord Apr. 24, to enjoy a vacation among friends and relatives.

Lest I forget it, Mrs. Lykken presented a daughter, Irene Marie, to your correspondent and sons John and Arthur on Mar. 10.

### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Larry Wozny left the Road after 28 years of service to become a tavern proprietor.

Cynthia Reinhofer became Mrs. Glen Roos Apr. 24 at Luther Memorial Church. She and her husband drove to Florida for their honeymoon.

Jean Wilson spent a week of her vacation planting a vegetable garden at her summer home in Delavan, Wis.

Tom Gavin's son James was married Apr. 18 to Lillian Ropski at St. Constance Church.

Hank Koretke and family vacationed in New Orleans. Charlie Trainor motored through the South. Margaret Heller vacationed in Florida, as did Dorothy Thielgaard. June Earl and husband went to New Orleans and then to parts unknown. Bill and Marge Tidd spent their belated honeymoon in Hawaii.

Ellen O'Hora celebrated 30 years with the Road on Apr. 17.

### AUDITOR OF EXPENDITURE'S OFFICE

Jim Merchut, Correspondent

The Milwaukee Road Golf League's first scheduled match of the season was postponed because of rain. Among the disappointed "duffers" and "hackers" from our office were Eddie Villella, Ray Litka, Ed Sowle, Johnny Gross, Lenny Biggott, Norb Izdepski, "Shadow" Wisniewski, Ed Boyce, Willard Wilson, Fritz Miller and Bernie Gregg.

Jeannie Jassak and Sophie Kustron vacationed at Miami Beach where they had their fortunes told by a gypsy. Both Jeannie and Sophie are now looking for the tall, dark, handsome men who are to come into their lives.

Viola Zechlin who has been in Wesley Memorial Hospital since Feb. 17, left there to continue her convalescence at home.

Ruth Espeset is recovering at the Manor Hospital with both of her feet in a cast as a result of a fall in her home.

Bob Notsom joined the ranks of the commuters last month. Bob moved his family

## WEST COAST WOOD PRESERVING CO.

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

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

into a brand new ranch-style home in Grays Lake, Ill.

Martha Gerardin vacationed in swank Palm Beach, Fla.

Rensselaer Polytechnic Institute has awarded a four-year scholarship to Ray Seidlitz, sorter in the T&E section.

#### CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The club has an engagement to perform in the grand ballroom of Masonic Central Temple, 912 North La Salle Street, Chicago, on May 22. An invitation has been extended to the members and their friends to remain after the concert for special entertainment, refreshments and dancing.

The results of the program rendered for the Fellowship Club of Messiah Evangelical Lutheran Church on Apr. 29 were most gratifying. The auditorium was filled to capacity and the appreciation of the audience was shown by their applause. Special arrangements of the following numbers were presented: You'll Never Walk Alone, Old Mother Hubbard and Someone's in the Kitchen with Dinah.

#### ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

In re-assuming the duties of correspondent for the engineering department, I would like to say "thank you" to Harold Datisman, who has done an excellent job these past months. I would also like to say that I am pleased to re-assume this position and will, with the help of the active and retired members of the engineering department, endeavor to make the column as interesting as possible. Please contact me if you have an interesting item.

Welcome to Donna Mae Dusckett, stenoclerk in the office of Mr. Ornburn. Donna Mae comes to us from the office of Division Freight Agent Robert White.

Mrs. Erma Oberg, stenoclerk in Mr. Powrie's office, is home from Wesley Memorial Hospital but still quite ill.

Miss Grace Klauber, stenoclerk in Mr. Ornburn's office, is home from Passavant Hospital and much improved.

Ed Tomasik, design detailer in the office of Mr. Burch, has been forced to return to St. Joseph's Hospital for major surgery.

P. G. Savidis, retired office engineer, now in Orlando, Fla., underwent surgery recently. According to his son George, assistant division engineer at Spokane, who visited with his dad last month, P. G. is well on the way



**HIAWATHA IN THE SOUTH.** Members of the Memphis, Tenn., Passenger Traffic Association being initiated into the Hiawatha tribe Apr. 20 by William Wallace, assistant passenger traffic manager, Chicago. Mr. Wallace is standing third from the left (front) with H. E. Ridenour, general agent, St. Louis, second to his left (light suit) and Sam Grafensten, traveling passenger agent, St. Louis, seated at his right. The initiation was a feature of the association's monthly meeting which was sponsored by The Milwaukee Road.

to being his genial self.

The reason for that sunny Monday morning smile on Helen Zechlin's face (she is secretary to Mr. Burch) is the fact that although her husband Roy is in the Army and stationed at Fort Breckinridge, Ky., he gets home almost every week end.

T. H. Strate, retired division engineer, returned recently from a vacation in Hawaii. He came back on a fruit steamer along with 10,500 tons of pineapples, a crew of 46, and five widows. Tom was the only male passenger. He reports a pleasant but uneventful passage.

John Truell, assistant engineer, joined the F.O.P.P. (Fraternity of Proud Papas) recently. The day after the baby was born, John was transferred to Bensenville to work with K. L. Clark, principal assistant engineer, on the new yard.

Don Nelson of the office of N. E. Smith, division engineer at Minneapolis, is also temporarily assisting Ken Clark at Bensenville.

B. H. Bobbitt, assistant engineer, construction, at Bensenville yard, is confined to the hospital. Bill made a trip to Mayo Brothers at Rochester, Minn., for a check-up.

The alterations going on in this office, preparatory to the transfer of L. B. Porter and his staff to Chicago, were completed at the end of April.

Stop the presses! I learned just before this copy was turned in that on Apr. 28 at 10:30 a.m. I became the grandfather of a boy. Born to my oldest son, Fred, and his wife at St. Joseph's Hospital, Chicago. The proud father works for the C.B.&Q. Named after his two grandfathers, the baby's name will be Bruce Edward Mitchell.

#### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Sympathy is extended to John J. Canty on the death of his father Apr. 5; also to Paul Miller whose mother passed away Apr. 21 at Princeton, Wis.

Eddie Siuda has returned to work after being off several weeks due to illness.

William R. Ptack is back with us after serving Uncle Sam, including 18 months spent in Japan.

Marvin E. Kuper resigned Apr. 24 to accept employment elsewhere.

*This is a world of compensations; and he who would be no slave must consent to have no slave. Those who deny freedom to others deserve it not for themselves and, under a just God, cannot long retain it.—Abraham Lincoln.*

## MARSH & McLENNAN

INCORPORATED  
INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

Chicago • New York • San Francisco • Minneapolis • Detroit • Boston • Los Angeles • Toronto • Pittsburgh • Seattle • Vancouver • St. Louis • Indianapolis • Montreal • St. Paul • Duluth • Portland • Buffalo • Atlanta • Calgary • Washington • Tulsa • Phoenix • Milwaukee • Cleveland • Havana • London.

**UNION MADE**  
**Lee** **OVERALLS**  
**AND**  
**OVERALL JACKETS**



Sanforized  
Guaranteed

**For Longest Wear On  
Any Job . . . Buy LEE**

**Satisfaction Guaranteed or  
your money back.**

**THE H. D. LEE CO., INC.**  
Kansas City, Mo. • South Bend, Ind.  
Minneapolis, Minn. • Trenton, N. J.  
San Francisco, Calif. • Boaz, Ala.



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

**CREOSOTED  
MATERIALS**

and

**COAL TAR  
PRODUCTS**

**Republic Creosoting Co.**  
Minneapolis

**OPERATING 161  
MOTOR TRUCKS  
TRACTORS AND  
TRAILERS**

**RECEIVING  
and  
FORWARDING  
POOL CAR  
DISTRIBUTORS**

**ESTABLISHED 1880**

***P. D. Carroll Trucking Co.***

**CHICAGO, ILLINOIS**

**OFFICE OF AUDITOR OF EQUIPMENT  
ACCOUNTS**

Harry M. Trickett, Correspondent

Muriel Wassman resigned on Apr. 15 to be married. She will make her home in Wisconsin.

Sympathy was extended to Joseph Votava and Helen Retzke in the loss of their fathers on Apr. 14 and 15.

Elsie Graening returned to work on Apr. 16, looking very rested after a four-month furlough.

A bridal shower was tendered on Apr. 23 to Kathleen Healy who was married on Apr. 25 to James Cuney.

Audry Burghardt was honored with a stork shower on Apr. 29 when she resigned for the blessed event.

Catherine McDonagh has been wearing an engagement ring since Easter.

Fred Meier returned to work on Apr. 6 after two years of military service, serving as mess sergeant in Korea. He looks like his cooking agreed with him.

**PASSENGER TRAFFIC DEPARTMENT**

F. J. Carney, Correspondent  
City Ticket Office

Business associates and other well-wishers will be interested to know that two of our department executives—Ralph Klotz and W. C. "Bill" Klomp, both of whom have been hospitalized—are well on the high road to convalescence at the present writing. Mr. Klotz recently underwent surgery in Lutheran Deaconess Hospital in Chicago; Mr. Klomp was in Elmhurst Memorial Hospital for tests. Each is now at home and plans on returning to work in the near future.

Sgt. Jim Crosby of the Marines (formerly of the PTM's office) is back from Korea, comparatively unscathed. After a brief stop-over here, he will be enroute to a camp in Florida. Expects out by September.

The three April additions to the passenger department are Ralph Apple and John Kost of the Monroe Street office, and Robert Leach of the reservation bureau.

Ralph Apple of Elgin, Ill., graduated from the high school there and was formerly employed by the Elgin Watch Company, and more recently at our Bensenville yard office.

John Kost is a graduate of St. Rita's High School. His military service included a seven-month spell in Korea as Infantryman. After his discharge in September '51, he attended

the Stenotype School of Chicago, and still goes two evenings a week, with the view to sharpening this skill to court reporting level.

Robert Leach, who is the new night typist in Reservations, was formerly with Field Enterprises, educational publishers. He has racked up two years at Iowa U. and plans on getting in two more years of school here in Chicago on a part time basis.

**I & D Division  
EAST END**

Karen B. Rugee, Correspondent  
Asst. Superintendent's Office, Mason City

A family potluck supper was held in the Women's Club rooms at Mason City on Apr. 7. Mrs. Ralph Joynt, program chairman, introduced W. D. Tyler and J. F. Wescoat who gave travel talks and showed colored slides of scenes in the United States, Canada and Mexico. Song and tap dance numbers were presented by Connie and Dottie Hill, nieces of Ruby Potter, and community singing was led by Walter B. Hendrickson, accompanied by Mrs. Harry B. Larson. Hostesses were Mrs. W. B. Hendrickson, Mrs. R. L. Goltz, Mrs. C. S. Pack and Mrs. W. P. Trenkler.

Jim Colloton, freight agent at Milwaukee, and wife spent Easter with his parents, Mr. and Mrs. Harold Colloton. John Colloton, who is a senior at Loras College, also spent the Easter holidays at Mason City.

Mrs. James W. McGuire, wife of retired conductor, passed away at Mason City Apr. 24, following a long illness. She was the mother of Marion Schultz, steno-clerk at the Mason City freight office.

Dr. L. R. Woodward, company surgeon at Mason City (Park Hospital), was presented the Award of Merit of the Iowa State Medical Society "for long and faithful service to medical organization." Doctor Woodward was one of four Iowans who received this honor.

The marriage of Shirley Bergeson, daughter of Agent C. B. Bergeson of Whittemore, and Quentin Torpin, train dispatcher at Marion, took place at Wesley Methodist Church, Mason City, on May 3. Shirley is a nurse at Mercy Hospital in Mason City.

**SECOND DISTRICT**

Fay Ness, Correspondent  
Superintendent's Office, Sioux City

Engineer John V. Leafstone and wife have returned from the west coast where they visited their daughter and became acquainted with a new grandson.

Alda S. King, agent at Ravinia, S. D., retired Apr. 1. He began his service with the old Southeastern and came to the I&D in 1942. He and Mrs. King expect to make their home at Emerson, Neb.

Gerald Francis arrived Mar. 31 to gladden the hearts of Trainmaster and Mrs. Freund. Traveling Auditor T. D. Hakes is recuperating at home after emergency surgery in a Sioux City hospital. Mr. Hakes was seriously ill and we are happy to report that he is now on the mend.

We have word of the serious illness of Ben Rose, retired engineer, but are glad to learn that he is improving and will be able to return to his home in Long Beach shortly.

Mrs. R. Pomerico, wife of brakeman, is convalescing at home after undergoing surgery in a Sioux City hospital.



**CONGRATULATIONS.** J. H. Stewart, general superintendent, Milwaukee, who was appointed assistant general manager with headquarters in Chicago effective May 1, was honored by some 75 associates at a farewell luncheon in Milwaukee on Apr. 29. The speakers' table included left to right: R. F. Johnston, general passenger agent, Chicago; J. J. Dombrowski, superintendent, Milwaukee Terminals; L. J. Benson, assistant to president, Chicago; Mr. Stewart; C. F. Dahnke, assistant general passenger agent, Milwaukee; J. A. Jakubec, superintendent of the Milwaukee Division and now general superintendent at Milwaukee; and M. M. Wolverton, assistant general freight agent, Milwaukee.



**"AT HAMILTON  
THERE ARE NO  
SHORT CUTS  
TO ACCURACY!"**

Nancy Geelhart, 11, daughter of assistant division engineer at Sioux City, was one of eight children appearing on KMTV television who were awarded prizes in a spelling contest.

"Men's Night" held by Sioux City Chapter of the Women's Club Apr. 23 at the Scandinavian Club was attended by 120 members of the Milwaukee family. The men served the meal and Ed Hermanson, car department, supervised the program. Harold Anderson, car department, was the star of the bill, playing the accordion.

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Kenneth Crouch, engineer in the division engineer's office at Milwaukee, left May 1 to take a job with the Standard Oil Company at Milwaukee.

William Egdorf, retired maintenance of way employe of Clinton, passed away Apr. 19. He is survived by a family of 10. His son-in-law, Clarence Kitzman, is section foreman at Avalon.

The condition of James Hanna, agent at Walworth, is not improving very much and at this writing he is a patient in the hospital at Beloit.

Superintendent J. A. Jakubec has been promoted to general superintendent at Milwaukee. Our new superintendent, K. R. Schwartz, comes to us from Aberdeen.

A spring claim prevention meeting was held at Sturtevant the evening of Apr. 20 with an attendance of 30. W. L. Ennis was the principal speaker and after his talk there was a discussion by the group. Refreshments were served by Agent L. M. Oskins and Mrs. Oskins.

Conductor Jim Murphey who recently had

a fall at Rondout is recovering at Wesley Memorial Hospital in Chicago.

Fireman A. E. Gavanda recently underwent surgery at the Wisconsin General Hospital, Madison.

### SECOND DISTRICT

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

Assistant Trainmaster Lyle Worthing has undergone an operation at Rochester, Minn. We understand he is doing nicely, but it will be some time before he can return to work.

Oliver Johnson, crane operator, is the very proud father of twin girls, Debra Kay and Diane Ray, born Apr. 14.

L. D. Hugunin, retired conductor who fell recently and broke his right leg, is out of the hospital and getting along nicely.

A "perfect shipping" meeting was held the evening of Apr. 28 at the Elks Club in Green Bay, sponsored jointly by the Green Bay Association of Commerce and the Green Bay Traffic Club. The Milwaukee Road employes attended.

Any news which you may have for the Magazine will be greatly appreciated.

## Chicago Terminals

### GALEWOOD

Norma Gunderson, Correspondent

Fred Scharlau, retired stationery clerk, passed away on Mar. 31. He was a veteran employe with 61 years of service at the time of his retirement on Jan. 24, 1950.

Sympathy is extended to the families of the following employes who passed away the past month: Carl Stark, former car distributor, who passed away at Riverside, Calif., Apr. 7; Walter Janizewski, stower, who passed away Apr. 26; George P. Rutter, former assembler, who passed away Apr. 27; also to the family of James Walsh, checker, whose son passed

"No one has gone to greater lengths to achieve accuracy than Hamilton scientists, engineers, and craftsmen.

"When a precision part could not be manufactured by ordinary methods, Hamilton engineers built a machine to make it.

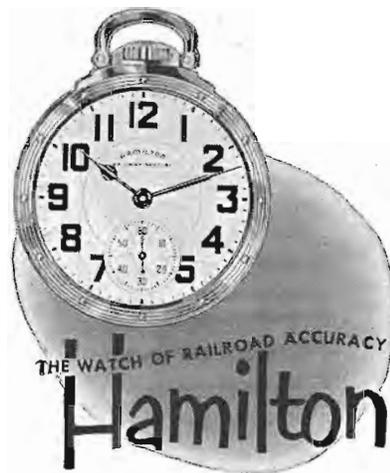
"When improved accuracy demanded a special alloy, Hamilton metallurgists invented it.

"Rustproof Dynavar mainsprings and non-magnetic Elinvar-Extra hairsprings were the products of such research and engineering skill.

"Accuracy has always been the watchword at Hamilton. No wonder more railroad men carry Hamiltons than any other make."

*Ask your time inspector to show you HAMILTON's Model A in natural gold-filled case. It's accurate and dependable—\$90.00 (Fed. Tax Incl.).*

**HAMILTON WATCH COMPANY  
LANCASTER, PENNSYLVANIA**



**FOR ELECTRIC AND  
DIESEL-ELECTRIC LOCOMOTIVES:**

All-Cast Aluminum Directional-Finned  
Radiation Elements for most  
efficient heat transfer, as used in:  
**COMPRESSED AIR AFTERCOOLERS  
AIR COMPRESSOR INTERCOOLERS  
FUEL OIL HEATERS**

**WILSON  
ENGINEERING CORPORATION**  
122 So. Michigan Ave., Chicago 3

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

**Webster Lumber Company**  
2522 Como Ave., West  
St. Paul, Minn.

**BUCKEYE**

**CAST STEEL PRODUCTS  
FOR RAILROADS**

*Truck Side Frames  
Truck Bolsters  
Couplers  
Yokes and Draft Castings  
Miscellaneous Car Castings  
Six- and Eight-Wheel Trucks*

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

away Apr. 22, leaving a wife and four children.

Tony Romano, claim clerk, returned to work Apr. 7, Jack Kerwin, senior rate clerk, on Apr. 8, and A. E. Strohmeier, cashier, on Apr. 27, after leaves due to illness.

Tom Lecture, station accountant, has retired due to ill health.

George Christiansen, checker, is hospitalized at this writing.

Frances Mason, chief telephone operator, and Gilbert Mason, switchman, are spending their vacation touring California, stopping at the Grand Canyon and other points of interest.

A note was received from Ethel Gibbs, demurrage clerk, thanking all for the cards and gifts at Easter. Ethel is still not up to par, but if good wishes will help, it won't be long now.

Stephanie Manterys, clerk, has taken a leave of absence to study up on her future duties of motherhood.

As president of the Milwaukee Road Women's Club Fullerton Avenue Chapter, I wish to thank everyone for their cooperation in helping us to go over the top in the 1953 membership drive.

**SLEEPING & DINING CAR DEPARTMENT**

Jesse Ramey, cook, who enlisted in the Army in January, 1951, was recently promoted to corporal while serving with a combat battalion at Giessen, Germany. Corporal Ramey is a medical aidman assigned to a medical detachment of the battalion, part of the NATO defense forces in western Europe. He has been overseas since last May.

**UNION STREET**

Florence La Monica, Correspondent

Sorry to report that Paul Nelson, storage clerk, met with an accident recently while driving. He is confined to St. Anne's Hospital at this writing.

Sympathy is extended to Jim Systek, stower in house 1, whose mother passed away Mar. 28.

E. L. Sloncen, O.S.&D. clerk, retired Apr. 30. Ed began his service with the railroad in 1917 and spent all 36 years at Union Street. He plans on spending considerable time with a son and daughter in Phoenix, Ariz. He and Mrs. Sloncen have seven children, all of whom are married, so enjoying his family and his home in Glenview will be enough of a hobby during his retirement.

**WESTERN AVENUE**

Edward M. Szeszel, we learn through the Army Home Town News, was promoted to sergeant first class while serving in Korea with the Infantry. Szeszel, a reconnaissance sergeant, entered the Army in September, 1951 and arrived in Korea last June. He was formerly an electrician helper in the car department.

**BENSENVILLE**

Dorothy Lee Camp, Correspondent

Walter Christensen, retired Bensenville trainmaster, visited with old friends recently and looked over the new hump project. Walter receives the Magazine at his home in Pennsylvania, but would like some more news about the yard forces. Get the news in boys, so Walter can hear how you are all getting along.

Thanks to the crew on 107 on Apr. 22 and to the crew on 108 on Apr. 27, both between Chicago and Kansas City. Your correspondent's mother, Alta Sherwood, reported a very comfortable trip both ways. Mom had a few days vacation in Kansas City, Grain Valley and Independence visiting with her family.

"Dunk" Schwartziner, Illinois Division conductor, has returned from a three-month rest and vacation in California.

The Wesley Memorial Hospital has a new boarder, our own Jim Murphy, Jay line conductor. Sorry to report that Jim is laid up, but he hasn't lost his Irish sense of humor. How about some "get well" cards to Jim, as well as some visitors? Even with good care time passes slowly, and Jim will be there for some time.

The Martineks, who already had three fine sons, are the proud parents of little Linda Mary, who was born Apr. 13. Brothers Tommy, Jimmy and Stephen John, Tony (day chief clerk) and mother Mary think she's a little honey.

Lorayne Schockmel, secretary to assistant superintendent, took a trip to Denver, then to Colorado Springs to see her father at Easter time. Easter always calls for a trip to the Garden of the Gods, where seven inches of snow fell in four hours this year. Lorayne reports it was a camera fan's paradise. Lorayne's father is in the hospital but is doing fine.

We welcome the family of William Bannon, new trainmaster in charge of construction operation on the new hump. The Bannons are moving here from Milwaukee.



**SOLID FUELS  
OF  
REAL MERIT**

**REPUBLIC COAL & COKE CO.**

General Offices: 8 S. Michigan Avenue, Chicago 3

Branch Offices:  
St. Louis, Minneapolis, Indianapolis, Peoria, Milwaukee, Cleveland, New York.



**AFL HEAD TRAVELS "MILWAUKEE".** George F. Meany, new president of the American Federation of Labor, boarding the Morning Hiawatha in Chicago Apr. 17 for Minneapolis where he opened the 1953 Union Label Industries Show. Shown with him are Parlor Car Conductor Paul Basil and Porter Jake Clopton. Mr. Meany returned the following evening on the Pioneer Limited.



**ADD DISTINCTION TO YOUR HOME**

Let the friendly warmth of this house marker, featuring an authentic reproduction of the famous C. P. Huntington locomotive, greet your guests. Easily identifies your home night or day and makes a wonderful gift for a friend. Made of aluminum with rich black finish.

**Locomotive** (ornament only) for den or game room—Size 15 $\frac{3}{8}$ " x 7 $\frac{1}{8}$ " only \$17.95 ppd.

**Marker No. 611** with 5 $\frac{1}{2}$ " x 15" nameplate accommodates 10 Duo-Glo letters or numbers to a side . . . only \$27.45 ppd.

**Marker No. 612** with 7 $\frac{1}{2}$ " x 16" nameplate accommodates two lines of 10 Duo-Glo letters or numbers to a side . . . only \$32.95 ppd. Duo-Glo letters and numbers 30c ea. Long names hand lettered at 20c per character.

**SATISFACTION GUARANTEED OR YOUR MONEY BACK**

Send check or money order. No C.O.D.'s please. Add 3% sales tax if in Michigan.

**Town & Country Shop**  
Marshall, Michigan

Mrs. Howard Lawrence, wife of crew director, spent three weeks in New York with her sister, who underwent an operation. On returning home she was elected president of the Itasca Women's Club. We can see a busy year ahead for Ruth, who always goes into everything she does with zip and energy.

Welcome a new citizen! Pablo Moreno of the ice house is now a proud American. Son Paul went with him to get his final papers and see just how that part of the government operates.

Yard Clerk Harry Zender is back on the job after keeping steady company with the armed forces for many months.

Fred Gründ, train clerk on sick leave, reports he is feeling some better.

Bill McNeerney, operator at the Soo Line tower days, was re-elected mayor of Franklin Park Apr. 21 by a landslide.

Robert D. Clark Post 1205 of the American Legion has requested the Magazine to publish a notice to the effect that it is currently conducting a membership drive. Anyone who wishes to join should contact Service Officer Henry A. Becker, phone Bensenville 1132-R. Meetings are held at Fireman's Hall the second and fourth Tuesday of each month.

Sympathy is extended to the family of James E. Mehan, who passed away Mar. 29. Mr. Mehan was employed by the Road for 58 years until his retirement six years ago as assistant to superintendent of the car department. He was 78 years of age.

Sympathy is also extended to the families of the following who passed away during April: Anton Runte, retired painter, who died at the age of 83; Edward Rettmann, retired tinsmith, who died at the age of 74; James Kresly, retired air brake man, who died at the age of 74; and Albert W. Tyler, retired carman, who died at the age of 84.

**LOCOMOTIVE DEPARTMENT**

Arno Bartz, Correspondent

John Grubb, retired back shop machinist, had his right leg amputated a few weeks ago and is now coming along in fine style. John is 84 years old.

Tom Dempsey, 70, Madison Division engineer, died of a heart attack on Apr. 14 after bringing his train into the yards. He had more than 50 years of service.

Milwaukee Chapter of the Railway Business Women's Association held its annual bowling sweepster the last Sunday in April.

**T-Z Products Always Give Unexcelled Service**

- T-Z "Clinglite" DUST GUARD PLUGS
- MW JOURNAL BOX LIDS
- T-Z PIPE CLAMPS for all type cars
- T-Z "AB" BRANCH PIPE TEE BRACKETS
- T-Z RETAINING VALVE BRACKETS
- T-Z WASHOUT PLUGS

**T-Z Products, As Standard Equipment, Prove Their Merit**

**T-Z RAILWAY EQUIPMENT CO.**  
CHICAGO, ILL.

G. S. Turner

**Milwaukee Shops**

**CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT**

Vincent O. Freilhoefer, Correspondent

If you want to get the inside "dope" on baseball, baseball schedules, players, and choice seats at all games played at our new county stadium, please contact Walter "Congo" Demitros, carman in the truck shop, who has a part time evening position as one of the chief ushers at the stadium, which, I might add, he fills very efficiently.

John Duty, assistant sheet metal foreman, became the father of a baby girl on Apr. 9. The new arrival is named Mary Lee Jean.

Marty Makutz, blacksmith, and wife recently returned from a health trip to Florida. Also early to meet spring were John Strobl, welder, and wife who visited Albuquerque, N. M.

We wish to welcome a new stenographer in our department, Kenneth W. Pezoldt, who transferred from Mr. Deppe's office.

Inspector John C. Beck is back in our office after being out on the road during the winter months inspecting work equipment.

**PROTECT YOUR FAMILY**



... By protecting your earning power . . . with the Continental plan of Accident and Sickness Income Protection . . . designed specifically for Railroad employees.

**RETURN THIS COUPON TODAY!**

Please show me how, for just a few cents a day, I can protect my paycheck against loss through sickness and accident.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_

RAILROAD \_\_\_\_\_ OCCUPATION \_\_\_\_\_

**CONTINENTAL CASUALTY COMPANY**

310 S. Michigan Avenue • Chicago 4, Illinois

**THE RAILROAD MAN'S COMPANY SINCE 1897**



**Over 11  
MILLION DOLLARS**

HAS BEEN PAID

**RAILROAD MEN**

BY

**The Travelers Insurance Company**

Hartford, Connecticut  
RAILROAD DEPARTMENT

For Accident Protection on or off the job and available on Payroll Deduction Plan see a Travelers Representative.

**CARTER BLATCHFORD, INC.**

80 E. JACKSON BLVD.  
CHICAGO

**RAIL JOINTS**

Reformed and heat treated to meet specifications for new bars.

Steno Carol Keller took down first money, bowling three of the highest games she did all season.

Retirement does not appear to have slowed down J. E. Bjorkholm, former superintendent of motive power. Recent news of him has it that he keeps fit with a daily walk of 45 city blocks and a swim at the Elks Club.

Machinist Helpers LeRoy Nuetzel and Herman Iverson of the diesel house returned from armed service during April and are back at work.

John Duckhorn, retired roundhouse materialman, paid the fellows in the roundhouse office a visit on the occasion of his return from a convalescent sojourn in California.

The diesel house is represented in local amateur softball circles by Machinist Helper Bill Wing and Machinist Jerry Littenberger, both of whom made their season's debut with timely hits. Bill is the old pro of the pair, having played in and around Milwaukee for the past 15 years.

Frank Mika, roundhouse machinist helper, and Steve Drewek, back shop machinist, off on account of illness at this writing, plan to return to work the latter part of May.

Frank Hobbins, Milwaukee Terminal fireman, has shed his Army khaki and is again on an engine.

As this goes to press, Roundhouse Chief Clerk Earl Moore is resting nicely at Madison General Hospital after an eye operation. It is expected he will be out for about three months. Cards and notes of cheer should be addressed to him at the hospital.

Three of the local men about town are helping Milwaukee's major league baseball team get squared around in the new county stadium. Clerk Ralph Haslam, looking resplendent in a new red uniform, is the assistant chief usher, while A.F.E. Estimator Ken Voss and Steno Bill George Corbett are rated as the two best ticket tellers on the roster. The boys will oblige with any ticket problems or information you might have.

The return of Charles Esperseth as a steno in the office of the superintendent of motive power was an event the first week of May. Charlie served in Germany as a member of the Army of Occupation the past two years.

**STORE DEPARTMENT**

Virginia Schori, Correspondent

The unusual area of brightness in the northwest corner of the general storekeeper's office is readily explainable. Monica Bielmeier, steno to the district storekeeper, is wearing a large diamond ring on her left

hand. The donor is Jim Krause with whom Monie attended high school. A fall wedding is their intention.

Counterman Charles Piepenburg who was taken ill on Feb. 22, passed away Apr. 7. Sympathy is extended to his wife, children and grandchildren.

Miss Mary Dwyer, clerk in the main office, covered her comptometer on Apr. 7 for a leave of absence.

The Al Zirkel family left Apr. 3 for a trip to Tucson, Ariz., to spend Easter Sunday with Mom and Dad Zirkel. While in the vicinity, Al, secretary to the assistant general storekeeper, also made a side trip to Mexico.

Tom Koeske, son of Dolores Koeske, clerk in Section F, came home on a furlough and claimed Lois Lang for his bride on Apr. 11. Jerry, another son, is also in the Army and is currently on his way to Korea. We understand that Dolores has taken a sick leave in order to clear up an ailment.

Employees in the freight car store recently lost one of their favorite fellow workers. Earl Solverson who was a stockman is now stock book clerk in the main office.

L. R. Gurrath succeeds W. O. Wall-schlaeger, retired, as chief stockman, and E. A. Hauser has been appointed assistant district storekeeper. T. H. Reidy is now general foreman, whereas W. J. Kutter has been appointed traveling storekeeper.

Steve Hondell, stockman in the main store, and Mrs. Hondell who recently welcomed their third grandchild, celebrated their 30th wedding anniversary on May 1 with a family gathering.

At this writing the address of Walter Moschel, scrap sorter, is the Deaconess Hospital, Milwaukee, where he is undergoing an operation.

"There's no place like home" is the melody Pfc. Gerold Goralski is singing these days. He was recently released from the armed forces after 23 months of active duty in Korea. Having been wounded in action Gerold is taking a little time to rest up before he resumes work.

**H & D Division**

**MIDDLE & WEST**

R. F. Huger, Correspondent  
Operator, Aberdeen

Agent T. E. Thompson, Bristol, was off the job recently, taking care of his mink farm. Agent R. M. Thompson, Summit, also took her vacation to help T.E.T. with the mink, being relieved by Fuerher and Wolf.

**REGENT'S**

**BLACKSATIN**  
Originating on  
The Milwaukee Road

**DEEP SHAFT MINE  
WASHED**

Capacity 2,500 Tons  
Daily

**INDIANA'S NEW MODERN COAL MINE & WASHERY**

**QUALITY COAL**

6" Lump—6" x 4" Washed Egg—4" x 2" Washed Nut

**Washed and Dried Treated Stokercoal**

1 1/2" x 3/16" ——— 3/4" x 3/16"

The Perfection in Preparation and Size  
Low Ash—High Heat Content. Porous Pancake  
Clinker—Easily Removed

**STERLING-MIDLAND COAL CO. 8 So. Michigan Ave., Chicago, Ill.**

Relief Agent A. L. Wolf is the proud father of his first boy, born Apr. 25.

In the music contest for high school students held recently at Aberdeen, Bonnie Gay Fleming, daughter of Agent F. U. Fleming of Ashton, was awarded a rating of "excellent" for solo singing. This was the first year she was entered in the contest, and she was the only Ashton student to receive an award. The



Bonnie Gay Fleming

'excellent' rating is given for second place. Agent Weatherly, Java, started his vacation May 1, planning to travel down into New Mexico and Arizona and vicinity via house trailer.

The Aberdeen bowling team that was going to take the Milwaukee tournament by storm is alibiing about the alleys. Well, some alibis are better than none. The names were mentioned in last month's Magazine. Don't think they want any more publicity.

Engineer Hank Johnson has left for Otumwa to give it the benefit of his know-how, good nature and fishing ability.

Sympathy is extended to the family of Rules Examiner J. S. Keenan on his death Apr. 18. Jim was 64 years old. He was one of the old time telegraph men and had been around Aberdeen for a good number of years as dispatcher and chief dispatcher.

J. L. Faeth, clerk in the superintendent's office, is off at the present writing, under observation at a hospital.

Horse lovers, H&D territory and elsewhere: Don't forget the racing at Aberdeen June 19-20-21 at the Fairgrounds, sponsored by the American Legion.

Several railroad people made the organization of the 40 et 8 of the American Legion at Aberdeen recently. Fireman Richard Carlson and Yard Clerk Jerry Flattum did a nice job of singing "Doggie in the Window" in

one of the Aberdeen restaurants. That was taken care of by Flattum, and Carlson auctioned off a hard roll for 35 cents. Both are available for engagements in the future.

**EAST END**

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

Carman Frank Kruger is happy to have his son Floyd home after serving in Korea. Floyd plans to resume his studies at the University of Minnesota.

August Fritz, retired section foreman, passed away at his home in Cologne on Apr. 24.

Two of the "regulars" retired the past month, namely Passenger Conductor Ben. C. Bishop and Engineer J. D. Snyder.

Brakeman Daryl Jensen has returned from a winter in California. By way of advertising a bit, he treated all around with oranges from his winter home.

Brakeman Orville Oswood was married Apr. 13 at Ortonville where he and Mrs. Oswood will be making their home.

One of the highlights of the past month was the brief visit of J. T. Gillick, retired operating vice president, who passed through Montevideo en route to Seattle. On hand to greet the much-beloved gentleman were some of the retired H&D-ers and older men still on the active list. Mr. Gillick was presented with a decorated cake by your correspondent, because of having a mutual birthday date coming up soon. Not being able to get together on the actual date, we decided to celebrate earlier.

Another crowd of enthusiastic school children invaded the station recently when groups from three rural schools in the vicinity of Maynard boarded the train at Granite Falls and rode to Montevideo on the noon Columbian. In spite of a pouring rain, the spirit of the occasion was anything but dampened as the Monte yard force took them on a tour of the roundhouse, dispatcher's office, through the yard back of the switch engine, and gave them a peek into a diesel engine.

Out in all weather...

keep dry



There's engineered protection in every vulcanized watertight seam of this fine rubber work clothing. Special compounds to resist sunlight, oxidation and cold. Roomy cut means better comfort and long wear.



**U. S. WORKSTER SUIT**

- inside fly front
- rust-resistant ball and socket fasteners
- corduroy-tip collar
- overalls: high bib, adjustable shoulder strap.

**U. S. SQUAM HAT**

- reinforced
- BLACK FLEXON ARTIC BOOT**
- net lined
- four buckles



**U. S. SWITCHMAN COAT**

- roomy, ventilated cape back
- corduroy-tip collar
- knee length
- ball and socket fasteners

**U. S. NOBBY HAT**

- reinforced brim
- cemented seams
- ventilated crown

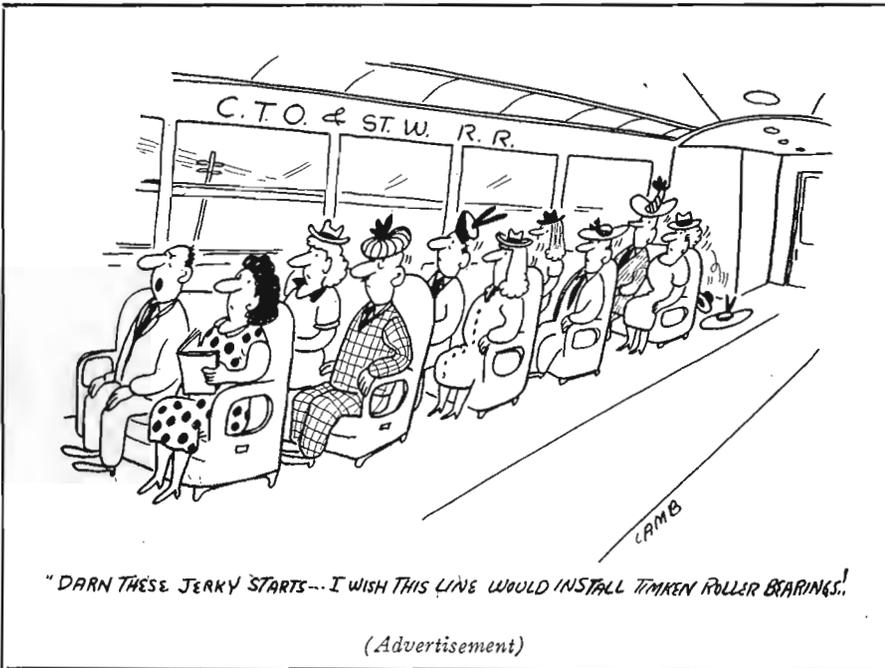
**FLEXON HI-CUT BOOT**

- flexible lining
- medium weight

SOLD ONLY THROUGH INDUSTRIAL AND RETAIL STORES  
makers of



**UNITED STATES RUBBER COMPANY**  
Rockefeller Center • New York



"DARN THESE JERKY STARTS... I WISH THIS LINE WOULD INSTALL TIMKEN ROLLER BEARINGS!"

(Advertisement)

THE

*Nalco*

SYSTEM

**RAILROAD  
WATER TREATMENT**

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

**NATIONAL ALUMINATE  
CORP.**

6216 West 66th Place • Chicago 38, Illinois

## Terre Haute Division

TERRE HAUTE DISTRICT

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

Bob Keenan, chief clerk to division freight and passenger agent, was promoted to city freight agent in Chicago effective Apr. 16. His duties as chief clerk have been taken over by Dick Franzwa.

Harley H. Longcor has given up the agency at Joliet and gone to Arizona due to Mrs. Longcor having poor health. Curtis C. Sims Jr., agent at Elnora, has bid in the Joliet agency.

"Russo" Sims, agent at Crane, is back to work after being at home for about two months on account of illness.

Fireman Harold Richard was in the hospital for surgery on Mar. 17 and is now recuperating at home.

Engineers Ted Springer and Jack Scott and

their wives are vacationing in California at this writing.

Sympathy is extended to the relatives of Fireman Pat Tagney, who passed away Mar. 13 due to a heart attack. He had been an employe on this division for about 10 years. Also to the relatives of Cecil Lewis, retired hostler, who passed away in April.

John H. Stewart, who was recently appointed assistant general manager, started his railroad service with the old Southeastern Railroad at Terre Haute, and he still has a lot of friends on this division who wish to congratulate him on his promotion.

The following items were contributed by Earl H. Lehman:

Yardmaster Curtis A. Grigsby was on vacation during April. He spent most of his time fishing. (We catch most of our fish at the grocery, Curt.) He was relieved by Yardmaster Marshall Elliott.

Brakeman Herschel Ketcham was seriously injured in an automobile-truck collision in April while on his way to work at Latta. He is still in the hospital at this writing.

Demurrage Clerk Walter F. Stockrahm, of the freight house, is on a leave of absence. He is also pastor of a church, so we hope he will keep his parishioners lined up while he is away from us.

Yard Clerk Oren Fisher has returned from Korea and has been working at Hulman Street and at the freight house.

Steve Effinger, retired conductor, and wife spent several weeks in Florida where they visited their daughter and son-in-law.

We are glad to report that Brakeman George Freeman is improving from a serious illness.

First Trick Operator Owen E. Alvis passed away from a heart ailment Apr. 27. Owen worked his regular trick the day before and had not complained of any illness. He had been with the Road for about 39 years and was 58 years of age.

**UNION REFRIGERATOR TRANSIT LINES**  
4206 N. Green Bay Ave.,  
Milwaukee 12, Wisconsin

## D & I Division

E. Nast, Correspondent pro tem  
Superintendent's Office, Savanna

Yours Truly is substituting for our faithful and loyal correspondent Eunice Stevens, who has been at Xavier Hospital, Dubuque, since Mar. 23. She underwent surgery on Apr. 9 and at the present writing is recovering nicely.

Sam Crisci, caller-clerk at Savanna roundhouse, was seen recently passing cigars around. The reason? Mrs. Crisci presented him with his first son, Joseph, on Apr. 21.

Traveling Engineer Carl Sodergren and Mrs. Sodergren celebrated their 40th year of marriage on Mar. 26.

Patricia Smith, daughter of Night Chief Dispatcher C. C. Smith, played the feminine lead in "Night Must Fall" presented at Frances Shimer College, Mt. Carroll, Ill., on Apr. 10.

Miss Gladys Hall, clerk to Car Foreman J. H. Fisher, Savanna, was notified recently that she was the winner of a trip to the West Indies and Puerto Rico.

The railroad was well represented in recent elections in Savanna. Iowa Division Engineer G. C. Becker and D&I Division Chief Clerk to Superintendent C. E. Kinney were elected mayor and councilman, respectively, in the city election on Apr. 21, and First

**THE IMPROVED FAIR**

PYRAMIDAL STRENGTH

LONG LIFE

THE P & M CO.

CHICAGO NEW YORK



**HONORED BY WOMEN'S CLUB.** Retired employees who with their families were the guests of Dubuque Chapter of the Women's Club at a recent get-together in the American Legion Hall. Seated, from left: D. Gritti, J. Theos, J. Kelly, P. McGough, W. Thurber, J. Muir. Standing, from left: T. Hogan, C. Miner, G. Laskey, J. Theobald, F. Taylor, J. Rellinan, G. Sunderland, A. Dubmeyer, W. Millar and J. Ring. Approximately 200 attended the affair, which featured a speaking and dancing program supervised by Miss Lucille Millar, charter member. Mrs. Frank Barker is president of Dubuque Chapter.

District Operator Everaldo Foltz was elected to the high school board in the school election.

Mrs. Alfred Keil, mother of Switchman A. T. Keil, passed away on Mar. 21 in Savanna after a long illness.

Mrs. John Flickinger and Kenneth Flickinger, mother and brother of Savanna Switchman H. J. Flickinger, passed away Mar. 19 and April 12, respectively, at Lanark.

Calvin Fonger, retired roundhouse employe and father of Roundhouse Foreman W. R. Fonger, passed away on Mar. 26.

Mrs. Louis Vacarro, widow of retired roundhouse employe, passed away on Mar. 31. Patrick Roche, retired roundhouse employe, passed away on Apr. 13.

Ralph Whitmer, telegraph operator at Savanna tower and brother of First District Conductor C. Whitmer, passed away suddenly in his home in Lanark on Apr. 8.

Pfc. Joseph C. Parker, Savanna yard clerk, is stationed in Korea and recently sent his mother a 103-piece set of china from there.

Mrs. William Clifton, wife of First District operator, left recently for Germany to join Bill who is a sergeant in the Army.

Harry Radke, Savanna yard switchman, underwent surgery recently in the Veteran's Hospital at Iowa City, Ia., where he has been a patient for the past six weeks.

**THIRD DISTRICT**

Bob Walz, son of Herb Walz, carpenter stationed at Chillicothe, and Sharon Loyd, daughter of Agent W. C. Loyd, Chula, were admitted to the National Honor Society Chapter of Chillicothe High School. This honor is given in consideration of high grades, leadership, character and personality.

**Milwaukee Terminals.**

**DAVIES YARD**

Charles Pikalek, Correspondent

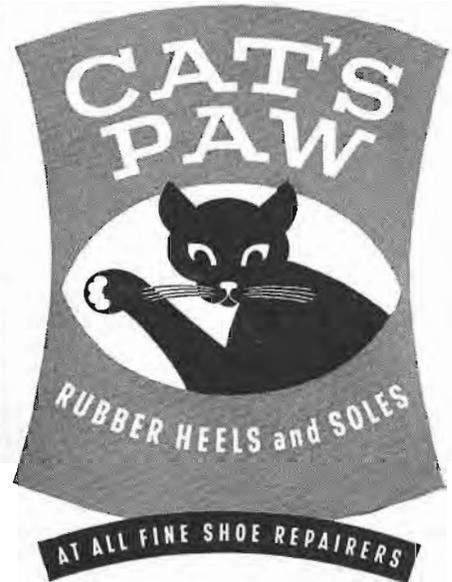
Paul Pickerle, catman, has retired after 38 years of service. At this writing he is on his way to Austria where he expects to vacation for about three months.

Manuel Barba was inducted into the Army Apr. 17.

Alvin Russert made a trip to Seaside, Ore., recently to visit his mother.

Merlyn Kruse has been promoted to the rank of sergeant. At the present time he is stationed in Korea.

The Milwaukee Hiawatha Service Club held its first party at the freight house, North 30th and Meinecke Streets, on Apr. 18. The officers wish to express their thanks to everyone who helped to make the party a success.



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

**LAKESIDE  
FUSEES**

**Fill the Bill  
Safe Dependable Efficient**

**LAKESIDE RAILWAY  
FUSEE COMPANY  
Beloit, Wisconsin**

**EDWARD KEOGH  
PRINTING COMPANY**

*Printers and  
Planographers*

**732-738 W. Van Buren St.**

**Phone: FRa. 2-0925**

**Chicago 7, Illinois**

**PROMPT AND EFFICIENT SERVICE**

**PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES**

**HEALTH—ACCIDENT—LIFE (Death from any cause)**

**HOSPITAL BENEFITS • NON-CANCELLABLE POLICY**

**NO MEDICAL EXAMINATION REQUIRED**

**GOOD IF YOU LEAVE SERVICE ON PENSION OR OTHERWISE**



**EMPLOYEES MUTUAL BENEFIT ASSOCIATION**

**1457 Grand Avenue**

**St. Paul, Minn.**





### COACH YARD

Richard Flechsig, Jr., Correspondent

Assistant Foreman Ed Berndt took a trip into the South with his family. He went as far as Florida and did a little deep sea fishing, but he had little luck.

George Farmer, an electrician on the second shift, has resigned.

Robert Keitzmann recently came to the coach yard as an electrician apprentice.

Clemence Dudek passed away Apr. 6 after a long illness. We all extend our sincere sympathy.

### FOWLER STREET STATION

Pearl Freund, Correspondent

Michael T. Sullivan, Sr., father of Mary Ann Swieciak, yard clerk in the Muskego yard district, and brother of Ed Sullivan, clerk in the billing department at Fowler Street, passed away Apr. 2 at the Veterans hospital. Until three months ago when he was hospitalized, he was a switchman and a yard conductor for the Road. Surviving are his wife Mary, sons Michael T., Jr. and Gerald, and daughters Mary Ann and Joan.

Sympathy is extended to our timekeeper, Lucille Stowell, on the death of her mother. Russell Kickbush, a former rate clerk, paid us a visit recently and received a round of congratulations upon his promotion to assistant traffic manager at the Pabst Brewing Company.

Florida is enticing our vacationists, including Cashier F. J. Coerper, who visited his sister at Fort Lauderdale, where she is employed as superintendent of schools.

Frank Schlosser has returned from his two-

month sojourn in St. Petersburg. On the trip down, the Schlossers stopped off at Hot Springs, Memphis and New Orleans. Highlights of their vacation were the boat races from St. Petersburg to Havana.

House 7 reports Henry Schober on the sick list. Charlie Spencer who is retired has been very ill the past month. Harry Harnsen figured in an accident in the warehouse, receiving minor cuts and bruises.

The Milwaukee Braves have several fans in the freight house. They are Vern Riordan, Otto Kaniess, Mike Kurth, Gordon Gates, and Paul Nevers, now retired. Gordon Gates' enthusiasm has him following the team around the country wherever possible.

Bill Cary has volunteered the scores for the Milwaukee Road bowling tournament which ended at the Burnham Bowl Apr. 26. Gale Meintzner topped the singles with 679. J. Ambrose and A. McGowan led in the doubles with 1,223, and T. Taugher in the all events with 1,914. The team collected 2,955.

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

Frank Newhauser, Correspondent  
Chestnut Street Station

The Railway Business Women's Association recently held a bowling tournament and the trophy for high honors went to Carol Keller, clerk at North Milwaukee station.

We are again asking for donors of blood for the blood bank. Anybody who can donate should get in touch with I. G. Wallace, agent at Chestnut Street station.

Bill Stein, yard clerk at Glendale, displaced Dick Schaffer at Gibson station. Dick is now at the Schlitz Brewing Company.

Jack Bishop, who is now retired, underwent an operation recently. We understand he is coming along swell.

At this writing Frank Lahm is still on the sick list, but we hope to see him back to work soon.

### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

#### Union Station

A farewell party was held Mar. 20 at the North Avenue Service Club Auditorium for L. J. Kidd, general agent, who has been promoted to assistant to western traffic manager with headquarters at Seattle, and for J. E. Shannon, traveling freight agent for the Upper Peninsula area who was promoted to assistant general agent with headquarters in Chicago. M. M. Wolverton, assistant general freight agent, made the presentation of remembrance gifts. The good wishes of the group of more than 30 fellow employes will follow these gentlemen.

Jack Phillips, son of Mrs. Lois Phillips, roadmaster and chief carpenter's clerk on the Milwaukee Division, has entered military service in the Field Artillery and is now stationed at Fort Lewis, Wash.

Three of our freight traffic department girls, Patricia Daly, Dorothy Blask and Esther Paul, leave May 15 to attend the Railway Business Women's Association annual convention in St. Louis.

Dominic Constantine, chief carpenter Milwaukee Terminals Division, is retiring as of May 1. Mr. Constantine started in the Chi-

## Still Greater PROTECTION for CARS and LADING

CARDWELL WESTINGHOUSE FRICTION DRAFT GEARS

*to absorb horizontal shocks*

CARDWELL FRICTION BOLSTER SPRINGS

*to absorb vertical and lateral shocks*

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

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

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

332 S. Michigan Ave.  
Chicago

—OFFICES—  
The Arcade  
Cleveland

500 Fifth Ave.  
New York

—PLANTS—  
Hammond, Indiana • Youngstown, Ohio

# DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT  
AND SWITCHING SERVICE

IN SERVICE ON OVER 150 RAILROADS

## ELECTRO-MOTIVE DIVISION

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

Chicago Terminals bridge and building department in 1911. In 1940 he was appointed system scale inspector and in 1944 assistant chief carpenter, Chicago Terminals. On May 1, 1948 he was appointed chief carpenter at Milwaukee Terminals. Retirement plans for Mr. Constantine include taking up residence in the vicinity of San Jose, Calif., where he plans to build a home. Irving K. Johnson comes to Milwaukee Terminals from Tacoma, replacing him.

Charley Barth, former time revisor for Milwaukee Terminals, has been appointed roadmaster's clerk at Milwaukee.

Mrs. Dolly Johnson has been appointed accounting clerk in the signal department, replacing Betty Ross Butler who is on leave of absence.

Mrs. Ivy Bockhop is appointed as of May 1 to the position of steno-clerk in H. C. Minter's office, replacing Mrs. Vanita Marlowe who has resigned. Mrs. Marlowe now lives in Oconomowoc and plans on spending her time on interior decorating and real estate work.

Kenneth Crouch, engineer, left the Road as of May 1.

Miss Kaethe Ihrig is the new medical secretary, taking the place of Miss Clarice Capron who has resigned.

#### Muskego Yard

A farewell dinner party was given at the Old Heidelberg Restaurant in honor of C. A. Bush. About 50 of Mr. Bush's friends were present, including L. J. Benson and E. H. Bannon. He was given a television set and a folder containing the means for shopping for fishing rods, fancy casting bait, etc. It was a general get-together for many old friends.

Yardmaster Pete Schroeder has been confined to the Veterans Hospital at Wood, Wis.

Sympathy is extended to Yardmasters George and Don McKenna in the recent loss of their mother.

Sympathy is extended to the family of Michael T. Sullivan, employe of our road for the past 30 years, who passed away last month after an illness of three months. He had worked as switchman and yard conductor until his illness. He is survived by his wife, sons Michael and Gerald, and two daughters, one of whom, Mrs. Mary Ann Swieczak, works as teletype operator and yard clerk in the Air Line yard.

A farewell dinner was held in honor of Trainmaster Frank Kuklinski on Apr. 27 at the Old Heidelberg Restaurant, Mr. Kuklinski having been appointed assistant superintendent at Minneapolis. There were 75 present. Assistant Superintendent R. R. Brown was master of ceremonies.

Train Clerk Rupert Rosplock is the proud father of a girl. Linda Marie was almost an Easter baby.

### Idaho Division

Mrs. Ruth White, Correspondent  
Office of Agent, Spokane

Edwin Swergal, clerk at various points on the Idaho Division, made the magazine section of the local newspaper with his story "Black Robes" and "The Book" in the Early Inland Empire", in the Easter Sunday issue.

May, 1953

It is a story relating to the Jesuits and the early missions of the St. Joe, Idaho, region. This is the third historical article Mr. Swergal has had in this paper.

Greg Doty, file clerk in superintendent's office, made a trip to the vicinity of Calgary, Canada, to attend a Bible conference at PBI, a parochial school attended by his son.

Bill Shaw, son of Revising Clerk Margaret Shaw, has been in Spokane on furlough. He reports back to his station in New Mexico and is slated for overseas duty.

Spokane Chapter of the Women's Club held its regular meeting Apr. 7, with Mrs. D. E. Allen, vice president, presiding in the absence of President Mrs. Ward O'Reilly, who on Apr. 6 gave birth to a son, Thomas Joseph. Tommy joins two little girls of 4 and 2. Their daddy is a fireman.

Engineer and Mrs. Jack Scanlon, Jr., of Malden are the parents of a baby girl born Apr. 14.

R. L. Johnson recently made a trip home from his station with the Navy to welcome a new baby, a girl, into the family circle. Bob is with the Navy Air Force and has been in San Diego and Sandpoint since leaving his job as chief clerk in DF&PA office in Spokane.

We are happy to have John Luccheis of the Tacoma freight office filling Bob's position. Mrs. Luccheis was recently appointed publicity chairman of the Women's Club.

DF&PA J. R. Reagan is recovering from an operation.

Conductor Joe Church has left the hospital and is back home in Malden.

Passenger Conductor N. B. Jones has reported back to work following an extended lay-off due to illness. Frank Quimby, retired conductor, of Malden, is also on the mend following an illness.

Mrs. J. C. Gengler and Mrs. Jack Ewing, wives of Spokane employes, are recuperating at home following operations.

Funeral services were held for Mrs. Nick Angelo, Sr., at Ritzville, Apr. 3. She had

## Time Is Our Business

CHAS. H. BERN

Union Station Bldg. Chicago, Illinois

MILTON J. HEGGN

29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH

332 W. Wisconsin Ave.  
Milwaukee, Wis.

Official Watch Inspectors  
for

*The* **MILWAUKEE ROAD**

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

*Always at Your Service*

#### Specialties

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

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

## PROTECT YOUR INCOME!

If it's sometimes difficult to live within your income, just think how much more difficult it would be to live without it! Make sure of extra money during periods of disability by insuring under Provident's Income Protection Plans designed specially for Milwaukee Employees.



ON THE JOB—OFF THE JOB PROTECTION

- Natural Death
- Accident and Sickness Disability

**SALARY SAVINGS LIFE INSURANCE**

- Accidental Death and Dismemberment
- Hospital-Surgical (including Family Coverage)

#### REPRESENTATIVES WANTED

We have several open territories where we need aggressive men to act as full or part-time representatives. Good income possibilities. For full information write:

RAILROAD ACCIDENT DEPT.

**PROVIDENT LIFE & ACCIDENT INSURANCE COMPANY**

CHATTANOOGA, TENNESSEE

been ill for some time. Her husband Nick, section foreman, two daughters, and one son survive; also seven grandchildren, Mrs. Angelo's mother, six sisters and four brothers.

Bill Crossman, retired engineer, passed away at Yakima. He retired in 1937 and was well up in years, close to 90.

Judith Marlene, infant daughter of the Marvin Moreland family of Malden, died from suffocation. There are four brothers in the family.

Fireman Bill Miley has moved his family from Malden to Sandpoint, Idaho, where he will work on the Albeni Falls dam.

Conductors H. W. Schirmer and E. A. Drost who work on trains 63-64 have moved into Spokane from St. Maries.

Fireman and Mrs. Jack Cooper have purchased the Art Schindler home at Malden.

Recent recruits to the armed forces are R. L. Mummey, B&B carpenter, and Operator M. A. Werner of Othello. Mr. Werner was in the Naval Reserve.

Returned from military duty are James J. Sands, brakeman out of Malden, and Ray D. Kiley, lineman, working as relief man out of Spokane.

Mrs. Bette L. Lindstrom is the new steno in the chief dispatcher's office, and Frank M. Carley is a new telegrapher on this division.

Mrs. T. C. Wurth is scheduled to assume leadership of the Spokane School Board, having been on the board since 1951, serving a six-year term. She is the wife of Carman Wurth of Avery.

A chuckle—right in the middle of a pad of Form 20 (company waybills), Warehouse Foreman Gehrke found two sheets of a printed form used by the Rock Island for reporting cars on hand, a form similar to our 146 report. The printer must have gotten his lines crossed.

## Trans-Missouri Division

### WEST

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

Electors of Miles City swept Milwaukee people into office in the election held Apr. 6. Mayor Farnham Denson, retired boiler foreman, was re-elected with a three to one margin over his opponent, Police Magistrate Martin Walsh, retired master mechanic, was unopposed in his bid for re-election to that office, and Mrs. Grace Moss led all the aldermanic candidates in the fourth ward.

Word has been received of the death of Archie W. Harris, who came to Miles City

with the building of the extension and was for many years the local representative of the Continental Telegraph Company. He passed away Apr. 1 at his home in Minneapolis, where he had been living since his retirement. Mr. Harris was at one time the secretary of the Miles City Club and had been an active member of Yellowstone Lodge No. 26, A.F.&A.M. He is survived by his wife, a daughter and a grand-daughter.

The Miles City Milwaukee Employees Federal Credit Union was organized early this year under the leadership of the car department employees. Any Milwaukee employe may join. Already the organization has 80 members and its capital and numbers are growing rapidly. A five-man board of directors controls the policies of the union. They are: Clarence Halvorsen, president; Matt Hilt, vice president; Cassio Hashisaki, secretary-treasurer; Leonard Leitholt and Harry Takenaka. The membership of the credit committee is George Ferrell, chairman, Helmer Herigstad, secretary, and Mervin M. Bankey. Supervisors are Virgil Rask, chairman, Ambrose Sweeney and D. B. Campbell.

Marilyn Pyle, whose picture appeared in last month's news column, has won additional honors. Following her victories in local American Legion oratorical contests she competed in the state contest held at Helena, and won third place. School authorities of Custer County High School have announced that she is one of three members of the graduating class who tied for first place and thus the senior class will have three valedictorians. She also won a \$250 scholarship as a state winner of the most valuable student awards in the Elks National Foundation competition.

Forty members of the Milwaukee League of the Miles City Bowling Association, with their wives and guests, assembled at the Cross Roads Inn Apr. 21 for their annual banquet and awards meeting. Statistics of the season show that Earl Brown rolled the high single game with a 235, and John Scott hit a 626 for series high score. The Arrow team scored the high series and the Sioux scored high single. The Arrow also counted the most pins for the season total. Don Helm, Gene O'Brien, and Virgil Rask returned from armed service to bolster their respective teams. Two new men joined the league by way of railroad transfer, Superintendent Shea and Master Mechanic Chief Clerk Stowers.

Ten top average bowlers of the league were entered in the Miles City Invitational Tournament, where the first string (Bus Laird, Joe Peschl, Earl Brown, Jim Lynam, and John Scott) won fourth place money. The other squad—Bud Jacobs, Ray Moore, Vern Kransky, Jim Shea, and Everett Hubbs—prodded the first team into winning position. Season's high average award was won by Bus Laird. Thurman Bankey won the A.B.C. achievement award for improved average. The Marquette was the winning team of the league, the members being John McElroy (captain), Don Helm, Gene O'Brien, John Scott, Al Swanson, Tubby Trafton, and Walt Horn as substitute. George Berg presented Jim Lynam with a new Stetson hat for hitting the high series game the second half of the season.

The officers who led the league through its successful season were J. D. Wagner, president; Jake Hilderman, vice president; Bill Klar, treasurer; and Ray Grant, secretary.



**ALLIED POW PILOT.** Warrant Officer (JC) Arthur Dean Moen, on military leave from the Council Bluffs yard, was one of the 33 helicopter pilots who evacuated sick and wounded Allied POWs in the Korean exchange. He is the son of Arthur Moen, passenger car inspector at Council Bluffs.



**ANNIVERSARY.** Madison Division Conductor James Sollinger (center) chalked up his 50th year of railroad service last month making his regular run to Mineral Point. His partners on the trip (left to right) were Engineer Elmer Duxstad and Conductor Thomas Murphy who serves as brakeman on the Mineral Point run. Both are veterans of 47 years of service. (Janesville (Wis.) Daily Gazette photo)

## QUIZ answers

1. Police work.
2. Bascule bridge.
3. Freight traffic manager.
4. 430 miles.
5. A station in which the tracks come to an end.
6. About 6,500 (6,519 in 1952).
7. About 45 per cent.
8. 1945—on July 23, 1945, to be exact.
9. A caboose.
10. Pennsylvania.



**H&D REVISITED.** En route to Seattle last month, J. T. Gillick, retired operating vice president, stopped off at Montevideo, Minn., scene of one of his earliest jobs on the railroad (extra operator 1886-87). On hand to greet the distinguished former H&D superintendent was this delegation of active and retired employees. Front row, from left: Special Officer J. E. Madden, Engineer Frank Warner, Agent W. D.

Smith, Engineer J. W. Adamson, Retired Engineer Pat Hanson, Engineer Henry Adamson, Retired Car Foreman Martin Paulson. Back row: Chief Dispatcher W. A. Smith, Engineer W. S. Hasleau, former mayor George Stamson, Assistant Superintendent J. W. Wolf, Mr. Gillick, Retired Chief Dispatcher Joe Andres, Retired Engineer Andrew Noard, Retired Conductor Fred Berg and Train Director Pat Maloney.



**WHICH TWIN?** On the left is Jan—or maybe it's Nan—and on the right Nan, or could it be Jan? Well, no matter, meet the new twin daughters of Fireman John Spangenberg, Montevideo, Minn. They are shown here with their daddy and their grandpa, H&D Engineer O. T. Spangenberg.



**PIN MASTER.** H. W. Parent, chief clerk in the office of assistant general freight agent, Milwaukee, holding the trophy which was awarded to him by the Milwaukee Traffic Club Bowling League for the highest single game of the 1952-53 season. The winning score was scratch 268, plus a handicap of 18 pins, for a total of 286.



**STARRING ROLE.** On military leave from the freight traffic department in Milwaukee, Pfc. John H. Rosploch of the Infantry is awarded the Bronze Star Medal for service in Korea; Colonel Millenz is making the presentation. When last heard from Private Rosploch was on his way back to the States and expecting to return soon to his former job of general office clerk.

**THE MILWAUKEE ROAD MAGAZINE**

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.  
516 West Jackson Blvd.  
Chicago (6), Illinois

**SUPER VIEW.** Passengers aboard the Olympian Hiawatha enjoy Cascade Mountain scenery from the Super Dome car.  
(Photo by L. Wylie, electrical engineer, Seattle).

