

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

in this issue • **ANNUAL REPORT for 1953**

APRIL 1954

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THE MILWAUKEE ROAD MAGAZINE

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

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Retirement—A State of Mind

WRITING last month about changed attitudes toward our work reminded me of another aspect of our working lives which causes concern among some members of our Milwaukee Road family. I refer to a thing which is inevitable—retirement.

Whether we think more about this than people in other industries do, or whether it is just that the Railroad Retirement plan gives us more to look forward to, I cannot say. The fact remains that "taking the pension" is a very popular topic of conversation among railroad people.

Each of us looks at it differently. Attitudes vary from happy anticipation to utter dejection. The most interesting attitude I have encountered recently was expressed by Mr. Maurice Bluhm, our vice president and general counsel who retired last month.

He said he regarded retirement strictly as a state of mind; that it can be the beginning of the end or the beginning of a new, useful and happy career. It all depends on how you look at it.

Judging by the testimony of those who have been most successful at it, the secret of a happy retirement is the broadening of our interests. That means not merely the pursuit of hobbies, much as there is to be said for them. It is more a matter of being interested in other people, of being alert to the world we live in, and active in the life of our communities.

I offer this thought for what it may be worth:

While we are on the job, let's do our work intelligently, sincerely and well . . . but let's not fail to look up from time to time to see what goes on around us. This modern world which we have helped to build is an interesting place, and there is an important job to be done in it by each of us. And not just while we work, but all the while we live.

Understanding that, we will be more valuable employees today and far happier men and women tomorrow when the day of retirement comes.

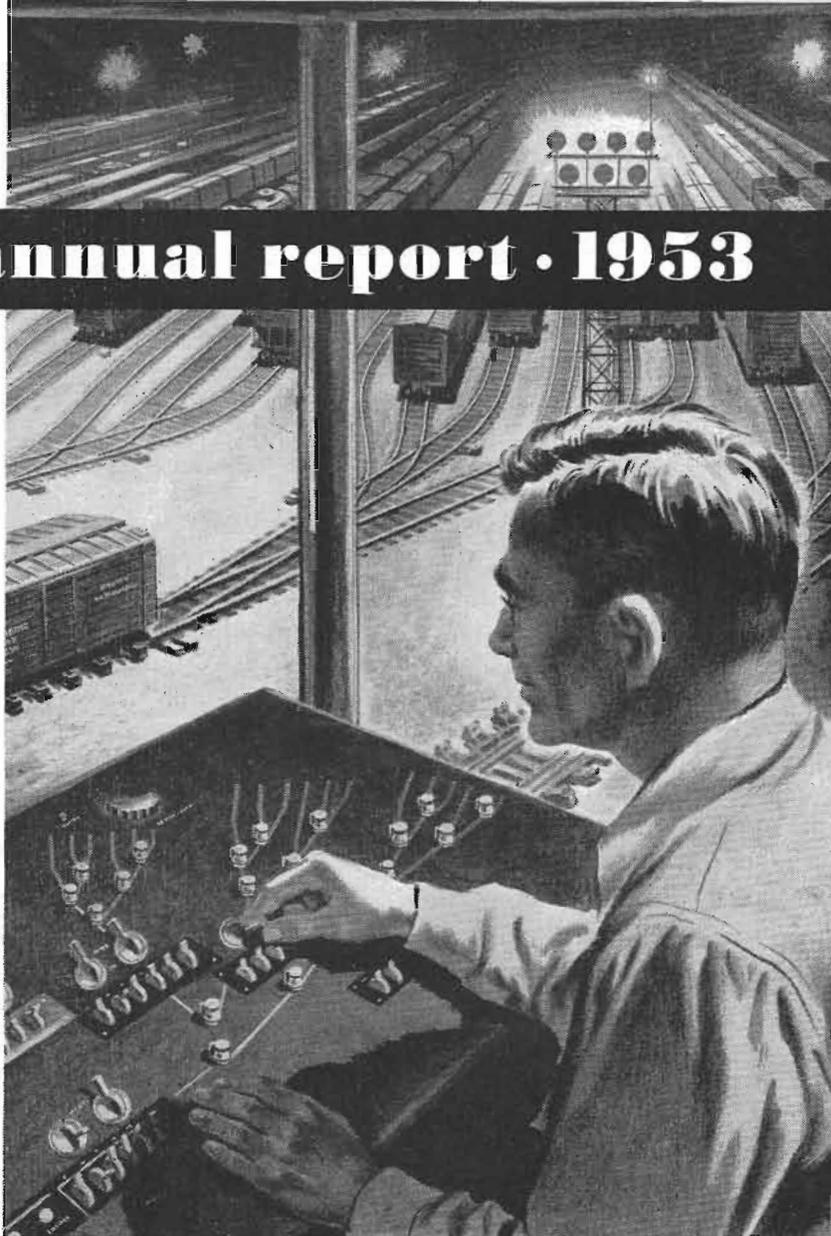
J. P. Kiley



THE MILWAUKEE ROAD

annual report • 1953

a brief account of the highlights of the Milwaukee Road's operation in 1953 prepared as information of special interest to employees



RESULTS OF OUR OPERATIONS IN 1953

We took in \$259,860,191, a decrease of \$9,605,393 under 1952.

We paid out \$218,183,759, a decrease of \$3,938,979.

The return on our investment was 1.94% as compared with 2.27%.

We carried 6,981,870 passengers an average distance of 107 miles.

We carried 46,810,989 tons of freight an average distance of 329 miles.

We paid an average of \$4,436 per year to 31,138 employees.

During 1953, our railroad took in \$9,605,393 less than it did in 1952. This represents a 3.56 per cent decrease in gross revenue. As a result, our net income declined by \$1,258,255 or 12 per cent. Although the first half of 1953 showed our carloadings to be ahead of 1952, they began to decline in the third quarter and continued to decrease through the closing months of the year with the result that for the full year they were 65,022 cars short of the number we handled in 1952.

Freight revenue was appreciably affected by the strike in the brewing industry at Milwaukee, which lasted from the middle of May to the end of July. There was an estimated loss of \$4,000,000 in freight revenue on shipments of beer and the materials used in the manufacture and distribution of it. Freight revenue was further affected by the lesser movement of grain, livestock, agricultural implements, and other goods consumed by the farming industry.

Passenger traffic was the lowest in any year since the end of World War II, due

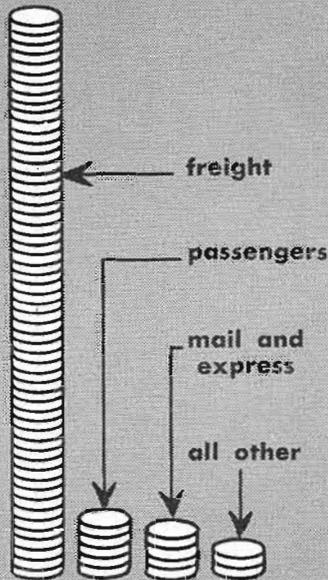
principally to the decline in military travel, extended use of private automobiles, and greater diversion of passenger traffic to other forms of transportation.

The improvement and modernization program on our railroad has continued despite the falling revenues we experienced during the latter part of 1953. One of the major accomplishments of that program during the year was the conversion of the flat switching yard at Bensenville, Illinois, to a 70-track retarder freight classification yard, combining the most modern method of automatic switching and retarder speed control.

During 1953 we added 28 new diesel-electric locomotives to our fleet, and 65 more diesel-electric locomotives have been delivered since January 1, 1954.

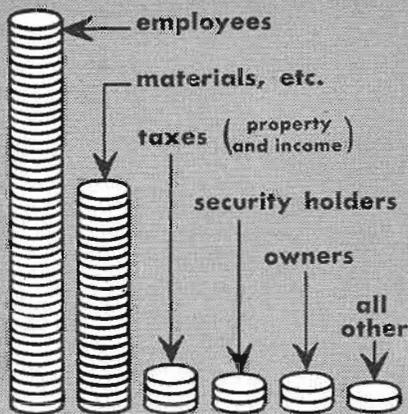
Based on the 1953 volume of traffic, 95 per cent of road freight operation, 94 per cent of passenger operation, and 99 per cent of yard operation will now be performed by diesel-electric and electric locomotives.

**in 1953 our
money came from:**



ITEMS	AMOUNTS
Hauling Freight	\$215,384,759
Carrying Passengers	16,672,015
Other Passenger Train Revenue, including Dining and Buffet Car Service	3,084,283
Transporting Mail and Express	13,184,260
Switching	6,247,121
Other Operating Revenues	5,287,753
Total Operating Revenues	259,860,191
Other Income—Net	3,723,374
TOTAL	263,583,565

**in 1953 our
money went to:**

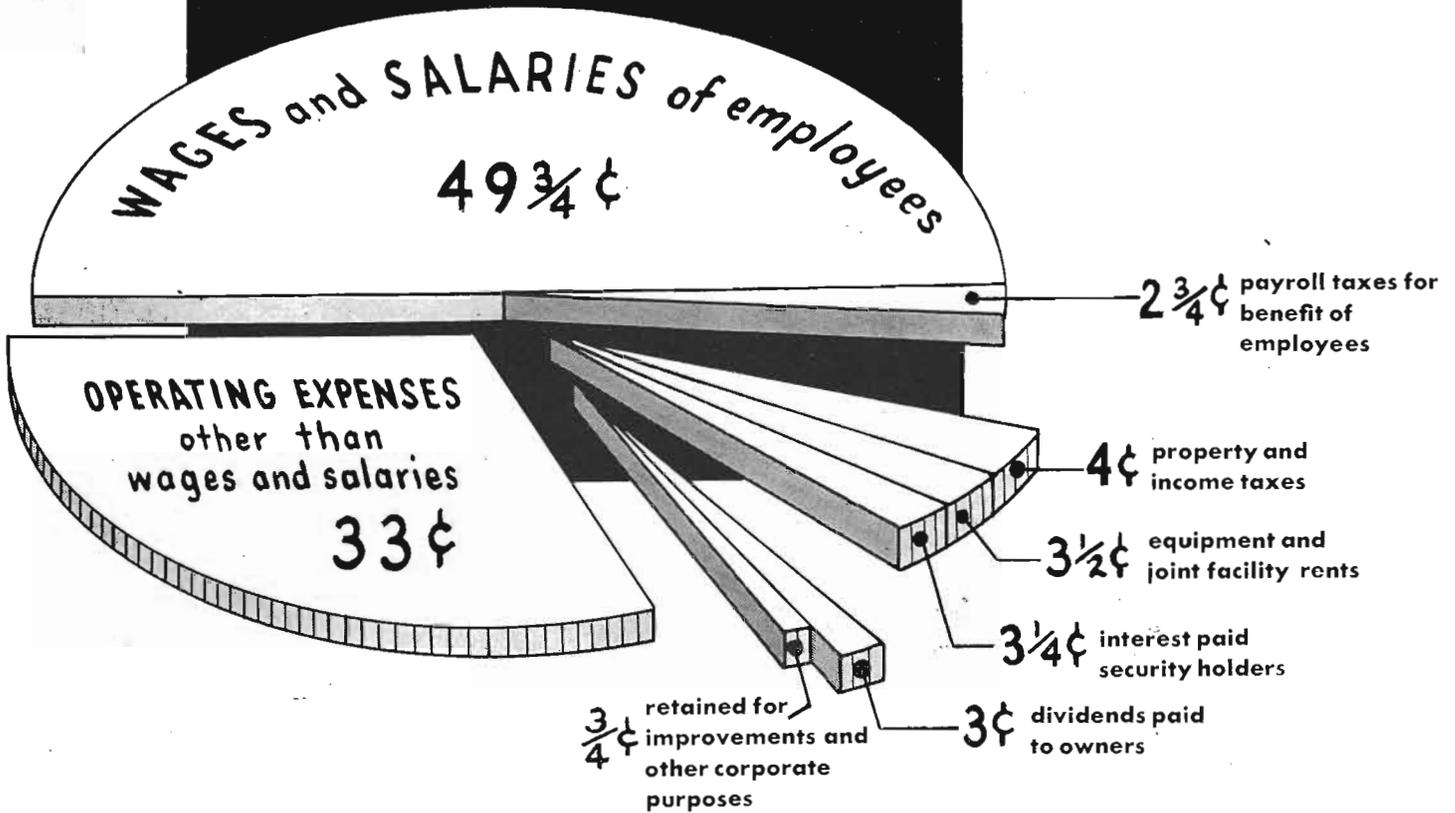


ITEMS	AMOUNTS
Materials, contract work, depreciation, etc	86,878,896
Property and income taxes	10,530,674
Rental of equipment and joint facilities	9,040,744
Total	\$106,450,314
*For wages and salaries of employees included in operating expenses	131,304,863
Payroll taxes for benefit of employees	7,441,326
Total for EMPLOYEES	138,746,189
Interest paid SECURITY HOLDERS	8,374,044
Dividends on preferred stock	5,593,255
Dividends on common stock	2,123,213
Total to OWNERS	7,716,468
Payments into sinking funds required by mortgages	1,816,612
Remainder for improvements to property and other corporate purposes	479,938
TOTAL	263,583,565

*Compensation of *all* employees totals \$138,263,062 as shown in table on page 8 and includes such items as wages charged to capital improvements, and manufacturing material.

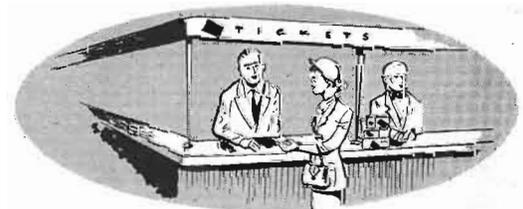
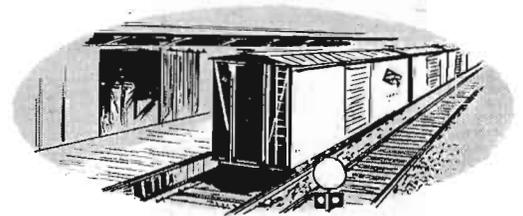
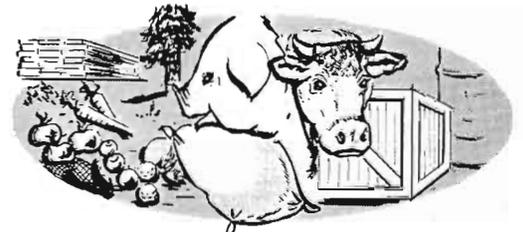
the MILWAUKEE ROAD DOLLAR

...1953



SOURCES OF REVENUE

Services and Classes of Traffic	Revenue	% Grand Total
FREIGHT SERVICE		
FREIGHT TRAFFIC		
Manufactured articles	\$ 99,135,376	38.2%
Wheat, grain, products of agriculture	37,416,669	14.4
Coal, ore, products of mines	25,995,969	10.0
Lumber, products of forests	27,489,565	10.6
Livestock, products of animals	14,924,607	5.7
L.C.L. traffic	5,580,310	2.1
Forwarder Traffic	4,680,292	1.8
Total Freight Traffic	215,222,788	82.8
OTHER FREIGHT SERVICE		
Switching	6,247,121	2.4
Joint facility—Net. Cr.	2,410,581	1.0
Demurrage	793,957	.3
All other	1,311,827	.5
Total Other Freight Service	10,763,486	4.2
Total Freight Service	\$225,986,274	87.0
PASSENGER SERVICE		
PASSENGER TRAFFIC		
Passengers in coaches	\$ 11,203,906	4.3
Passengers in parlor and sleeping cars	5,448,567	2.1
Total Passenger Traffic	16,652,473	6.4
OTHER PASSENGER SERVICE		
Mail	9,244,578	3.5
Express	3,830,640	1.5
Dining and buffet	2,028,122	.8
All other	2,118,104	.8
Total Other Passenger Service	17,221,444	6.6
Total Passenger Service	33,873,917	13.0
FREIGHT, PASSENGER & OTHER SERVICES	\$259,860,191	100.0



MILWAUKEE ROAD EQUIPMENT

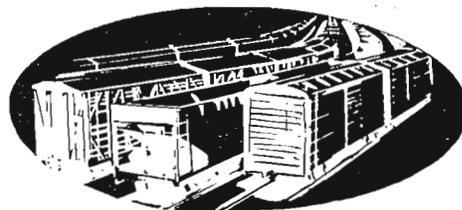
At the close of 1953 our railroad owned a total of 58,827 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars, as follows:

Steam	418
Diesel road	172
Diesel switch	207
Electric	54
TOTAL	851



LOCOMOTIVES

Box and auto	30,070
Gondola and hopper ...	15,702
Flat	5,308
Others	5,920
TOTAL	57,000



FREIGHT CARS

Sleeping	68
Coaches	325
Baggage, mail and express	450
Parlor	27
Others	103
TOTAL	973



PASSENGER CARS

Rail Motor Cars.....	3
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The cost of new equipment and the improvements made to road property and existing equipment during 1953 amounted to \$17,349,549 as follows:

new equipment ..	\$ 6,799,408
improvements to existing equipment	1,503,388
improvements to road property	9,046,753
	\$17,349,549

equipment purchased and on order...

equipment purchased and delivered in 1953 . . .

- 9— 1500 H.P. diesel-electric road switching locomotives
- 16— 1600 H.P. diesel-electric road switching locomotives
- 3— 4500 H.P. diesel-electric freight locomotives
- 30— 50-ton box cars
- 19— 10,000 gallon tank cars (used)
- 1— 250-ton wrecker
- 1— diesel-electric ditcher

equipment on order for 1954 delivery . . .

- 19— 1750 H.P. diesel-electric road switching locomotives
- 6— 1750 H.P. diesel-electric freight locomotives
- 16— 1600 H.P. diesel-electric road switching locomotives
- 19— 1200 H.P. diesel-electric switching locomotives
- 5— 1000 H.P. diesel-electric switching locomotives

EMPLOYEES • JOB VALUE • PAYROLL SUMMARY

average number of Milwaukee Road employees during 1953

Transportation Forces: Train and Engine Men, Yard and Station	11,211	
Maintenance of Equipment and Stores	8,382	
Maintenance of Way and Structures	5,590	
Professional, Clerical and General	5,567	
Executives, Officials and Staff Assistants	388	
	TOTAL	31,138 employees

each  = 1,000 employees



During 1953 The Milwaukee Road's investment in the tools of railroad transportation amounted to \$24,298 per employee as demonstrated in the following by dividing the company's net investment by the average number of employees:

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$756,580,862.

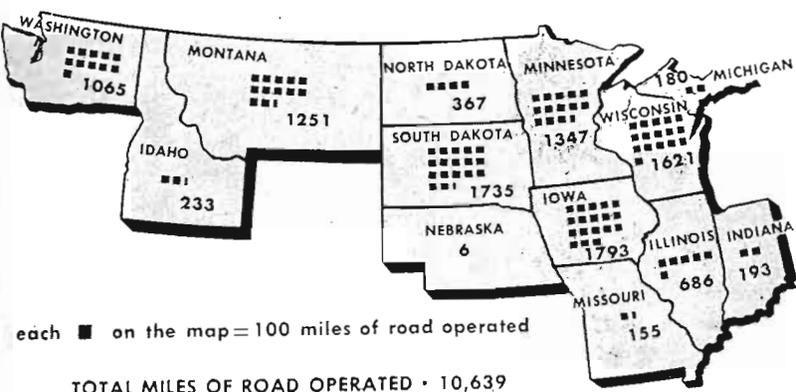
This amount: $\frac{\$756,580,862}{31,138 \text{ employees}} = \$24,298$ Invested in Each Employee's Job.

10 year summary of payrolls, payroll taxes and average compensation

YEAR	*TOTAL PAYROLLS	COMPANY CONTRIBUTIONS—RETIREMENT AND UNEMPLOYMENT TAXES	TOTAL	AVERAGE PER EMPLOYEE	Straight Time Rate	
					AVERAGE PER HOUR	% INC OVER 1939
1944	\$104,576,956	\$ 6,606,037	\$111,182,993	\$2,908	\$.916	26.3
1945	106,425,149	6,326,545	112,751,694	2,922	.919	26.8
1946	116,746,703	7,085,974	123,832,677	3,329	1.111	53.2
1947	124,724,548	10,095,938	134,820,486	3,552	1.166	60.8
1948	138,490,345	7,707,579	146,197,924	3,820	1.297	78.9
1949	133,117,567	7,421,152	140,538,719	4,000	1.442	98.9
1950	128,201,025	7,234,363	135,435,388	4,023	1.580	117.9
1951	143,260,363	7,774,582	151,034,945	4,463	1.754	141.9
1952	145,397,263	7,696,578	153,093,841	4,703	1.852	155.4
1953	138,117,562	7,441,326	145,558,888	4,675	1.895	161.4

*Does not include compensation of part-time employees.

the MILWAUKEE ROAD in the states it served in 1953



	Miles of Road Operated 12-31-53	Average Number of Employees	Total compensation All Employees	Property Taxes
Idaho	232.62	272	\$ 1,084,504	\$ 197,785
Illinois	686.46	8,053	36,253,239	1,464,685
Indiana	193.36	760	3,449,735	158,325
Iowa	1,792.90	3,117	13,681,477	1,127,044
Michigan	180.40	218	952,924	86,818
Minnesota	1,346.93	3,932	16,809,312	1,656,039
Missouri	154.56	558	2,437,841	110,288
Montana	1,251.14	1,983	9,427,994	1,191,253
Nebraska	5.62	13	59,019	1,634
North Dakota	366.89	190	682,858	220,114
South Dakota	1,734.69	1,548	6,712,672	909,672
Washington	1,065.12	2,468	11,367,575	682,743
Wisconsin	1,620.89	7,876	34,538,504	1,397,814
All other	7.05	150	805,408	13,092
Total	10,638.63	31,138	\$138,263,062	\$9,217,306

System Payroll Taxes.....\$ 7,441,326
 System Income and Misc. Taxes.....1,313,368

Total System Taxes.....\$17,972,000
 † Includes compensation of part time employees.
 * Does not include count of part time employees.

THE 1953 DIVISION OPERATING RECORD

Operating Divisions	Miles of Road Opr.	Miles of all Tracks Opr.	No. of Open Stations	Average No. of Employees	Loaded Freight Car Miles (1000's)	Passenger Car (Miles (1000's)	Avg. Gr. Tons Per Frt. Trn.	Avg. Pass. Cars Per Pass. Trn.	Yard Switching Hours	President's Safety Award Standing
	12-31-53									
Terre Haute	393	685	21	922	28,587	4	4,018	1.05	37,213	6
Chicago Terminal	38	370	10	4,534					289,423	13
Dubuque and Illinois	777	1,471	76	2,541	101,916	5,858	3,287	6.88	107,762	9
Iowa	882	1,238	107	1,383	57,153	4,510	2,681	7.24	64,616	10
Milw.-K.C.S. Joint Agency									54,556	
Milwaukee Terminal	23	321	3	4,166					260,681	12
Milwaukee	808	1,149	101	1,504	46,593	14,224	2,823	7.90	56,552	14
La Crosse and River	756	1,383	75	2,226	75,366	25,399	3,379	11.45	67,311	8
Madison	613	855	74	1,079	17,585	1,345	1,823	6.22	70,912	16
Twin City Terminal	42	246	8	2,108					195,452	2
Duluth	210	426	6	25	6,918		4,183			
Iowa and Dakota	1,164	1,400	110	1,329	23,989	4,030	1,728	7.13	49,240	5
Iowa and S. Minnesota	954	1,106	108	762	9,244	211	964	2.99	24,331	3
Hastings and Dakota	932	1,199	95	1,146	44,899	8,045	2,903	10.17	22,764	1
LINES EAST—Total	7,592	11,849	794	23,725	412,250	63,626	2,766	8.91	1,300,813	
Trans-Missouri	831	998	52	1,042	50,665	8,400	4,087	10.75	12,548	7
Rocky Mountain	943	1,184	38	1,426	39,582	7,204	3,042	9.11	27,015	11
Idaho	580	724	16	686	18,040	3,384	2,802	10.07	6,867	15
Coast	693	1,084	35	1,791	18,086	3,167	2,490	9.37	68,652	4
LINES WEST—Total	3,047	3,990	141	4,945	126,373	22,155	3,199	9.86	115,082	
GENERAL OFFICES				2,468						
SYSTEMS—Total	10,639	15,839	935	31,138	538,623	85,781	2,855	9.14	1,415,895	

1953 SAFETY STORY

The support given by all employes to the program of safety on the railroad was very definitely shown during the year 1953 by the fact that a new low record of employe fatalities was established. There was a total of four employes on duty who lost their lives during 1953, being an all time low record for the railroad. The next previous low figure occurred in the year 1933 when there were five. Reportable injuries to employes for the year 1953 totaled 365, or one per day and this was a reduction of 26 per cent when compared with the year 1952.

Among the 16 operating divisions, the most outstanding record was accomplished by the employes of the H & D Division where there had been no fatalities for the past six years and the reportable injuries for 1953 compared with 1952 show a reduction of 77 per cent and there was a 75 per cent reduction in the casualty rate. In addition there were four divisions which reduced their casualty rates more than one-half. With only five reportable injuries, the H & D Division ranked No. 1 thus earning the right to the President's Safety Trophy for the year 1953.

"Here's the pitch . . . !" and another big day gets under way at Milwaukee. (Decorah Public Opinion photo)



IT'S THAT TIME AGAIN

CARL F. DAHNKE, our baseball authority, describes Wisconsin's case of baseball fever this way: "Interest in the games was very great last year. This year it is phenomenal."

As assistant general passenger agent at Milwaukee, as a dyed-in-the-wool baseball fan, and as a long-time friend of Charley Grimm, the Milwaukee Braves' manager, Mr. Dahnke couldn't be more involved in Milwaukee's baseball boom if he were playing first base.

He reports that requests are coming in almost daily to handle large groups of fans from points in and surrounding the state.

"Right now," he reports, "we are working with 70 such groups who expect to have parties large enough for extra trains (250 or more), and to date 44 such trains have actually been set up, each carrying enough equipment for 600 to 800 passengers. We expect one group

from Beloit to total about 4,400 people. Of course, that move will call for more than one extra.

"There are 72 home games in the Braves' 1954 schedule, which means that we will be operating about one train into Milwaukee for each game."

The Milwaukee Road's stadium siding, built in Bluemound yard last summer to accommodate extra trains coming into Milwaukee for the games, will take care of all the specials expected this year, bringing the fans within a three-minute walk of the ball park.

In addition to the 70 organizations now planning special trains, many other groups have had to abandon their plans because of their inability to get tickets for the games. To date 1,400,000 tickets have been sold and many dates are completely sold out, despite the fact that the stadium is being expanded. It's capacity of 36,000 was expected to be



Part of the group of 40 Milwaukee Braves Boosters who rode a Milwaukee Road train to Chicago on Mar. 12 en route to the Braves' camp at Sarasota, Fla. (Chicago Sun-Times photo)

increased by 3,000 by the time the Braves opened there on Apr. 15 against the St. Louis Cardinals. By June 17 a whole new addition to the stadium will be complete, bringing the capacity to 43,000.

Mr. Dahnke points out that for individual fans and small groups arriving in Milwaukee on our trains there will be special buses operating from downtown Milwaukee directly to the stadium and return for a round-trip fare of 35 cents.

It appears that Milwaukee, "youngest" city in the National League, will also be the busiest again this year.



Thousands of baseball fans throughout a wide area look to the Milwaukee Road for transportation to and from the games. This group was waiting to board a special train at Marquette, Ia., last fall. The occasion was "Jack Dittmer Day," honoring the Braves' second baseman from Elkader, Ia. (Decorah Public Opinion photo)

M. L. Bluhm Retires; Board Elects C. L. Taylor and W. J. Quinn to Law Posts

WHEN The Milwaukee Road said farewell at the end of March to M. L. Bluhm, vice president and general counsel, it witnessed the closing of a career which has been of particular significance to this railroad. In his 32 years of service Mr. Bluhm had an opportunity to engage actively in all of the principal branches of railroad law, and consequently was in a position to make a great contribution to the progress of the railroad.

In leaving, however, he is succeeded by Carson L. Taylor, who has been general solicitor and who himself has a brilliant record of service with the Milwaukee. Succeeding Mr. Taylor as general solicitor, in turn, is a welcome newcomer to The Milwaukee Road, William J. Quinn, formerly with the Soo Line as vice president and general counsel. The board of directors' action in electing Mr. Taylor and Mr. Quinn was taken at the meeting on Mar. 10.

Mr. Bluhm Voices a Retirement Philosophy

At a farewell luncheon given in Mr. Bluhm's honor in Chicago on Mar. 18 and attended by all of the principal officers of the railroad, he voiced a retirement philosophy reflecting the same

good-natured wisdom which has marked his work for The Milwaukee Road.

"One of the respects in which men differ most greatly," he observed, "is in their reaction to this business of retiring. Some look forward to it as an interesting new career, while others go out feeling that they have been done a great injustice. I, personally, feel that a fellow should look upon it as a challenging assignment, just like any new job—a thing to be worked at and done well. And I'm looking forward to it."

An informal luncheon was held in his honor by the law department staff on Mar. 25.

Mr. Bluhm has always been proud to be known as a native of Indiana. He was born in Kendallville 65 years ago, and took his Bachelor of Arts degree from Indiana University in 1913. He studied law at the University of Chicago and was graduated from the law school in 1917. During the first World War he served as an ensign in the United States Navy, and upon returning to civilian life went into private law practice in Chicago. He continued in private practice until he entered the service of The Milwaukee Road as assistant general solicitor in 1922. In 1931 he was advanced to the position of general attorney, and 10 years later became gen-



M. L. Bluhm

eral solicitor. He was elected general counsel on Dec. 13, 1950, and was further advanced to the position of vice president on May 8, 1951.

Mr. Bluhm is a member of the American, Illinois State and Chicago Bar Associations, the Society of Trial Lawyers, the American Judicature Society, the Law and Tax Committees of the A.A.R., and is currently chairman of the Western Conference of Railway Counsel.

Commenting on his career, Mr. Bluhm expressed himself as having been extremely fortunate in the scope of the law work in which he had engaged.

"It has included not just a little bit, but quite a lot, of almost everything", he said. "Among other things, there has been contract and personal injury work, commerce matters, abandonments, equipment trust matters, labor law, trial work, tax and real estate matters." Having been on the job during the two periods of reorganization—1925 to 1928, and 1935 to 1945—he was called upon to do a great deal of work in that connection, as well.

Aside from his intention to take a few trips and have some fun, Mr. Bluhm has no immediate plans for his retirement, although he intends to keep busy. Should retirement prove too inactive,



C. L. Taylor



W. J. Quinn

he points out that a professional man can always practice his profession. The idea of continuing to make their home at 526 Willow Road, Winnetka, Ill., appeals to both Mr. and Mrs. Bluhm, particularly because their two daughters and two granddaughters live nearby, one daughter making her home in Chicago, and the other in Lake Bluff, Ill.

Mr. Bluhm's services and his personality will be missed around the Chicago general offices.

Mr. Taylor from Milwaukee

Road Family

Carson L. Taylor, who has been elected to succeed Mr. Bluhm as vice president and general counsel, came to the Milwaukee 25 years ago after distinguishing himself in private practice and public service in his native state of Iowa. He is the son of the late Charles Taylor, who for many years was an adjuster in the claim department of the railroad in Mason City. His brother, E. G. Taylor, is now yardmaster at Calmar.

Mr. Taylor was graduated from the University of Iowa law school and, beginning in 1913, practiced law in Cedar Rapids and Des Moines for several years, during which time he was in the service of the Milwaukee through the law firms with which he was associated.

At the age of 26, Mr. Taylor was appointed judge of the Superior Court at Cedar Rapids, an appointment which established him as the youngest judge in the country. He also occupied the office of assistant prosecutor of Linn County, Ia., for a number of years.

In August, 1929 Mr. Taylor went to Chicago and assumed the post of assistant general solicitor with the railroad. He was appointed commerce counsel in September, 1939 and general attorney

and commerce counsel in June, 1941. His election to the position of general solicitor came in December, 1950.

Mr. Quinn a Native of St. Paul

William J. Quinn, who succeeds Carson L. Taylor as general solicitor, is a native of St. Paul and a graduate of the University of Minnesota law school.

After practicing law in St. Paul from 1935 to 1937, he was appointed assistant U. S. district attorney in St. Paul and occupied that position until entering the service of the Soo Line Railroad in Minneapolis as an attorney in 1940. From September, 1942 to October, 1945 Mr. Quinn worked as a special agent for the F.B.I., after which he returned to the Soo Line as assistant commerce counsel. From January, 1946 to April, 1952 he served that railroad as commerce counsel, and from May 1, 1952 to May 18, 1953 was general counsel. He became vice president and general counsel of the Soo Line on May 19, 1953, and held that position until elected to his new position on The Milwaukee Road, effective the first of this month.

Dividend Declared on Common Stock

A DIVIDEND of \$1.00 on the common stock of The Milwaukee Road was declared out of the 1953 earnings at a meeting of the board of directors held in Chicago on Mar. 10. It was payable Apr. 9 to holders of record at the close of business on Mar. 20.

The board had previously declared a dividend of \$5.00 per share on the company's Series A preferred stock, payable Mar. 12. A dividend of \$1.00 per share on the common stock was also paid on Apr. 30, 1953.

our safety score

reportable employe casualties on The Milwaukee Road through March, 1954, compared with 1953

Month	1954		1953		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	20	2	41	-100	-51
February	16	..	19	-16
March	11	1	29	-100	-62
TOTALS	47	3	89	-100	-47
Casualty Rates	3.42*	.20	5.80	-100	-41

*Estimated

April, 1954



test your knowledge of railroads and railroading

(Answers on page 46)

1. Do railroads usually purchase locomotives for cash or on an installment basis?
2. In train operations, for which of these purposes is a white signal used—for stopping a train at a scheduled flag station, for warning train crews that men are at work ahead, or for halting automobile traffic at highway crossings?
3. What is a through station—a station for long-distance passengers only, a station in which tracks do not terminate, or a station in which all tracks terminate?
4. By what other name are rail anchors known?
5. In which of these states do railroads employ the greatest number of workers — Illinois, Ohio or Pennsylvania?
6. With what invention was Isaac Dripps associated—the cow catcher, the locomotive cab or the track pan?
7. What is a "chore boy"—a boy who runs errands at railway shops, a motor vehicle used in freight station operations or a locomotive hostler?
8. Who built and operated the locomotive "Old Ironsides"—Peter Cooper, Matthias Baldwin or John Bull?
9. What do the initials GF&PA stand for?
10. Which of these railway figures is widely published weekly as an index of railroad activity—tons carried, ton-miles or carloadings?

Editor's Note: Last month's "Quiz" identified a fishplate as "a part of a rail joint, sometimes called an angle bar." A few readers disagreed.

J. L. Brown, retired general superintendent of transportation, wrote:

"This morning I asked a trackman what a fishplate was. His reply—'angle bar'. It is my recollection that originally they were called angle bars but with some slight change in design they were called fishplates."

Queried on the subject, Chief Engineer W. G. Powrie said, "The proper terminology is 'rail joints', 'Fishplates' and 'angle bars' are vernaculars."



PROGRESS REPORT

The J. T. Gillick Scholarship Winners



Gary Purdy (lower left) pictured on a recent inspection trip to Malden, Mo., and Oklahoma City, Okla., with the Arnold Air Society, the honorary Air Force club.

IN MANY Milwaukee Road homes the selection of an outstanding high school student for the company's J. T. Gillick Scholarship is currently a matter of vital interest. As the contest moves toward the deadline for entries, it appears that there will be a large number of candidates this year. For that reason the spotlight is being trained this month on the winners of the previous contests, the three young men whose college ambitions are being furthered through grants in the name of the Road's well-known retired operating vice president.

When the scholarship was first announced, in 1951, Gary Edward Purdy, stepson of Russell O. Chambers, pump-water tester at Aberdeen, S. D., had just been graduated from the Aberdeen Central High School. Although his scholastic rating had earned him a small scholarship at a teacher's college, Gary was hoping to go on to a good engineering school. From a financial standpoint, a complete college education seemed out of reach, but winning the newly-offered J. T. Gillick Scholarship brought the hoped-for break.

"You may be sure that you won over exceedingly keen competition", wrote the chairman of the award committee in notifying Gary that he was their unanimous choice. Was their judgment correct, was the choice justified? Let's look at the score.

Last year, in his sophomore term at South Dakota State College at Brookings, Gary Purdy was declared winner of the Sigma Tau scholarship award. This award is conferred each year by the honorary engineering society on the student who maintains the highest average during his freshman year in engineering. Gary compiled a 3.7 average, of the maximum 4.0 obtainable. That should tell the story.

What are his current ambitions, his prospects for the future? To get ahead in the field he has chosen, Gary has found that he needs to spend many hours each night on book work. At the same time he manages to take part in campus activities and this year is serving as captain of the ROTC rifle team. His extracurricular program also includes membership in Sigma Tau, the Arnold Air Society, an honorary Air Force club, the

American Institute of Electrical Engineers, and the photography club.

By the look of things, Gary will graduate next year with a B.S. degree in electrical engineering—electronics option. Afterward, as the result of the Reserve Officers Training Corps training program in which he is enrolled, he expects to spend two years in the Air Force as a second lieutenant. During those years he hopes to attend an advanced school and get a Master's Degree in electronics. There's a chance, of course, that this plan may not work out, in which case he intends to work for an M.S. degree after he is out of service, provided he can earn another scholarship or get a G.I. grant to defray expenses. After that, with industry clamoring for engineers, it should be smooth sailing.

Leonard Benton Fowler, who won the J. T. Gillick Scholarship in 1952, comes from La Crescent, Minn., where his father, Ernest F. Fowler, is signal repair and maintenance man. Through four years at Central High School in La Crosse, Leonard held top marks in his class, while at the same time he participated in a well-rounded schedule of

other student activities. These included two honor societies and the speech club, playing on the baseball team and with the band and school orchestra, and working on the school paper. An Eagle Scout, he acted as a Cub Scout den chief and also conducted a Sunday School class. Meanwhile he had a part-time job.

Even before graduating, Leonard had decided on a teaching career, and winning the scholarship brought that goal within reach. In a letter to the committee he wrote that he was proud to have been chosen. "I sincerely hope my record at college will express my thanks to my sponsors, as well as justify the faith the committee has in me."

Has that confidence been justified? Let the record show how it is working out:

Leonard is now enrolled in the elementary education division of the Wisconsin State College at La Crosse. Although the course is demanding, and he is a serious student, he has planned his work so as to take part in many undergraduate activities. Currently he is a member of the Elementary Club, of Lambda Tau Gamma, a social fraternity, and corresponding secretary of Alpha Phi Omega, the national Scouting fraternity. A good performer on the clarinet, he plays with the band at all athletic events and went to Tampa, Fla., with the football team for the New Year's Day game in the Cigar Bowl. As a member of the Men's Intramural Athletic Association, he also takes part in a variety of sports.

For all that, he finds time to work one evening a week and keep up several

hobbies, including a stamp collection, hunting, fishing and trapping. Where, then, does that leave his scholastic standing? Well, so far this year Leonard has maintained an average of 2.5 out of the maximum 3.0 (straight A's). Judging by the past, there is little reason to doubt that this fine showing won't continue.

It's been just eight months since Roger Coe, winner of the scholarship for 1953, entered the State University of Iowa as a freshman. The 18-year-old son of Will Coe, signal maintainer at Tama, Ia., was the unanimous choice of the award committee by reason of an almost perfect record throughout four years at the Tama High School (straight A's with but one exception), from which he graduated at the head of his class. Moreover, he had been cited for both national and state awards in debating and oratorical declamation and, although working after school, had been a leader in such affairs as the choral club, the dramatic society, glee club, operator's club and photography club, served on the staff of the school paper and played in the band; and at the same time he engaged in Boy Scout and church work.

Since he intended to major in chemical engineering, Roger took a summer course at Iowa City last year to test his aptitude for such work. The idea which seemed wonderful then looks even better now, he says. Combining the credits from summer school with those of his first semester, he has presently a cumulative grade point average of 3.5. If his present plans work out as he hopes, he will follow his graduation in 1957 with graduate work in research.

It is perhaps significant that Roger's

campus activities this year have included membership in the Hillcrest Council, a student governing body. He is also a student usher in the First Baptist Church.

The proof of achievement, though, is the fact that Roger was recently welcomed to membership in Phi Eta Sigma, the national honor society for freshmen men. To be eligible, a student must average at least half a grade above B, which is accomplished by less than four per cent of the freshmen at the university. It is the highest honor attainable by a first-year student.

The announcement rated a nod from President Virgil M. Hancher, who wrote to congratulate Mr. and Mrs. Coe on their son's record. "You have reason to be proud of his success", he said. "We hope that this honor he has earned will serve as a further incentive for him to continue as ably as he has begun."

Now, with the school year nearing the end, the question comes up again. Who will win the 1954 scholarship?

• Announcements regarding the 1954 J. T. Gillick Scholarship for sons of Milwaukee Road employes were enclosed in the March issue of this Magazine and also sent to all supervisory officers for posting. Those interested in more information regarding the scholarship, completed applications for which must be filed by not later than June 30, should write to C. William Reiley, Chairman, J. T. Gillick Scholarship Committee, 356 Union Station Building, 516 West Jackson Boulevard, Chicago 6, Ill.

The bowling team of which Leonard Fowler is a member at Wisconsin State College won the championship of the league this year. Leonard is at the upper left.



Sunday night supper at Roger Williams, Baptist student organization at the State University of Iowa, finds Roger Coe in the chow line-up at the right. Roger is serving this year as treasurer of the organization.



38 Voices

Sing Out Good Will for The Milwaukee Road



It was a typical winter night in Chicago. It was cold, and the icy streets helped little in finding the corner of 65th and Peoria and the parish hall of St. Stephen's Church. But as always on performance night, "the place" was found, and in ample time.

Like many another parish hall, St. Stephen's combined a gymnasium-auditorium downstairs with upstairs classrooms off a long balcony. Mrs. August Brown, ways and means chairman for the Chicago Chapter of the Valparaiso University Guild, was talking with the women at the ticket table downstairs.

With a friendly smile, she gestured to one of the balcony rooms.

"You'll find the singers up there," she said. "They're up in the first grade room."

But by now the directions were hardly necessary. From the far room off the balcony came a faint one-handed rendition of "Where, Oh Where, But In America." Two clear soprano voices were running softly over the opening bars.

This was it. Out of the dark night, from all over Chicago and its suburbs, and across the city's slippery streets, 38 Milwaukee Road people had found each other again, and another performance of The Milwaukee Road Choral Club was about to begin.

Little more than two hours away from the business of freight rates, industrial development and the other affairs of their railroad, they were making themselves at home amid the first graders' tiny desks and animal cut-outs pasted on the blackboard. Some were just getting out of their heavy coats, while others had already donned their attractive maroon robes. The altos and sopranos, having had experience with strong stage lighting, were applying their make-up accordingly.

All pictures on this page and at the bottom of page 15 were taken at the recent performance before the Chicago Chapter of the Valparaiso University Guild, in the parish hall of St. Stephen's Church, Chicago.

Top: Among the husband-and-wife teams in the club are Mr. and Mrs. Glenn Jorian and Mr. and Mrs. E. J. Stoll (left to right). Mr. Jorian is director and Mr. Stoll president of the club.

Left: Preparations for the performance make for a busy scene as robes are donned and vanity cases go into service. Shown here, left to right: Loretta Kuhn, Mrs. Marguerite Nunes, Frances Walker, Mrs. Theresa Craig and Mrs. Alma Matthies, accompanist.

Below Left: The club boasts one father-and-son team, Bruce Mitchell and his son Jim. Here they compare notes before the show.

Signing in is an established ritual before each performance, and Rosebud Wennerberg (seated) sees that it gets done. In the line, left to right: Theresa Glasl, Magazine correspondent for the club, Naomi Johnson, June Mathisen and Eleanor Magnuson.





The Milwaukee Road Choral Club as it appeared during the pre-Christmas concert in the Chicago Union Station. The entire group was not able to be present for this late evening performance.

At the far end of the room Assistant Treasurer Rosebud Wennerberg had set up shop in a six-year-old's desk and was busily taking the attendance record.

Voice balance among the soprano, alto, tenor and bass sections being a matter of real importance, the club urges every member to be on hand for each

performance.

Even a casual glance at the activity in the room would have given a stranger a pretty good idea of what holds this

Below: One of the more immediate rewards for their performances are the coffee-and-sandwich sessions which usually follow. Here Bruce Mitchell (being pointed out) is surprised to find himself the subject of a "Happy Anniversary To You" rendition. Below Right: Mrs. H. A.

Meilahn, president of the Chicago Chapter of Valparaiso University Guild, and Mrs. August Brown, ways and means chairman, express their appreciation of the performance to President E. J. Stoll (left) and Director Glenn Jorian following the concert.





Left: A sample for the boss. Off a bit early for rehearsal, six choral club members stopped by the office of W. H. Nickels, freight auditor, and were asked for a sample of what was in preparation. The choristers, left to right: Helen Braun of the general freight claim agent's office, Mrs. Clara Fister, Mrs. Mary Cianci, Adele Hirsch, Jack Narva and Harry Wallace, all of the freight auditor's office. Enjoying the performance with Mr. Nickels are H. W. Kirch, freight claim agent (left) and W. P. Heuel, assistant comptroller.

group together and makes them tick—even, it might be said, when not singing their applause-bringing rendition of "The Syncopated Clock."

Downstairs an audience of more than 200 people has assembled and all is in readiness. The singers get their cue and the procession begins—down the stairs, through the auditorium and onto the waiting stage.

Mrs. Alma Matthies, small and graceful, approaches the concert grand, which looks all the more massive as she seats herself at the keyboard. On-stage, the vigorous figure of Director Glenn Jorian steps before the group. He greets the audience with a bow, and, turning to the singers, gestures for attention.

With a masterful sweep his hands come down and, softly at first, then in swelling crescendo, the 38 voices fill the auditorium with the opening strains of Gaines' *Salutation*. . . "Music it was we brought from Heaven. . ."

Like most of the group's concert programs, this one opened with four sacred selections, followed by three vigorous numbers including *Battle Hymn of the Republic*, the latter being the same rous-

ing rendition featured in the club's unforgettable Centennial Pageant performance in November, 1950.

Casually, at whatever point the opportunity presents itself, Mr. Jorian always tells the audience a little about the group before them.

"Incidentally," he is apt to add, "you might bear in mind, just in case you decide to take a trip one of these days, that these people all work for The Milwaukee Road, the Route of the Hiawathas." This approach, sometimes known as advertising at its best, never fails to bring a chuckle and applause from the audience.

And so the show goes on.

The second half of the program sponsored by the Chicago Chapter of the Valparaiso University Guild followed a carefully-thought-out pattern by turning to light novelty numbers and concluding with two spirituals. One of these, *Let Us Break Bread Together*, featured the fine, cultivated voice of Evelyn Stoll, wife of E. J. Stoll, president of the club and assistant industrial commissioner for The Milwaukee Road.

As the program progressed, one won-

Below: It's all part of the warm-up. This extemporaneous quartet whose fourth member just walked in, consists of Phil McDonald, club vice president, Bruce Mitchell, Clyde Knapp and John Morrissey.



dered to what extent the professional caliber of the performance could be credited to the skill of the director and accompanist. Obviously the talents of the 38 were magnified and made more effective by these two people.

As Mr. Jorian's busy hands directed the singers, it was interesting to picture him in his recent role as bomber pilot over the Pacific. Nor was it difficult to understand why, once the war was ended, he returned to his first love—music. Today, in addition to directing the Milwaukee Road Choral Club, he does similar work at Wright Junior College, Chicago Musical College, and with a few other groups, yet still finds time to do choral singing over WGN and other local radio stations. He has been with the Milwaukee club for more than four years.

It is now more than 10 years that Mrs. Matthies has been providing beautiful, dependable accompaniment for the choral club. Her daughter, who oc-

(Continued on page 27)



The club's best-remembered performance to date was in the Centennial Pageant staged in Milwaukee on Nov. 20, 1950. In it the members took the roles of the passengers and also provided the music for the show. Glenn Jorian, conductor of both the train and the choral group, here gives it the full treatment.



Assistant Comptroller W. P. Heuel (right) and Nurse Wanda Mis look on as Fullerton Avenue employes file into the X-ray unit. The others, left to right: H. F. Koretke, Marion Rieter, Patricia Jeuk, Ida Gotti, Andrew Gallagher, Harry Bandelin, Marianne Gleich and Mike Samp.

Accounting Personnel Endorse HEALTH PROGRAM

THE new trend toward controlling the spread of tuberculosis through public health guidance received an encouraging boost in March from Milwaukee Road accounting department employes in Chicago. On the morning of Mar. 30 an X-ray mobile unit backed up to the Fullerton Avenue office building, and by noon of the following day 975 employes had taken part in a mass chest screening. The turnout represented 83 per cent of the total personnel.

The screening was a direct endorsement of a cooperative program instituted by the Tuberculosis Institute of Chicago

and Cook County and the Municipal Tuberculosis Sanitarium to serve the city and surrounding suburbs. Its purpose is to uncover previously undetected cases of tuberculosis and to help afflicted persons get treatment.

At present tuberculosis ranks seventh in the United States among the "killer" diseases. Fortunately, new drugs and surgical procedures are bringing down the death rate and shortening the period of treatment. The trend is toward more patient treatment in the community, rather than confinement in tuberculosis hospitals. As treatment facilities become

more readily available, the need increases to detect the unknown cases as early as possible.

In Chicago, agencies such as the Heart Association and the Illinois Division of the American Cancer Society have joined forces with the municipal program for mass chest X-rays, since many cases of lung and heart pathology are being brought to light through the X-ray surveys. A recent statement from the American Cancer Society points out that there has been an increase in the age specific death rate from lung cancer of about 200 per cent since 1933, and that less than one case out of 20 is cured because the disease is usually inoperable by the time the patient starts treatment. A chest X-ray can usually detect lung cancer before the symptoms become apparent.

All findings made in the surveys remain confidential, although a complete report will be sent to a personal physician upon request. In the case of the Milwaukee Road employes who volunteered for last month's screening, they may, if they wish, get help with individual problems from Miss Wanda Mis, the company nurse. Miss Mis is well qualified to act as an adviser, having been nurse consultant at the Tuberculosis Institute of Chicago and Cook County before being employed by the railroad.



View inside the X-ray unit. Shown left to right: Technician M. J. Holm, Andrew Gallagher, Harry Bandelin, Marianne Gleich, Marie Kul-ton, Technician Leo Arnold and Mike Samp (standing before X-ray device.)

a p p o i n t m e n t s

Law Department

Effective Apr. 1, 1954:

C. L. Taylor has been elected vice president and general counsel, succeeding M. L. Bluhm who retired on Mar. 31, and W. J. Quinn has been elected general solicitor succeeding Mr. Taylor. (Article on page 10.)

Finance and Accounting Department

Effective Apr. 1, 1954:

R. N. Edman is appointed auditor of equipment accounts, succeeding C. W. Meier who retired Mar. 31. Mr. Edman is a native of Chicago and entered the employ of the Road in the Chicago accounting department in November, 1922. His entire service has been in the finance and accounting department. Since April, 1952, he has been statistician in the office of vice president—comptroller.



R. N. Edman



L. W. Dietrich

Safety Department

Effective Apr. 1, 1954:

L. W. Dietrich is appointed district safety engineer with headquarters in Tacoma, territory Idaho and Coast Divisions, succeeding H. J. McMahon who retired Mar. 31. Mr. Dietrich started with the Road in station service at Missoula, Mont., in 1922. Later he was perishable freight inspector at Avery and St. Maries, Idaho, and at Malden, Wash. Since 1947 he has been freight service inspector in Seattle.

Traffic Department

Effective Mar. 15, 1954:

J. M. Cunningham is appointed freight traffic manager, sales and service, with office at Chicago, Ill., succeeding



J. M. Cunningham



F. W. Baker

J. O. McIllyar, deceased. Mr. Cunningham started with the Road in Vancouver, B. C., in 1920 as city freight and passenger agent, was later commercial agent and general agent there, and subsequently general agent at Winnipeg, Man., Duluth, Pittsburgh and Chicago. Since September, 1948, he has been district freight traffic manager, New York City.

F. W. Baker is appointed district freight traffic manager, New York, N. Y., succeeding J. M. Cunningham. Entering service at Kansas City in 1920, Mr. Baker was city freight agent and traveling freight agent there, and subsequently division freight and passenger agent at Aberdeen, S. D., and Terre Haute. Since August, 1950, he has been general agent in Pittsburgh.

George Neu is appointed general agent at Pittsburgh, Pa., succeeding F. W. Baker. Mr. Neu, who started in the Chicago passenger department in 1927, was employed for a time in the departments at Tacoma and Portland, and was later city freight and passenger agent in Tacoma, traveling freight and passenger agent at Spokane, and division freight and passenger agent at Aberdeen, S. D. Most recently he has been division freight agent at Minneapolis.



George Neu

clerk in the general north western freight agent's office there since September, 1952.

K. G. Hosfield is appointed city freight agent at Des Moines, succeeding M. E. Steen, transferred. Starting with the railroad in 1947, Mr. Hosfield has been chief clerk in the traffic department in Des Moines since October, 1952.

Effective Apr. 1, 1954:

O. E. Glass is appointed city passenger agent, Cleveland, Ohio, succeeding G. Henderson, resigned. Mr. Glass entered service in Milwaukee in 1936, where since 1948 he has been assistant ticket agent in the Road's station ticket office.

F. C. Foug is appointed city ticket agent in Milwaukee, succeeding M. C. Toll who died Mar. 7. Mr. Foug, an employe of the Road since 1924, has been city passenger agent in Milwaukee since July, 1951.

G. M. Kapke is appointed city passenger agent in Milwaukee, succeeding F. C. Foug. Starting with the Road in 1934, Mr. Kapke has been ticket clerk in the station ticket office in Milwaukee since 1951.

Effective Apr. 16, 1954:

S. P. Elmslie is appointed division freight agent, Minneapolis, succeeding



S. P. Elmslie



W. G. Orr

George Neu. Mr. Elmslie entered service in 1923 at Duluth and was subsequently city freight agent there. He was formerly traveling freight agent at Detroit and both city freight agent and traveling freight agent at Minneapolis. Since March, 1952, he has been general agent in Indianapolis.

W. G. Orr is appointed general agent, Indianapolis, succeeding S. P. Elmslie. Mr. Orr has been with the traffic depart-

ment in New Orleans since 1943. Since October, 1946, he has been traveling freight and passenger agent with headquarters in New Orleans.

J. H. Mitcham is appointed traveling freight and passenger agent with headquarters at New Orleans, succeeding W. G. Orr. Mr. Mitcham, who started with the Road in the traffic department at Atlanta, Ga., in 1948, has been city freight agent in Kansas City since December, 1952.

B. Swindell, Jr., is appointed city freight agent at Kansas City, succeeding J. H. Mitcham. Mr. Swindell has been an employe of the Milwaukee Road-Kansas City Southern Joint Agency in Kansas City since March, 1947.

Operating Department

Effective Apr. 12, 1954:

F. G. McGinn is appointed superintendent of the Milwaukee Division with headquarters at Milwaukee, succeeding K. R. Schwartz, transferred. Mr. McGinn started with the Road in 1930 as a telegraph operator, and has been superintendent of the Iowa Division since Jan. 1, 1953.

K. R. Schwartz is appointed superintendent of the Iowa Division with headquarters at Marion, succeeding F. G. McGinn, transferred. Mr. Schwartz, who has been with the Road since 1918, has been superintendent of the Milwaukee Division since May, 1953.

N. H. McKegney is appointed assistant superintendent of the Dubuque and Illinois Division Second District with headquarters at Dubuque, succeeding R.



N. H. McKegney

H. Bourgerie, resigned. Mr. McKegney started in track service at New Lisbon in 1938 and has since been a trainmaster on the Milwaukee and the Twin City Terminal Divisions. Most recently he has been trainmaster at Aberdeen, S.D.

R. G. Scott is appointed trainmaster of the Hastings & Dakota Division with headquarters at Aberdeen, succeeding N. H. McKegney. Starting in track maintenance work in 1928, Mr. Scott was roadmaster at various points, trainmaster of the Milwaukee Division, and most recently trainmaster at Spokane.

E. A. Duszak is appointed trainmaster of the Idaho Division with headquarters



Scene at the party held in H. J. McMahon's honor in Tacoma. Left to right, far side of table: R. C. Schwichtenberg, trainmaster; E. G. Kiesele, superintendent of safety; Mrs. Kiesele; Mrs. McMahon; Mr. McMahon; and J. T. Hansen, Coast Division superintendent.

H. J. McMahon Retires

HARRY J. MCMAHON, district safety engineer with headquarters at Tacoma, and a familiar figure to all employes on the Coast and Idaho Divisions for many years, retired Mar. 31 after almost 45 years of service. He was honored at a retirement party held in Tacoma on the night of Mar. 27 and attended by more than 130 of his closest friends and associates.

Mr. McMahon began his railroad career at Deer Lodge, Mont., in July, 1909, and in April of the following year moved to Seattle, where he held a clerk's position until April, 1911, when he transferred to Tacoma. He later went to Seattle where he remained until moving to Tacoma in connection with the establishment of division accounting in 1918. Later that year he returned to Deer Lodge as division accountant, and in 1920 was appointed division accountant

at Tacoma. Following about 11 years at division headquarters in Miles City, Mont., he was appointed district safety engineer at that point in October, 1942. On Apr. 1, 1946 he was transferred to the Coast Division.

Mr. McMahon closes his career with a very laudable record of accomplishment behind him. During the time he was safety engineer on the Idaho and Coast Divisions, the Idaho Division captured first place two years in succession (1946 and 1947) and kept possession of the President's Safety Trophy. At the time of his retirement there had been no fatalities or reportable injuries among Idaho and Coast Division employes during 1954. Furthermore, the Coast Division has had no fatalities for the past seven years and the Idaho Division has had none for the past six years.

at Spokane, succeeding R. G. Scott. Mr. Duszak, who entered service as a rodman in 1943, has been trainmaster at Sioux City, and since Nov. 1, 1953, of the Milwaukee Division Third District.

J. F. Elder is appointed trainmaster of the Milwaukee Division Third District with headquarters at Milwaukee, succeeding E. A. Duszak. Since entering service in 1947, Mr. Elder has been trainmaster of the Milwaukee Terminals, and most recently at Davenport.

T. E. Witt is appointed trainmaster of the Dubuque & Illinois Division Third District with headquarters at Davenport, succeeding J. F. Elder. Mr. Witt started in 1935, and has been trainmaster at Austin, Portage and Milwaukee.

W. F. Bannon is appointed trainmaster of the Milwaukee Terminals with headquarters at Milwaukee, succeeding T. E. Witt. Entering service in 1941, Mr. Bannon was in turn trainman, conductor, and trainmaster of the Chicago Terminals until September, 1953, when he was appointed trainmaster at Terre Haute.

L. W. Harrington is appointed trainmaster of the Terre Haute Division with headquarters at Faithorn, Ill., succeeding W. F. Bannon. A native of Milwaukee and graduate of the University of Wisconsin, Mr. Harrington entered service at Milwaukee in 1949, since then he has been switchman, yardmaster and phone director in the Milwaukee Terminals.

how are we doing?

	FEBRUARY		TWO MONTHS	
	1954	1953	1954	1953
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$17,910,172	\$20,457,610	\$35,544,137	\$41,245,025
PAID OUT IN WAGES.....				
PER DOLLAR RECEIVED (CENTS).....	(50.5)	(47.2)	(53.4)	(48.8)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	537,599	590,945	1,095,802	1,184,020
PER DOLLAR RECEIVED (CENTS).....	(3.0)	(2.9)	(3.1)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest....	8,535,680	9,287,658	17,029,993	18,360,063
PER DOLLAR RECEIVED (CENTS).....	(47.7)	(45.4)	(47.9)	(44.5)
NET INCOME		920,332	1,556,603	1,578,321
NET LOSS	199,967			
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	101,556	117,157	205,279	240,297
Decrease 1954 under 1953.....	15,601		35,018	

Agent F. C. Williams Retires at Mobridge

A RAILROAD career which started with the westward movement of The Milwaukee Road through the Dakotas and which for 43 years ran parallel to the development of that area came to a close on Mar. 16 with the retirement of the well-known F. C. "Frank" Williams. As cashier and agent at Mobridge, S. D., since Dec. 13, 1913, Mr. Williams was a pioneer of that community and instrumental in building up the city after the railroad opened the country to settlement.

In his 'teens, Mr. Williams worked in the lumber camps of northern Minnesota and also spent a few years with the Chicago Great Western and the Great Northern. He began working for the Milwaukee at Marmarth, N. D., on Mar. 28, 1911 and two months to the day later had the thrill of watching the Columbian make its first transcontinental run. He went to Mobridge in 1913 as cashier and was appointed agent in 1931.

During his long service, Mr. Williams

was active in the civic organizations which persuaded new business to locate in Mobridge and brought about many improvements.



F. C. Williams

Among the projects he helped to promote were the highway bridge across the Missouri River, modern water and street systems, good schools, a hundred-room hotel, a civic auditorium seating 2,400 and the development of the Yellowstone Trail. For some of those years he served as alderman and on the school board (one term as president) and also did committee work for the Chamber of Commerce, all of which he enjoyed immensely, he says.

Shortly after arriving in Mobridge he met and married Miss Regina Larson, a member of a pioneer family. They have

one daughter, Mrs. Frances Anderson, who is a successful concert singer, having appeared as a soloist with symphony orchestras throughout the East and Midwest and with the New York City Opera Company. Planning to make their home in Ridgewood, N. J., near Mrs. Anderson and her family, Mr. and Mrs. Williams left Mobridge in time to be in New York City on Apr. 1 when she sang the lead in an opera in concert-symphony form conducted at Carnegie Hall by Leopold Stokowski.

As a farewell to the city in which he spent all of his adult years, Mr. Williams placed an open letter to the business men of Mobridge in the Mobridge Tribune, in which he expressed his regrets at leaving his friends and the community. In conclusion it read, "The Milwaukee Road was, and still is, an important factor in the building of this good little city. Therefore may I ask that you remember it with more of your business and also that you give my successor the same friendly help you have given me."

Mr. Williams' duties have been taken over by P. E. Collins who was at one time relief agent-operator at Mobridge. Mr. Collins was formerly game and fish commissioner for the state of North Dakota, a former tax auditor in the state tax department and deputy examiner for the North Dakota Insurance Department. Returning to the railroad in 1950 he has been a relief agent since then at various points.

Stephen Francescon

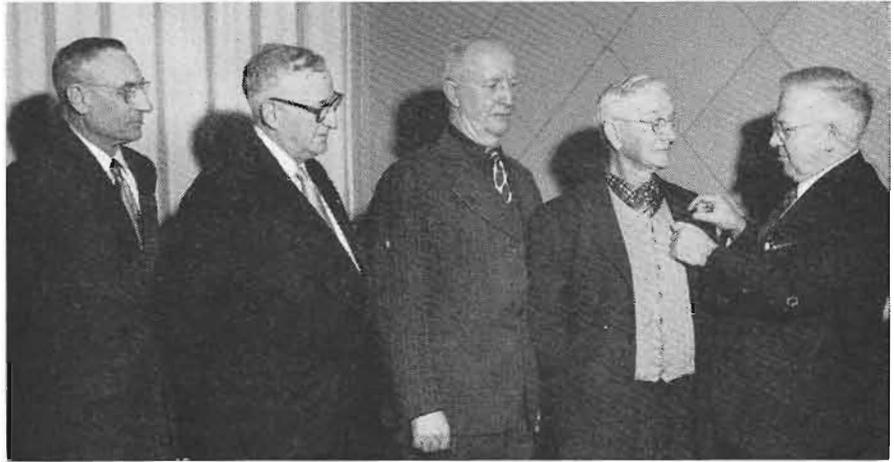
STEPHEN FRANCESCON, 50, assistant engineer in the office of chief engineer, Chicago, died at his home in Oak Park, Ill., on Mar. 27. He was well known and well liked by Milwaukee Road people, particularly in the Chicago area, and had earned an enviable reputation as a valued employe of the railroad.

"Steve," as he was known, was born Dec. 21, 1903, in Chicago, and received his formal education at Armour Institute and the University of Illinois. He served with the U. S. Coast and Geodetic Survey and came to The Milwaukee Road as a rodman on the Chicago Terminals Division in 1929. He was transferred to the division engineer's office at LaCrosse in 1934, and was later promoted to instrumentman. In 1939 he was transferred to the office of chief engineer and later advanced to the position of assistant engineer.

He is survived by his wife, the former Valorie Graw of LaCrosse; three sisters, Helen Carrieri of Oak Park, Jane F. Greganti of Chicago and Mary Harrington of San Francisco; and two brothers, Paul L. of Clinton, Ia., and Daniel L. of Chicago; also his father, Louis Francescon of Oak Park, a retired Evangelical minister and missionary who spent most of his pastorate in Brazil. Mr. Francescon's mother died in September, 1953.

Interment was at Mount Olive Cemetery, Chicago.

Brotherhood Honors 70-Year Member



Paul M. Smith, editor of the Locomotive Engineers Journal, confers pins on the veteran engineers present at the dinner. From left: Robert Meldrum, Charles Hunt, Fred Wagner and Halsey Wasson. When the first 60-year emblems were given out, Mr. Smith had the privilege of pinning the first one for a Milwaukee Road engineer on his father. (Perry Daily Chief photo)

A GROUP of Milwaukee Road engineers at Perry, Ia., who have been members of Division 203 of the Brotherhood of Locomotive Engineers for 40 years or more were honored at a dinner in McDonald's Tearoom on Mar. 3. About 70 members of the organization and the auxiliary were present to witness the presentation of their membership pins by visiting officials. The honored veterans were B. H. Moore, holder of a 70-year membership, Halsey Wasson, a 50-year member, and Robert Meldrum, Charles Hunt, Fred Wagner, Harry Julian, Charles Stoner and August Koch, all 40-year members.

Speakers of the evening introduced by Local Chairman Orville Balsbaugh were Paul M. Smith, editor of the Locomotive Engineers Journal, George B. Hooper, special representative of the general committee, and William McLaughlin, general chairman.

The affair had been planned as a testimonial to Mr. Moore, whose record is believed to be unmatched on The Milwaukee Road and perhaps on all

other railroads in the country. Owing to the fact that an operation prevented him from being present, the membership pin and certificate were conferred on him at



B. H. Moore

the hospital. Retired Engineer Stoner, who could not attend because of illness, was presented with his pin at home, and Engineer Koch, also unable to be present, received his pin on Mar. 5 when he was in Perry. Mr. Julian's

pin was sent to him in California where he has been living since he retired.

All of Mr. Moore's 70 years as a member of the B. of L.E. were spent on the Milwaukee Road at Perry. The veteran engineer was born in Wisconsin in 1859 and started working when he was 17, firing a steam shovel which was being used to cut down a hill for the construction of the Milwaukee shops. He became a fireman in 1878 and came to Perry shortly afterward. Promoted to engineer in 1882, he was in continuous yard, freight and passenger service until his retirement in 1936.

Mr. Moore was an active worker in Division 203 from the time he became a member until he retired and had served as chief engineer and in other offices. Since a button has never been designed for a 70-year membership, Mr. Moore was presented with a 60-year button studded with diamonds.

Notice—Members of the Veteran Employes' Association

THE 21st reunion of the Veteran Employes' Association will be held in Milwaukee, Wis., on Wednesday and Thursday, Sept. 1 and 2, 1954. Headquarters will be the Hotel Schroeder. Watch this magazine for further notices.

REMINDER: Please pay your 1954 dues now, forwarding them to the secretary-treasurer, Florence M. Walsh, Room 862 Union Station, Chicago 6, Ill.

"I'LL BE ON A ONE HOUR
EARLIER SCHEDULE WESTBOUND
TO ST. PAUL-MINNEAPOLIS."



Effective with daylight saving time, April 25, the Morning HIAWATHA No. 5 will leave Chicago daily 9:30 AM Central Standard Time and operate one hour earlier through to the Twin Cities.

Route of the Super Dome HIAWATHAS

The above sketch and brief announcement left no doubt about the fact that the westbound Morning Hiawatha will be on an earlier schedule during the period of daylight saving time. Printed on postcards, the announcement went to all foreign line ticket agents, passenger traffic officers and tour and travel bureaus throughout the country, in addition to Milwaukee Road agents and passenger representatives.

CAN YOU NAME THEM?

THE FOLLOWING initials are the "reporting marks" by which freight cars of different railroads are identified and reported for operating and accounting purposes. See how many of the ten railroads you can identify from their reporting marks; then turn to page 45 for verification.

1. B & O
2. C P
3. C I M
4. D L & W
5. M E C
6. N Y C
7. N Y S W
8. P R R
9. S P S
10. V G N

Show Social Security Number, Retirement Board Urges

A REMINDER from the Railroad Retirement Board urges that the correct social security account number be shown on all correspondence with the board, to help in processing claims and answering letters more promptly. Since the board keeps records on some 9,000,000 persons and pays benefits to nearly a million each year, it is virtually impossible to locate files or records by name only.

Unemployment claims, particularly, are often submitted with an incorrect number or with none at all. If prompt

service is to be given, the railroad employe should make sure that his claim agent has his correct number and that it is entered correctly on the forms. In the case of sickness benefits, the applicant himself is responsible, since he mails his application directly to the board.

When writing about retirement benefits, the social security account number should be shown, unless a claim has been filed and the board has assigned a claim number. Then the claim number should be shown. For survivor benefits, the applicant should show both the social security number of the deceased and his own, if any. Again, if a claim number has been assigned, that number should be shown.

Man hours measure the time it takes a man to do a job that any woman could do in minutes if it didn't require a man's strength.

As first you don't succeed, see if maybe you haven't still got your brakes on.

Retirement Benefits Greatest Ever

RAILROAD employes and their dependents, in the year ended June 30, 1953, received the largest amount of benefits ever paid in a 12-month period. Altogether, 969,000 persons received benefits of \$558,000,000 during the year. Retirement benefit payments totaling \$365,000,000 went to 406,000 retired employes and their eligible wives. The remaining \$193,000,000 was divided as follows: \$95,000,000 to 210,000 survivors of deceased employes; \$54,000,000 to 224,000 unemployed workers, and \$44,000,000 to 158,000 sick or injured employes.

Have You Forgotten What You Really Owe?

"MOST American families think they have a pretty good idea of what they owe," says the *Manufacturer's Record*. "So much for the department store bills, so much for doctors' bills, the mortgage on the house or farm, and so on. For the average family, the total is close to \$2,900, according to the National Chamber of Commerce.

"But as citizens, everyone owes another debt likely to be forgotten. That's the national debt. Presently the national debt totals about \$274.5 billion, or about \$6,008 per family. Interest alone on the national debt amounts to \$144 annually per family. These are among the reasons why all of us can have more if the government spends less."

Incidentally, according to the Library of Congress, the U. S. national debt is nearly double that of the rest of the world, excluding Russia, China, Yugoslavia, Hungary, Germany and a few other areas for which no public debt statistics are available. While we owe \$274.5 billion, the rest of the world (excluding the countries mentioned) owes only a combined total of \$140.5 billion.—from the *Norfolk and Western Magazine*, March 1954.

Notice—Members of The Milwaukee Road Women's Club

THE 30th anniversary get-together luncheon of the 59 chapters of The Milwaukee Road Women's Club will be held in the grand ballroom of the La Salle Hotel in Chicago on Saturday, June 12, at 1 P.M. Chicago daylight saving time; price, \$2 per person.

All voting members are invited to attend. Please make reservations not later than May 31 through your local chapter president, who will supply detailed information.

Etta N. Lindskog, Secretary General

Good Old Tear Jerker

FELLOW named John Crosby who writes a newspaper column about radio and television shows, recently gave the industry some good natured kidding.

Tragedy shows, says Crosby, seem to be increasing. Each new show is more of a tear jerker than the last. Seems like the sadder the show the greater its chances for success.

As long as that's what people want, Crosby makes a few show suggestions of his own, plus some others that have come to his attention. They include the following:

"Share Their Grief"—Each week the television camera takes you to a new and different funeral.

"Waiting at the Church"—Jilted brides and rejected suitors appear on this show to describe their collapsed love affairs. The most heart-breaking tale wins the unhappy boy or girl a dinner at the Stork Club.

"Hit the Skids"—Bums are collected from the streets to appear on a show to tell how they went downhill. Bum who has fallen the lowest wins the prize.

"You Sent Them Up"—People recently released from prison confront the people who sent them up. Everyone shakes hands, makes up, and cries a little.

"They're all heart-warming ideas, chock full of human interest", says Crosby, and he can't understand why someone hasn't taken them up yet.

—"After Hours" in *Enterprise*

Excise Tax on Tickets Now 10 Per Cent

MILWAUKEE ROAD ticket sellers had good news for passengers purchasing tickets on and after Apr. 1. The bill cutting excise taxes, which President Eisenhower signed into law on Mar. 31, became effective the following day and, among other reductions, cut the tax on passenger fares from 15 to 10 per cent.

This levy, the Federal Transportation Excise Tax, which came into being as a wartime measure, has been called the "keep-'em-off-the-trains" tax. It has been widely criticized because of the unfair position in which it places public transportation agencies in their competition with private automobiles. The tax was first enacted in October, 1941 at an effective rate of 5 per cent. In November, 1942 Congress raised it to 10 per cent, and on Apr. 1, 1944 to 15 per cent.

The present law makes no change in the 3 per cent tax on freight charges.

Commenting on the reduction of 5 per cent in the tax on passenger fares, Harry Sengstacken, passenger traffic

manager, pointed out that, although it seems slight, it means, for example, a saving of \$8.69 to an individual purchasing a round trip ticket from Chicago to Seattle, with a roomette.

"Of course, if the entire 15 per cent tax had been removed, as it should have been," he added, "we could really offer the passenger a saving . . . \$26.07 to be exact.

"To put it another way, The Milwaukee Road was obliged in 1953 to collect from its passengers and pass along to the federal government \$2,303,319.15. Under the new law we will be obliged to collect \$1,535,546.10 on the same volume of business. It is a pleasure to be in the position of telling the traveling public that they can now keep the difference, or some \$767,773.05. We all hope, of course, that it will not be too long before we can compete on more even terms with the private automobile by selling our passengers completely tax-free transportation."

CONTENTMENT

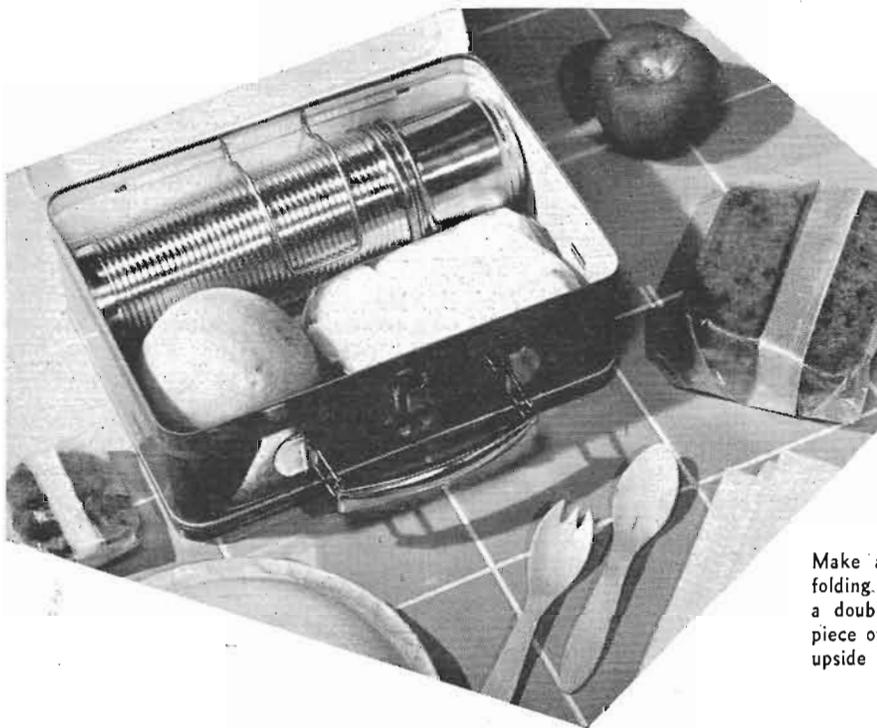
We all dream of great deeds and high positions away from the pettiness and humdrum of ordinary life. Yet success is not just occupying a lofty place or doing conspicuous work; it is being the best that is in you. Rattling around in too big a job is much worse than filling a small one to overflowing. Dream, aspire by all means; but do not ruin the life you must lead by dreaming pipe dreams of the one you would like to lead. Make the most of what you have and are. Perhaps your immediate task is the one sure way of proving your mettle. Do the thing near at hand, and greater things will come to your hand to be done.

—Enterprise

THE ENGINEERS. Milwaukee Road engineers, including division engineers, are shown here at a department staff meeting called by Chief Engineer W. C. Powrie (seated third from right, far table) in connection with the annual meeting of the American Railway Engineering

Association held in Chicago on Mar. 16, 17 and 18. Chief purpose of the department meeting was to discuss maintenance of way programs. J. H. Schnaitman, auditor of capital expenditure (standing, seventh from right) was present to give a briefing on accounting practices.





SANDWICHES to Pack and Carry

Make a neat packet for sandwiches by folding waxed paper drugstore style, with a double fold over the top. To pack a piece of pie or cake, tape one paper plate upside down on top of another.

lunch box ideas for office, heavy job or school

It is estimated that 30 million sandwiches are eaten each day in the United States. Just as the Earl of Sandwich preferred an out-of-hand serving of bread and meat to a meal that would take him away from the gaming table, so the sandwich now serves as the basis of the carried lunch for thousands of office workers, laborers and school children.

Homemakers with lunches to pack for several members of the family can streamline much of the work if they have a food freezer, or sufficient storage space in the freezing compartment of their refrigerator. Sandwiches which are properly prepared can be kept for as long as a week at a time in the refrigerator, and for two weeks in a freezer.

It takes little more time to prepare a week's sandwiches, and it's only a little more work, than the daily routine of preparing them on a day-to-day basis. Set up a production line. Prepare the fillings first and store them in the refrigerator. Lay out as many slices of bread as you think you will need. Have ready softened butter or margarine, so it will spread evenly on the bread and prevent fillings from soaking in.

Spread fillings in one operation, using a flexible spatula. You'll find that spreading goes much faster if you stand-

ardize portions by using an ice cream scoop or other definite measure. Fillings should be generous enough that the

LUNCH BOX TREATS

FOR high nutritive value, it is always well to include sandwiches made with enriched bread, rye bread, Boston Brown, hamburger buns, or crisp rolls. A nut bread sandwich is a special treat.

Quick Nut Bread

1 cup bran
1 cup milk
1 cup sifted all-purpose flour
2 tsps. double-acting baking powder
1 tsp. salt
½ cup sugar
1 egg
½ cup chopped nuts
Sift together flour, baking powder, salt and sugar. Add bran-milk mixture and egg and beat 2 minutes. Fold in nuts. Turn into greased and waxed paper lined 8 x 3½ loaf pan. Bake in a

350°F. oven 45-50 minutes. Remove from pan, cool before cutting.

A double-fold wrap of waxed paper makes an air-tight packet for pickles, olives or carrots. You can even peel a tomato and wrap it whole in this type of package.

Always pack some fruit. Fresh fruit is popular at any time, but for a change include canned, cooked or dried fruit.

Fill the vacuum bottle with milk, cocoa, flavored milk drink, or hot soup. An occasional baked custard or other pudding makes a hit.

sandwich can be identified for what it is, and should be spread uniformly to insure even thawing time.

If sandwiches are to be held for any considerable period of time, the following points should be kept in mind:

1. The most satisfactory fillings for frozen sandwiches are: peanut butter, cream cheese, sliced cheeses including American and Cheddar, sliced or ground meat, sliced chicken or fish. Egg salad or sliced eggs should not be used, since freezing toughens egg white. However, if they are to be stored only in the refrigerator overnight, they will retain their freshness.
2. Each sandwich should be wrapped and sealed separately in moisture-vapor proof paper. For easy selection, label and date each sandwich at time of preparation.
3. Mayonnaise should not be used in sandwiches for freezing storage, since it separates and soaks into the bread. It should be added at eating time.
4. After sandwiches are ready for freezing, do not hold them for more than four hours at any room temperature above 50°F.
5. Lettuce or tomatoes should not be used in sandwiches that are to be frozen, as they are inedible when thawed. It is recommended that they be carried separately.
6. Chicken salad is satisfactory for freezing or refrigeration, although it has been found that freezing turns it a shade darker.
7. An acid ingredient such as green olives, lemon juice or pickles will extend the keeping qualities of sandwich filling combinations as chicken or egg salad.
8. Diced celery, green pepper, chopped carrot, may be added to fillings, provided you do not mind a loss of crispness when thawed.

A complete lunch may be prepared so that it is simply taken from the food freezer as a single unit in the morning and allowed to thaw until lunchtime. Set aside a definite time a week or so ahead to prepare soups, sandwiches, cookies or pastries and store them in the freezer. Wrap all items separately in moisture-vapor proof material and freeze as a complete box lunch. To insure variety from day to day, mark them for the days of the week.

There is no expedient to which a man will not resort to avoid the serious labor of thinking.—Sir Joshua Reynolds

HOW TO PLANT TREES

GOOD landscaping may increase the resale value of your home up to 50 per cent, in the opinion of real estate men. It is an investment which grows with time.

Planting a tree is easy if a few simple rules are observed. Consult a local expert, nurseryman or state extension service as to the kind of tree for your particular purpose, then plant the tree yourself by following the illustration. Here are the rules for shade, flowering and fruit trees, as prescribed by the National Arborist Association:

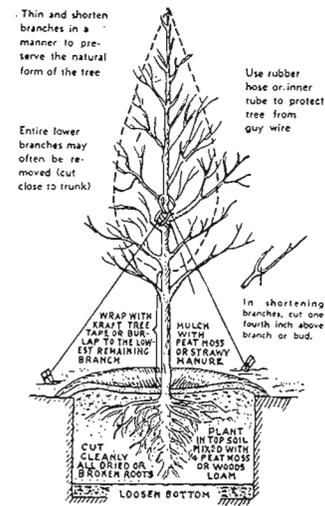
Remove plant from paper, plastic or metal container before planting, unless otherwise instructed. If the tree arrives with a ball of earth wrapped in burlap around the roots, place the whole burlap-wrapped ball into the hole and untie at the top. Then take a sharp knife and make long slits in the burlap in five or six places so the roots won't be confined and will grow outward easily. Leave the burlap in the hole, cover with soil and soak heavily with water upon planting, and twice weekly for a month. Thereafter, soak soil with water whenever the plant becomes dry.

Most trees require periodical pruning, as well as a regular spraying program.

Many home owners are apt to feed their fruit trees while neglecting shade trees, which need added food as much

as the former, especially where grass is mowed around them and the clippings removed. The fertilizer should contain nitrogen, phosphorous and potash, with 6 to 10 per cent soluble nitrogen. It should be applied to the whole root area, at the rate of five pounds for each inch of the tree trunk diameter at breast height.

Application of fertilizer is best when a series of holes are bored into the soil about 18 inches apart and filled with fertilizer. Soil augurs are useful tools for the purpose, though many tree experts use air or electric power tools.



springtime special



A SURE sign of spring is the urge to entertain, if it only involves an afternoon snack with a neighbor. It should be something pretty, though, like these butterfly cupcakes, so easy to make. You can make them from your favorite cake recipe, if you have one, or from a pack-

aged cupcake mix. The basic recipe is varied in this case by adding chopped candied fruits before baking. The butterfly effect is nothing more than the curved top of the cupcake, cut in two and arranged wing-like in the cream topping. Here is how they are made:

Tutti-Frutti Butterfly Cupcakes

- 1 9-oz. package cupcake mix
- 2 tbsps. chopped candied cherries
- 2 tbsps. chopped candied pineapple
- 2 tbsps. chopped candied ginger
- ½ cup whipping cream
- 1 tbsp. finely chopped candied ginger

Prepare mix as directed on package. Stir in next 3 ingredients. Bake as directed. Cool on cake rack. When cold, cut a thin slice from top of each cake and cut each slice in half. Whip cream, fold in remaining candied ginger and spoon onto cupcakes. Set halved slices in cream to resemble butterfly wings.



the teen-age score:

HOW TALL IS TALL?

You probably know it's smart to be tall these days. You don't need to duck your head any longer and hunch down. Even if you are a big girl, there are plenty of boys bigger. But how tall is tall? What are you shooting for?

Growth is closely linked with a factor that belongs exclusively to you—your "growth potential". This potential sets the limit you can hope to reach on an ideal diet before your bony skeleton becomes mature and doesn't grow any

IT'S A MATCH. Spring goes to a woman's head, meaning that usually she wants a new hat. And sometimes a new bag to go with it. These matched sets can be worn now and right through the summer. The striped cloche is crocheted in tri-color and matched to a drawstring bag made from—you'd never guess—a cereal box. Still tops in fashion this spring are the open crown, the tiny collar and the clutch purse. As shown here, jet beads were added for sparkle. Direction leaflets for CANDY STRIPED HAT AND BAG and HAT, BAG AND COLLAR SET may be had free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



for happier housekeeping, Crocheted Chair Seats



more. When you achieve your potential, you will be as tall as you can be. Your skeleton will be fully developed and the bones will be properly mineralized; that is, dense and sturdy. And you can achieve this potential if you stay well and if you eat enough of the high-voltage foods that will keep the wheels turning.

If you reach your top growth early, don't worry. It just shows you're a fast worker. Or you may be smaller than you should be. You can correct that by simply moving over onto a diet of rich-source foods and staying there. Then you'll step into a regular, even pattern of growth and keep on going until you reach your limit.

As a boy, height is pretty important to you, so you'll try to do your best. If you are a girl, you probably have some silly idea that being small is an asset. Many teen-age girls obviously think so. They cut out a lot of important foods and come up stunted in growth. Surely you don't want to be stunted. That is as out of date as the idea of tiny feet for Oriental women.

You may be indifferent to talk about nutrition—you hear a lot at school and at home—but consider that the teens are your growing years. Your birthday mark on the wall will keep the score. Nobody can make you take nutrition seriously, but remember that you may be scored on your appearance . . . and in this modern age height is an asset.

New furniture always makes a home look lovelier, but only vigilance against dust and grime will keep it that way. Chair pads and seat cushions crocheted of sturdy rug yarn will prolong the life and beauty of your furniture. Free instructions are available for making two attractive designs, a swirl striped pattern for round seats and a striped border design for the square type. For a copy of CROCHETED CHAIR SEATS, write to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

In day-by-day living, sundry little tricks can make your housekeeping easier. For instance, a thin coating of furniture wax, applied to painted furniture, will make it more scratch resistant and easier to clean. Frequent polishing and waxing will help preserve any wood finish.

If furniture *does* get marred, a bit of resourcefulness will help disguise the scars. For example, iodine will hide scratches in mahogany or other dark woods. Deep cracks can be darkened with wood stain, then filled in with white shellac, applied with a fine brush. Rub light scratches with the meat of a brazil nut or walnut. To remove heat marks from shellacked or varnished surfaces, apply spirits of camphor or essence of peppermint to the spot, then polish.

It's an Idea!

HAVE you ever used a toy balloon to block a baby's bonnet? After sudsing, rinsing and squeezing excess moisture from the bonnet, ease it back to shape and insert a balloon inflated to the correct size. The bonnet will dry to fit.

38 Voices (Continued from page 16)

asionally works with the club in her mother's absence, is a pianist with the Chicago Symphony Orchestra.

The Milwaukee Road Choral Club, one of relatively few such railroad-sponsored organizations in the country, was formed chiefly through the efforts of G. M. Dempsey, general inspector, division of safety. With some organizational assistance from the public relations department, the club came into being in the fall of 1937, with Mr. Dempsey, who was to head the group for many years, installed as its president.

At that time the principal purpose was the development of a program for presentation at Christmas time. That performance proved to be so popular that it is now a tradition among the thousands of people working in and passing through the station. In addition, the group is now sought for many performances before clubs and church organizations.

They accept as many of these invitations as they can prepare for, the average being about 10 a year before a total audience of some 3,000 people, in addition to the heavy Christmas program in the Chicago Union Station.

Few of the many compliments that have come to the group have meant quite as much as the invitation to present a concert at Chicago's famous Sunday Evening Club in Orchestra Hall on Feb. 28 of this year. Their 45-minute program before an audience of approximately 1,200 people was received with great enthusiasm and described by many present as the best choral concert they had heard in the hall in many years.

Following that performance, President

Stoll received this note from M. L. Boydston, Milwaukee Road tax commissioner:

"All of us, of course, are aware of the fine job you and the Choral Club are doing, but it is always gratifying to know that your efforts are appreciated outside the company also.

"Mr. Morris Hauser, Executive Secretary of the Illinois Association of School Boards, with whom I have frequent contact on school tax matters, is a member of the Chicago Sunday Evening Club. He called me earlier this week to tell me that he and his wife attended last Sunday's meeting, at which the Choral Club sang. He wanted me to know how much he personally enjoyed your program; and further told me that many of his friends in attendance had made similar comments to him."

Also as a result of that concert, John Morrissey, retired switchman and veteran of the club's tenor section, received this warm note of appreciation from friends in his home town of Wheaton, Ill.:

"We went to the Chicago Sunday Evening Club last night with our new pastor, Rev. Emil G. Sauer, who delivered the invocation. While looking over the program I said to Al, 'The Milwaukee Road Choral Club is singing'. Al said, 'Maybe we will see Mr. Morrissey'. Sure enough, there you were, fourth man coming in the back row.

"May I say we did so enjoy that fine singing! I just thought I would let you know."

Since groups such as The Milwaukee Road's choristers rarely find the incentive to devote time and effort to such

an activity over so many years, it may be logical to inquire in what ways this group is different.

Most of the individual members are quick to point out that having their railroad behind them is a genuine incentive. No small part of that support lies in the fact that officers and supervisors under whom the members work recognize the Choral Club as important to the railroad's community relations program. Consequently, they willingly allow club members in their offices the bits of time here and there which they require for getting to the Union Station for weekly rehearsals and to more distant points for concerts.

It is also an evident fact that the group sticks together not only because they enjoy singing and doing their after-hours bit for Milwaukee Road prestige, but also because they have fun together. At least five times a year they join ranks for evening or mid-day parties, and once during the summer they hold a big combination picnic and outdoor songfest which some of them regard as their best concert of the year.

People who have been familiar with this group over the years are not surprised at their success, for they have all that is required. . . a great deal of talent, a genuine liking for each other, sincere and gifted individuals as director and accompanist, and, most important of all, the backing of a company which appreciates their worth as agents of good will.

Whose Slogan Is It?

MANY railroads have slogans which are used in timetables, dining car menus, posters, advertisements and other publicity; some are painted on freight cars. How many of the railroads can you identify by the following slogans? Turn to page 42 for the answers.

1. The Water Level Route.
2. The Hoosier Line.
3. Route of the Eagles.
4. The Route of Phoebe Snow.
5. Main Line of Mid-America.
6. Route of the Hiawathas
7. The Peoria Gateway.
8. Route of the Rockets.
9. The Bay Line.
10. Main Line Through the Rockies.

Railroad Hour Forecast

A SERIES of original musical shows will be featured on The Railroad Hour, starting in May. In the 292nd broadcast on May 3, Gordon MacRae will star with Lucille Norman in "Birthday", accompanied by Carmen Dragon's orchestra and the mixed chorus. The Railroad Hour is heard every Monday night on the NBC network at 7 P.M. Central Time, 9:30 P.M. Mountain Time, and 8:30 P.M. Pacific Time.

Other shows of the month are:

- May 10—"Wonderful One-Hoss Shay" with Lucille Norman
- May 17—"Around the World in 80 Days" with Lucille Norman
- May 24—"Penny Whistle" with Lucille Norman
- May 31—"Homecoming" with Nadine Conner

r e t i r e m e n t s

The following employes' applications for retirement were recorded during March, 1954

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

DREUTZ, ARTHUR W.
Asst. to Pass. Traf. Mgr. Chicago, Ill.
GARLAND, FRED
Porter Chicago, Ill.
HOGAN, WALTER T.
Engineer Accountant Chicago, Ill.
HOWARD, EDWARD
Waiter Chicago, Ill.
ZAUCHA, TILLIE C.
Folder Chicago, Ill.

CHICAGO TERMINALS

BLOCH, LUCIEN
Switchman Chicago, Ill.
CHRISTIANSEN, GEORGE
Checker Galewood, Ill.
HARRIS, WALTER
Ex. Gang Laborer Chicago, Ill.
HART, GEORGE C.
Bridge Tender Chicago, Ill.
KING, RICHARD T.
Loco. Engineer Chicago, Ill.
KOZIELEK, KASIMER
Car Cleaner Chicago, Ill.
KROEGER, HENRY J.
B&B Carpenter Bensenville, Ill.
LATUSZEK, ALBERT J.
Inspector Chicago, Ill.
McKEE, JOHN W.
Trucker Chicago, Ill.
MOORE, LUTHER A.
Helper Chicago, Ill.
OLSEN, SIGVARD L.
Stower Chicago, Ill.
OVIATT, JESSE
Boilermaker Helper Bensenville, Ill.
POLICHT, STANLEY
Ex. Gang Laborer Bensenville, Ill.
SLOMA, STANLEY M.
Switchman Chicago, Ill.

SMITH, CLARENCE
Laborer Chicago, Ill.
WAGNER, JOHN F.
Frt. Hse. Foreman Chicago, Ill.
WILKINS, WEBSTER W.
Checker Chicago, Ill.
WROBEL, STANLEY
Carman Chicago, Ill.

COAST DIVISION

FOSTER, SR. EDGAR H.
Clerk Tacoma, Wash.
GERMANOVICH, OSTOYA
Sec. Laborer Hyak, Wash.
GRAYBAEL, CARL E.
Chief Sub. Sta. Oper. Renton, Wash.
HALL, OLAF F.
Yd. Cleaner Seattle, Wash.
HUGHES, FRANK J.
Ex. Gang Laborer Moses Lake, Wash.
KRATSCHMER, FRANK J.
Counterman Tacoma, Wash.
McMAHON, HARRY J.
Dist. Safety Engr. Tacoma, Wash.
NYGAARD, EMIL
Carman Tacoma, Wash.
SLEDJESKI, STANLEY V.
Blacksmith Helper Tacoma, Wash.
VIRGIL, SAMUEL M.
Stationary Engineer Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

ANDERSON, SAMUEL H.
Boilermaker Helper Savanna, Ill.
CONNELL, LEO G.
Yardmaster McGregor, Iowa
CONNER, WILLIAM L.
Roundhouse Foreman Davenport, Iowa
DEGNAN, JOHN J.
Agent Guttenberg, Iowa
EBERLING, ALBERT F.
Conductor Savanna, Ill.
GAJDOSTIK, ANTON F.
Trucksmith Savanna, Ill.
GOERGEN, EMIL P.
Checker Dubuque, Iowa
KEMPTER, FAY A.
Car Inspector Savanna, Ill.
KLINE, LLOYD A.
Agent-Oper. Kirkland, Ill.
MASON, VERNE W.
Switchman Davenport, Iowa
McGRAW, BERT J.
Conductor Ottumwa, Iowa
WALL, WILLIAM E.
Loco. Engineer Savanna, Ill.

HASTINGS & DAKOTA DIVISION

JENSVOLD, LUDVIG J.
Hostler Montevideo, Minn.
PRYATL, JOHN
Ex. Gang Laborer Cologne, Minn.

IDAHO DIVISION

ARNOLD, JACK A.
Laborer Spokane, Wash.
MATLOCK, PHILLIP J.
B&B Carpenter Spokane, Wash.

REAGAN, JOHN R.
Div. Frt. & Pass. Agt. Spokane, Wash.
WHITE, HAAS R.
Sec. Laborer Plummer Jct., Ida.

IOWA DIVISION

ABBOTT, WILLIAM H.
Loco. Engineer Council Bluffs, Iowa
HAMEL, HAROLD E.
Ex. Gang Laborer Van Horne, Iowa
RAIN, JOHN
Loco. Engineer Council Bluffs, Iowa

IOWA & DAKOTA DIVISION

ARENSDORF, ALVIN H.
Car Cleaner Sioux Falls, S.D.
ECKERT, WILLIAM L.
Conductor Sioux City, Iowa
HOFF, JOHN
Sta. Helper Tripp, S.D.
IDE, JOSEPH L.
Sec. Laborer Mitchell, S.D.
SCHIMMEL, ROY W.
Loco. Engineer Sioux City, Iowa
WOODHOUSE, WILLIAM H.
Sta. Baggage-man Mason City, Iowa
WRIGHT, LeROY
Conductor Sioux City, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

EVANS, EDWARD E.
Coal Shed Laborer Mankato, Minn.
OUS, JOSEPH
Carpenter Austin, Minn.
SIMON, JOHN E.
Sec. Foreman Blooming Prairie, Minn.
THOMPSON, ALFRED E.
Switchman Austin, Minn.
TUFTEE, HARRY J.
Loco. Engineer Austin, Minn.

LaCROSSE & RIVER DIVISION

DODGE, RAY H.
Boilermaker Helper LaCrosse, Wis.
HANSON, ANDREW E.
Ex. Gang Laborer Red Wing, Minn.
MEURISSE, JOSEPH J.
Machinist Helper Tomah, Wis.
PYNN, GILES G.
Crossingman Oconomowoc, Wis.
RIEBE, EDWARD E.
Sec. Laborer Merrill, Wis.

MADISON DIVISION

ADAMS, HENRY L.
Sec. Foreman Muscoda, Wis.
BOUCHER, ALPHA M.
Car Repairer Janesville, Wis.
CRONIN, JOHN J.
Crossing Watchman Janesville, Wis.
HOWARD, ELVA M.
Sta. Helper Darlington, Wis.
NAMIO, JOHN
Laborer Madison, Wis.
SCHWARTZ, FRED O.
Loco. Engineer Madison, Wis.

THE CHAMP AT BAT



C. W. Meier, Auditing Veteran, Retires



The last day on the job, and C. W. Meier, retiring auditor of equipment accounts gathers his righthand men and women around him for a word of farewell. Gifts presented by the people in the department are on the desk. Shown, left to right: Marie Streiber, Elsa Augustin, Clara Wood, D. B. Ramsay, C. H. Gasmann, C. P. Richardson, Joseph Votava, W. Hettinger, George Miller, C. C. Denz, D. B. Chandler, L. J. Kincaid, and H. H. Kester.

C. W. Meier, the Road's auditor of equipment accounts since 1949, retired on Mar. 31. He leaves a proud record of 49 years of service in the Chicago accounting department.

As a young boy, Mr. Meier lived within a short walk of the Fullerton Avenue accounting building, but for his first job he chose to go with the Rock Island. He was with that line only a short time, however, and started with the Milwaukee in May, 1906. Except for a military

leave during World War I, he had been in continuous service since that time. He was assistant car accountant from July 16, 1925 until Feb. 1, 1949 when he was appointed auditor of equipment accounts upon the retirement of E. J. Knoll.

As a lifetime resident of Chicago, Mr. Meier will continue to make his home there. His office force and other accounting department associates presented him with a fishing outfit and a camera, the better to enjoy his new leisure.

SLOAN, JOHN T.
Loco. Engineer Madison, Wis.
SLOAN, EDWARD V.
Tel. Operator Waukesha, Wis.
SMITH, OSCAR J.
Carman Madison, Wis.
WAGEN, THEODORE W.
Loco. Engineer Milwaukee, Wis.
WOOD, ERVIN C.
Conductor Madison, Wis.

MILWAUKEE DIVISION

BURLO, MEDOS
Carman Green Bay, Wis.
DeBRAAL, JAMES
Conductor Menasha, Wis.
MORSE, FLOYD M.
Laborer No. Fond Du Lac, Wis.

MILWAUKEE TERMINALS & SHOPS

BASARICH, JOHN
Carman Milwaukee, Wis.
BATES, ARTHUR
Machinist Milwaukee, Wis.
BELJAN, GEORGE
Carman Milwaukee, Wis.
BERGER, MAX F.
Caller Milwaukee, Wis.

CAMPBELL, FRED H.
Genl. Car Inspector Milwaukee, Wis.
COLEMAN, JOHN A.
Blacksmith Helper Milwaukee, Wis.
FLADVID, INAR
Carman Milwaukee, Wis.
GICAS, THOMAS G.
Sec. Foreman Milwaukee, Wis.
GREEMAN, GARNET
Asst. Supt. Car Milwaukee, Wis.
LUECHT, CHARLES A.
Machinist Milwaukee, Wis.
MORITZ, BLAZEY
Cutter Milwaukee, Wis.
NIVER, CHARLES H.
Wood Mill Foreman Milwaukee, Wis.
OLSEN, HARRY E.
Switchtender Milwaukee, Wis.
PEYER, WILBUR J.
Train Clerk Milwaukee, Wis.
RIBICH, STEVE
Mach. Helper Milwaukee, Wis.
STACH, MICHAEL J.
Helper Milwaukee, Wis.
WALSH, SIMON J.
Lumberman Milwaukee, Wis.
WETHERELL, JOHN G.
Asst. Engineer Milwaukee, Wis.
ZUNKER, HERMAN C.
Boilermaker Helper Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

BARRETT, JOHN C.
Ice House Laborer Deer Lodge, Mont.
BLEICHNER, EDWARD S.
Telegrapher Butte, Mont.
FOSHAG, WILLIAM F.
Loco. Engineer Lewistown, Mont.
LANE, SALATHIEL S.
Inspector Deer Lodge, Mont.
NISHIMURA, GENYO
Ex. Gang Laborer Butte, Mont.
PETERSEN, ROSCOE A.
Sec. Foreman Tarkis, Mont.

TERRE HAUTE DIVISION

FARMER, JOSEPH F.
Loco. Fireman Terre Haute, Ind.
GIOVANNINI, JOE
Sec. Laborer W. Clinton, Ind.
GUTHRIE, WALTER W.
Carman Terre Haute, Ind.
HILL, ZIBA
Machinist Tester Bedford, Ind.
McCLOUD, BERT
Oxweld Cutter Terre Haute, Ind.
VanMETER, WILLIAM C.
Loco. Engineer Terre Haute, Ind.
YATSEMA, NICHOLAS
Ex. Gang Laborer Terre Haute, Ind.

TRANS-MISSOURI DIVISION

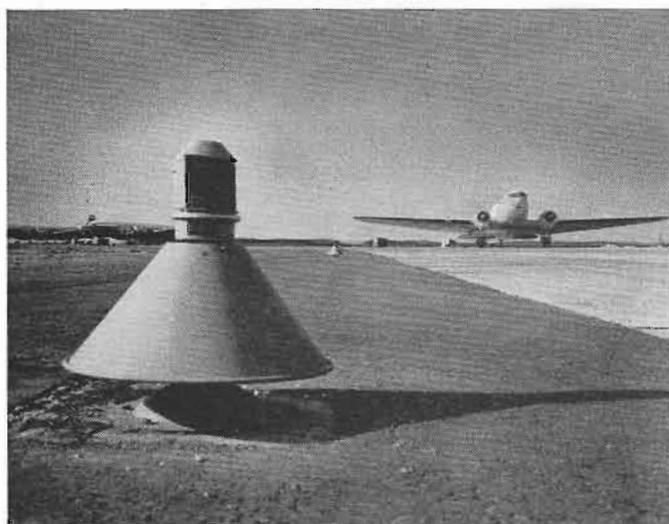
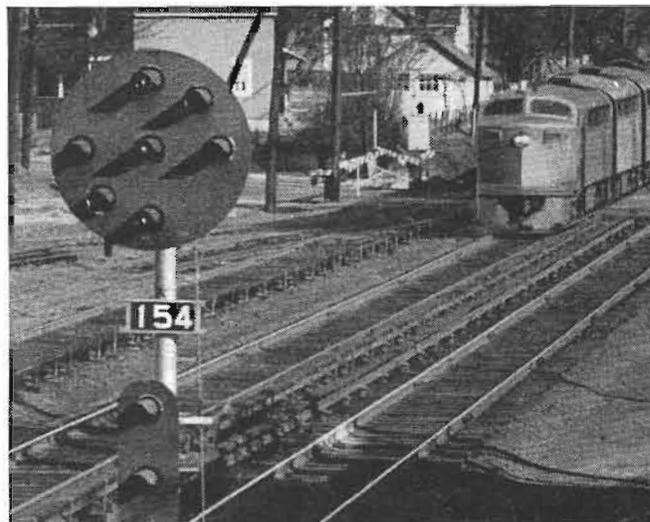
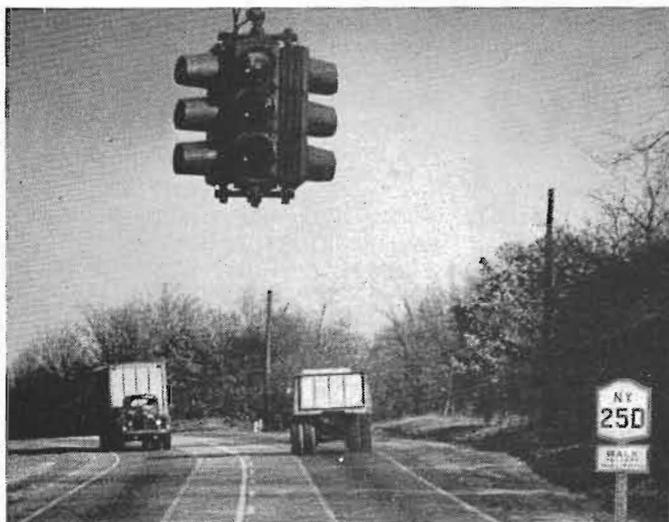
ATANAS, ELIA
Sec. Laborer Mobridge, S.D.
DONAHUE, WILLIAM B.
Relief Rndhse. Foreman Mobridge, S.D.
KAVORKIAN, ALBERT
Sec. Laborer Bowman, N.D.

TWIN CITY TERMINALS

ANDERSON, ARTHUR L.
Machinist Minneapolis, Minn.
ARNDT, FRANK F.
Livestock Agent St. Paul, Minn.
CALKINS, HOYT J.
Machinist St. Paul, Minn.
CONNOLLY, PATRICK
Boilermaker Minneapolis, Minn.
DOLAN, WILLIAM R.
Conductor St. Paul, Minn.
DVORAK, ALFRED
Machinist Minneapolis, Minn.
HARDY, FRANCIS J.
Machinist Minneapolis, Minn.
KLOBNAK, MICHAEL G.
Car Cleaner Minneapolis, Minn.
MILLER, JOE A.
Laborer Minneapolis, Minn.
PRATT, HERRICK M.
Switchman Minneapolis, Minn.
SHAW, CYRIL F.
Lineman Minneapolis, Minn.
SHOEMAKER, LOUIS W.
Car Cleaner Minneapolis, Minn.

Kibitzer, meaning someone who wants to watch but not join a game, stems from the name of an Austrian officer's pet dog! In the Italian campaign of 1848-49, one of the Austrian generals had a little dog named Kiebitz, which meant a kind of bird. The officers of the line began jokingly to call the staff officers "Kiebitze", as they apparently only watched. Pretty soon to kibitz came to mean "to look on without joining in." Before long the word spread from the army to fashionable Vienna, then into the general vocabulary.

As railroad men, do you know: WHICH ONE
OF THESE DOESN'T BURN TAX DOLLARS?



You're undoubtedly familiar with these traffic control devices for various forms of transportation.

But do you realize that only *one* of them doesn't burn up tax dollars?

Consider these facts. Up to the end of 1953, Federal and local governments had spent some 2 billion dollars on the construction of *civil airports and airways*.

From the turn of the century to June 30, 1953, Federal expenditures for *river and harbor navigation facilities* exceeded 4.3 billion dollars.

Highway construction in the United States has cost 39 billion dollars since 1921. *Highway* con-

struction and maintenance costs come to about 5 billion dollars annually—with you, as a private citizen, picking up the biggest part of the bill. (For every 100 ton-miles of travel, a typical personal car pays taxes averaging 34 cents while a 30-ton highway truck pays an average of only 12 cents.)

Railroads, on the other hand, have spent more than 20 billion dollars to install rights-of-way and other facilities. In addition, they pay taxes on them—which help to subsidize their competitors in the air, on the water and highways.

When, therefore, the railroads say they want the opportunity to compete with other forms of

commercial transportation on a free and equal basis, you can understand their position.

It is their feeling that the public would be much better served if all forms of transportation were put on a truly competitive basis. Not only would each be spurred to provide constant improvements in services and facilities, but the cost would fall where it rightly belongs—on users instead of taxpayers.

[The above pictures and text are from an advertisement recently published by the Eastern Railroad Presidents Conference. In its original form, the message was addressed to "trained newsmen" rather than to railroad men. —Editor]

about people of the railroad

Off Line Offices

WASHINGTON, D. C.

J. B. Cunningham, district passenger agent with headquarters in Washington, D. C., has been elected president of the Washington Passenger Association for 1954. The association has about 400 members in the Washington transportation area. Mr. Cunningham started with the Road in 1927 as assistant ticket agent in New York City and subsequently held various positions in the New York office. He transferred to Washington as district passenger agent in 1948, since when he has been active in the association. He served on the board of directors in 1951, as second vice president in 1952, and as chairman of special committees in 1953.



J. B. Cunningham

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Spokane Chapter of the Women's Club was pleased with the results of the card party held Feb. 27 at the Union Station club rooms. Mrs. Jack Webb was assisted by Mrs. A. L. Titus in planning the affair, and Mrs. George Weseman and committee served the refreshments.

We are happy to report that J. R. Reagan has left the hospital and is living at Spirit Lake, Idaho, where he and Mrs. Reagan are making their home since his retirement. Illness kept him in the hospital most of February and part of March.

The following Milwaukee folks have been reported in and out of the hospitals within recent weeks: Train Dispatcher Roy Gaynor, Lou Collier of the B&B department; Engineer C. A. Nash, Operator E. M. Hartman, and Mrs. R. M. Ferguson, wife of shovel operator. Engineer Nash reported for work one afternoon not feeling too well. Next day he reported to his doctor, who sent him hurrying to the hospital, and within the hour Charlie was minus his ruptured appendix. Following his release, he and Mrs. Nash took off for California and points south.

Extra Gang Foreman Doug L. Brown passed away Mar. 3 in Spokane. He is survived by his wife Mayme at Othello, and his father and two brothers at Plummer, Idaho. Mr. Brown was a member of the John Bloomquist American Legion Post of Plummer where funeral services were held. His illness started just after extra gang operations were concluded last fall.

P. Taylor has taken over his duties as agent at Worley, with M. F. Bell, now of Metaline Falls, having been assigned to the Plummer Junction agency.

K. V. Garrett, just released from military service, has displaced Bette Ellett as agent at Calder, while the latter in turn displaced R. A. Bradshaw, third trick operator at Othello. Mr. Bradshaw will fill the Metaline vacancy until assignment is made.

By the time spring's work rolls around, Charles Lillwitz and wife will be back on the farm near Worley, after touring the country by way of Florida, Chicago and Milwaukee. Carl says, "Give me the West, there's no place to compare."

Mrs. Gust Rossback, wife of a deceased dispatcher, passed away recently in Spokane.

A Gold "lifetime" Pass, token of 50 years of service, was issued last month in favor of Mr. and Mrs. B. J. Casey. Conductor Casey, whose headquarters are in Spokane, has been with the Road since 1903. He started as a clerk at Wahpeton, N. D., and transferred to train service at Malden in 1909.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

President Kiley made an inspection of Tacoma shops on Mar. 26, and E. G. Kiesele, superintendent of safety, conducted a safety meeting Mar. 30, with an interesting sound movie. These meetings are an education and inspiration to hundreds of employes on the railroad.

Cecil Snyder, vice chairman representing the car department on Lines West, is taking an extended leave of absence to assist Pete Moch, general chairman of all car departments on the Milwaukee.

Mr. Weatherall, general car department supervisor, is a young fellow who believes that safety is one of the most important jobs on the railroad and introduced Larry Dietrich, our new safety supervisor, to the car department employes at a meeting in the car department lunch room Mar. 25. Larry is not a stranger in Tacoma, having participated in claim prevention activities for many years.

Tacoma is cooperating in the campaign for APRIL PERFECT SHIPPING MONTH, and meetings are being arranged by railroaders everywhere to join with their shipper friends in making the 18th annual perfect shipping campaign the most successful in the entire history of the program.

Ticket Clerk Glen Russell visited Vancouver, B. C., with the Seattle Passenger Club last month.

Henry Lemm, retired yard conductor, passed away Mar. 17.

Globe trotting Ex-Chief Yard Clerk O. H. Guttormson and wife have returned from Phoenix, Ariz., where they spent the winter, and are now trying to decide where to spend the summer—a nice way to enjoy your retirement.

Puyallup Valley's fame will soon be spread around the world again, for when America thinks of daffodils it thinks "Puyallup Valley". It is a magic name in the bulb

trade, and acres and acres bloomed with gold for the Daffodil Festival parade on Apr. 10. A float was entered this year by the Portland Rose Festival, which has sent its float only to the Pasadena Tournament of Roses in previous years.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Glad to welcome back Emily Young, bill clerk, who returned Mar. 1 from an extended leave of absence.

Corrine Zulaff and Helen Cass, telephone operators, both underwent surgery recently and from all reports are doing nicely.

Lillian Arenstein, comptometer operator, returned to Galewood Mar. 22, having filled a temporary position in the office of W. L. Ennis.

Neva Singerling, car record department, left recently for California, due to the illness of her sister.

The daughter of Joe Novak, train department, has changed her name from Marilyn to Kim Novak and has a shiny new contract with Columbia pictures. She will star in "The Killer Wore a Badge." On Mar. 25 she appeared on the TV broadcast of the Academy Awards, modeling a gown designed for the Oscar-winning "From Here to Eternity."

The membership drive for the Women's Club, Fullerton Avenue Chapter, is still on. All who have not paid their dues for 1954, or those wishing to join, can contact Dorothy Parsons, interline switching department, Galewood station.



KOREAN BULLETIN. Serving as a yardmaster in the 724th Railway Operating Transportation Battalion, Cpl. Norman A. Robertson of Sandpoint, Idaho, is helping to haul troops and supplies in Korea. He was a brakeman on the Idaho Division before entering the Army in July, 1952.

UNION STREET

Florence LaMonica, Correspondent

Station employes in the Union-Kinzie Street district had reason to feel proud when there appeared on the bulletin board last month a copy of a letter received from Mr. Kiesele commending them for having completed six consecutive months without a lost time or reportable injury. Since that time we have added another month, for a total of well over 335,000 man hours without a lost time or reportable injury.

Norman Lehr, son of Yardmaster Kenneth Lehr, attached to the 509th Service and Supply division of the Air Force, has been assigned to overseas duty for 18 months. Mrs. Lehr and their three children will possibly follow him in a short time.

We are sorry to report the illness of the following: Jose Gonzales, stower in house 2; Art Berg, cooper in house 2; Walter Novak, stower in house 5, at home from the hospital and recuperating from pneumonia; and Joseph Parenti, trucker in house 2, at St. Joseph's Hospital.

Mrs. A. Drtina, mother-in-law of James Sistek, stower in house 1, and J. Hurst, the father of Mel Abern, forklift operator in house 2, both passed away recently. Sincere sympathy is extended to these boys.

WESTERN AVENUE

Charles Stockwell, retired team track foreman, would enjoy hearing from his former associates. Mr. Stockwell became ill while wintering in Florida and at this writing is confined to Mound Park Hospital in St. Petersburg. Mail may be addressed to the hospital, room 411, or to the Stockwell's St. Petersburg address, 1234 Kent St., North.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Welcome to our new special officer at Bensenville, Vernon Krahn, of Savanna, Ill. Vern and his wife and daughter Bonnie, aged 10, are house hunting. They would like to find a place to rent somewhere between Elgin and Elmwood Park.

Special Officer Len Mazar is building up a fair sized herd of livestock on his little farm. Newest additions are 15 pigs and a calf.

Sorry to report that Bill Clerk Johnny Duffy had some bad luck with his car during the

E. C. Van Buskirk

EDWARD CLAYTON VAN BUSKIRK, retired engineer with 63 years of service on the Kansas City Division, died on Jan. 19 of this year. He was 92 years old on Jan. 7. Mr. Van Buskirk was born in Cedar Falls, Ia., and with his family lived his early years in Chillicothe, Mo. Moving to Kansas City in 1900, he maintained a home for many years on St. John Avenue. He retired in 1937. At the time of his death he was living with his son, E. J. Van Buskirk, Kansas City publisher, by whom he is survived.

last big snow storm. Duffy got stuck in a snowdrift and when he was able to get back to his car, found it had been broken into and all of his things had been taken. Between the alert officers of Bensenville and the county police, the young "breaker-iners" were caught and part of Duffy's belongings were recovered.

Thanks to Al Coltrin, clerk now in the armed forces (and receiving our magazine), for the lovely scarf he sent your correspondent while having a leave in Japan. His mother, night teletype and IBM clerk, delivered it for him, as he had sent her one, also.

Train Clerk "Hi" Nelson has returned from another grand vacation trip to Arizona and California.

Trainmaster Johnny Melvin, at this writing, is still on sick leave and will be for some time. He reports that all the phone calls, cards and visits from his fellow employes help a lot to pass the time.

Day Phone Director Charlie Neuman called Apr. 1 and said, "This is no April fool, I'm really home from the hospital and hoping to get back to work soon."

How are you fishermen coming along with your fishing plug chain letters? If any of you get a completed chain, I would be interested in hearing from you; also in a picture of you and the plugs you receive.

D & I Division

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

The many friends of Engineer Bert C. Bernst were shocked to hear of his sudden death in Chicago on Mar. 7. Engineer Bernst had worked on his regular run into Chicago on Mar. 6. He started his service as a fireman on Jan. 4, 1911 and was promoted to engineer on Nov. 2, 1920. Surviving is his widow, to whom sympathy is extended.

The Gervase Dohertys (engineering department), Savanna, welcomed another son on Mar. 7.

Conductor Al Bender escorted a Boy Scout Troop to a skating rink in Savanna on Mar. 6 and thought he might as well enjoy the fun with the boys, so donned a pair of roller skates. However, he came home with a broken bone in his right arm which will keep him away from work for a while.

Capt. Eugene F. Hagenson of Clinton, Ia., stationed with the Air Force at Enid, Okla., and brother of Brakeman Ernest Hagenson of Savanna, was killed Mar. 19 in a military plane crash near Amelia, Va. The plane, a B-26 bomber, crashed and exploded about six miles east of Amelia and all crewmen aboard were killed.

Mrs. J. F. Elder of Davenport, Ia., the former Patricia Kinney, was guest of honor at a post-nuptial shower on Apr. 4 in the home of Esther Nast, assistant superintendent's clerk, Savanna, with ye scribe as assistant hostess. Pat received lovely gifts for her new home which will probably be in Milwaukee by the time this is published, as Jim will be located there as trainmaster on the Northern Division.

At the Apr. 1 meeting of Davenport Chapter of the Women's Club it was announced that hereafter the regular meeting will be held on the first Tuesday of the month. Davenport Chapter at this writing is tied with Spokane in the membership drive.

SECOND DISTRICT



L. C. Connell

Yardmaster L. G. Connell retired at Marquette last month, bringing to a close 48 years of continuous service. He started at Marquette (then North McGregor) in May, 1906, working on the section, and in the fall of that year transferred to the roundhouse where he was employed as

a laborer and subsequently call boy. In his early years with the Road he was also a station baggageman and a brakeman on the I&D, and for a brief period worked as clerk at Missoula, Mont. Returning to the D&I in 1909, he served as a passenger brakeman and later switchman at Marquette. He was appointed night yardmaster at Marquette in October, 1928, and served in that capacity until January, 1945, when he became general yardmaster.

J. J. Degnan, former agent at Guttenberg, Ia., has called our attention to the fact that his name has not appeared on the division retirement list. Mr. Degnan's railroad service covered a span of 45 years as a telegraph operator and agent on the Second District, old Dubuque Division, his last agency being at Bellevue, from which station he retired on Oct. 1, 1953.

In recognition of half a century of service, Engineer J. G. Benzer of Dubuque has been presented with a Gold Pass. Good on all Milwaukee Road trains, it includes Mrs. Benzer. Engineer Benzer started with the Road on Apr. 1, 1904.

THIRD DISTRICT

Conductor Bert J. McGraw retired as of Mar. 1. He performed his last trip on Oct. 30, 1953 and since that time has been unable to work because of illness. Mr. McGraw's service extended over a period of 47 years, 39 of which were spent in freight service. He started in 1906, transferred to road train department after a year of railroad service, and was promoted to conductor in 1915.

Mrs. William I. Leach, wife of a retired Kansas City switchman, passed away in San Bernardino, Calif., on Mar. 20. She was 79 years of age. Mr. Leach, who started working in Coburg yard in 1910, has been retired since 1938.

The late King Carol of Rumania sent during his days in power 14 of the brightest young men in the country to study in England and the United States. Some time passed and the king was asked how his experiment had worked out.

"The seven who went to England were very smart," he reported. "All of them got big jobs when they came back to Rumania."

"How about those who went to America?" he was asked.

"They were smarter yet," the king replied. "They stayed there!"

Milwaukee Division

THIRD DISTRICT

Contributed by Hazel Whitty
Maintenance and Ticket Clerk, Horicon

When Engineer John W. Freinwald tied up diesel 2310 at Horicon at the end of his run on the Horicon-Hartford patrol Mar. 31, it marked his retirement after 45 years of efficient service. He holds a Silver Pass in recognition of this achievement.

Mr. Freinwald was born in Horicon and lived in the vicinity of Ellison Street until 1900 when his parents purchased some land from the late Robert Whitty bordering the railroad right of way west of the city. Here he watched the trains pass and became familiar with the rudiments of railroading. After trying several other types of work, the lure of the railroad overcame him and he started as an engine watchman in 1909, was brakeman for a while, then fireman, and was set up to engineer in 1914. Mr. Freinwald had a wide experience on this division, as well as on the LaCrosse, Madison and Milwaukee Terminals Divisions. He was what can be termed a safety-minded employe, and his associates recognized and appreciated his attitude along that line.

Mr. Freinwald expects to take life easy from now on and enjoy his hobbies. Later this year he and his wife will take an extensive trip along the west coast. The Freinwalds have two sons, Franklin at Horicon, an "Old Line" engineer, and Howard, a musician residing in Milwaukee. Another son, Raymond, was killed in World War II.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

At the last meeting of the Agents and Station Employees Association, the special prize, an electric clock, was won by Signal Maintainer Frank Moher of tower A-20. The 100-pound sack of potatoes went to Matt Grenning, agent at Rondout, who will be glad to serve up potato pancakes on request from here on in. Signal Supervisor Glen Downing was the speaker and noted many incidents in his 43 years of service that stressed coordination and cooperation between employes. Many were humorous, but also highlighted the safety angle in our operations.

The north end of Milwaukee County will undoubtedly be a much safer place to live in since the appointment of Shelly Beyer, URT representative on our line, to be a marshal of the community of Bayside.

We hear that Brakeman J. E. Harmeyer, on trains 136-141, is taking an extended vacation in California.

Mrs. Frank Ross who contributed so freely of her time to the Milwaukee Road Blood Donor's Club has given us some figures on the work of the club and particularly of the roadmen's section headed by Fireman Dean Bartels. During 1953, 35 roadmen deposited blood from which there were 18 withdrawals, covering 10 transfusions. The value of this can hardly be measured in the \$330 saved by those who received it, but should rather be thought of in terms of their early recoveries



"OLD LINE" ADIEUS. The crew of the Horicon-Hartford patrol and other "Old Line" associates at Horicon, Wis., congratulate Engineer John W. Freinwald making his last run on Mar. 31. From left: Cashier Maurice Whitty, Brakeman P. A. Messier, Mrs. Maurice Whitty, Brakeman A. B. Herman, Conductor J. W. Wilcox, Engineer Franklin Freinwald (son), J. W. Freinwald and Mrs. Freinwald, Hazel Whitty, maintenance and ticket clerk, Firemen William Whitty and Arlo Pederson, and Engineer J. R. Whitty, Milwaukee. For details read the Milwaukee Division-Third District news on this page.

and return to their families. If you can donate blood, why not get in touch with Dean Bartels at the Milwaukee roundhouse?

A word to the wise. Start now saving your money so you will be all set to join the throng. Advance information has it that the Agent and Station Employees Association will again travel to the country for an outing on June 26, a Saturday, via a Milwaukee Road special train, and if the enjoyment of last year's picnic is a measure of success, you will not want to miss this one. The committee is already hard at work on the plans for this year's event.

A Gold Pass was presented last month to Mr. and Mrs. R. J. Rediske of Cudahy. Engineer Rediske started with the Road in April, 1903. The pass is good for lifetime travel on all of the Milwaukee's trains.

Engineer A. A. Helinski, whose headquarters are in Milwaukee, was recently presented with his Gold Pass in recognition of half a century of service. He has been with the Road since Sept. 4, 1903.

SECOND DISTRICT

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

Ed Crim, our ticket agent, passed away after about a year's illness. Ed worked for the Road for many years and will be missed by his many friends here. We extend our sympathy to his wife and son. Also wish to extend sympathy to Engineer Carl Luedeman whose wife passed away last month, and to John Whitney, retired engineer, on the passing of his wife.

We learned that Retired Superintendent Buechler and a friend were attending the

session at Washington when the shooting took place and when the bullets began to fly they both ducked under some seats. When they felt it was safe to raise their heads, they crawled out, but the seat Mr. Buechler was under was not high enough, and so he ripped his suit. It was necessary for him to stay over a day for repairs, or so his friend reports.

Engineer A. Watermolen retired on Mar. 9 after 37 years of service. We wish him many years to enjoy his leisure.

Milwaukee Terminals

TRAFFIC DEPARTMENT

Grace Johnson, Correspondent
Office of General Superintendent

M. C. "Milt" Toll, city ticket agent, passed away at St. Mary's Hospital on Mar. 7, following a two-month illness. Death resulted from a heart condition. He was 59 years of age. Mr. Toll started with the Road as a ticket clerk in June, 1917, and left in November of that year for military service. Returning in 1919, he was appointed traveling passenger agent and served in that capacity until he became city ticket agent in August, 1944. Funeral services for Mr. Toll were held at St. Mary's Church in Milwaukee. He is survived by a sister and a brother, Mrs. Toll having passed away about three years ago.

As a very important source of strength and security, cherish public credit. One method of preserving it is to use it as sparingly as possible.—George Washington

FOWLER STREET STATION

Pearl Freund, Correspondent

Vacations are already in full swing with Frank Schlosser, head inbound rate clerk, just returned from a two-month jaunt through the West. He and Mrs. Schlosser spent the greater part of the time in San Francisco, Los Angeles, Phoenix and Tucson, and enjoyed an excursion into Mexico.

Mr. and Mrs. Fred Roessger, who left Mar. 27 on a three-week tour, included the following points in their itinerary: New Orleans, Tampa, Jacksonville, Fla., Norfolk, Va., Baltimore, Washington, D. C., Philadelphia, New York and Boston. You can rest assured Fred will be well versed on routes when he returns to the inbound rate department.

Minnie Walters is off to the South, with roommate and traveling companion Pat Woelschlager. The girls will go to Miami.

A recent customer interested in shipping was F. M. Wolfe, formerly employed in communications at the depot who is now retired after 49 years of service. He relates that his winter months will no doubt be spent in the South and he expects to visit a son in Port-

land, Ore., who attends medical school there.

Mother of Good Counsel Church was the setting for the wedding of Marilyn Kurth and Donald J. Rotier. Mrs. Marvin Schultz, Madison, was her sister's matron of honor. They are the daughters of Michael J. Kurth, foreman at house 7. A reception at the Kurth home followed the ceremony. On their return from a wedding trip to Canada, the couple will make their home in South Bend, Ind.

At this writing Joseph Hoerl, father of Joseph Hoerl, Jr., head outbound rate clerk, and of Assistant Agent Edward Hoerl, is seriously ill with leukemia. Mr. Hoerl retired about a year ago.

Anthony Stollenwerk, clerk at Chestnut Street, is now assigned to a position in the cashier department, replacing Roy Schmitz.

Elmer A. Keller, who has been filling a temporary vacancy in the inbound rate department, is now assigned to the OS&D, replacing Minnie Walters.

Mary (Barry) McCormick has returned to the auto messenger run, after leaving little Timmie McCormick, now six months old, in capable hands.

James McHugh, who has been employed at Muskego yard as train clerk, is now on the messenger run at Fowler Street.

Also new to Fowler Street is David McGowan, a recent graduate of the University of Wisconsin where he majored in transportation and received his B.A. degree. Although he is scheduled to enter U. S. service in May, David is wasting no time in accumulating practical experience in railroading and transportation. He is a graduate of Washington High School.

Madison Division

FIRST DISTRICT

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

Conductor Bob Rathbun retired recently, having completed 55 years of service with the Road.

Conductor E. A. Fields and Mrs. Fields of Madison announce the engagement and forthcoming marriage of their daughter Eleanor to Herbert G. Stanford.

Ezra Jenkins, retired engineer, and Mrs. Jenkins observed their 55th wedding anniversary on Mar. 8 with a family dinner at their home.

Katie Ganshert, who was on leave of absence for several months, has returned to work in the superintendent's office.

Chief Carpenter W. M. Cameron, Mrs. Cameron and son David recently motored to New Orleans for the Mardi Gras. Thence to Florida to visit their daughter and family.

Assistant Engineer F. R. King, Madison, is confined to the Methodist Hospital at Houston, Tex., following a series of operations.

Engineer Fred Schwartz of Madison retired on Feb. 16, having completed 48 years of service.

Engineer E. J. Burmeister and Mrs. Burmeister announce the engagement of their daughter Catherine to James Chitwood. A June wedding is planned.

Bob and Marilyn Monahan of Madison announce the arrival of a daughter, Lynn Marie. Marilyn was formerly employed in



50 GOLDEN YEARS. Agent C. A. Howard of Darlington, Wis., and Mrs. Howard, both long-time veterans of Milwaukee Road service, observed their 50th wedding anniversary with a reception at the Methodist church parlors on Mar. 28. Agent Howard has also been with the Road 50 years, at such points as Wauzeka, Lone Rock, Richland Center, Mineral Point, Monroe, Madison and Blue River, and was at New Glarus for 21 years before moving to Darlington 16 years ago. A son, Charles, is with the railroad at Janesville.

the superintendent's office.

Ethel Cushman, clerk in the freight department at Madison, has returned to work following a three-month stay in Florida.

Mrs. Howard France of Middleton passed away recently at a Madison hospital.

Switchman R. J. Connelly and Mrs. Connelly of Madison announce the arrival of a daughter, Linda Lee.

Mrs. A. J. Graves, wife of retired engineer of Madison, passed away at her home on Mar. 11.

Switchman Glen Handy of Janesville passed away recently at a Janesville hospital.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

The Women's Club, Seattle Chapter, held its regular monthly meeting on Feb. 25 at the club rooms in the Union Station, celebrating the birthday of the club and also honoring past presidents and charter members. Mrs. A. J. Hillman, oldest active club member, had the honor of cutting the cake. Mrs. Harry Fordyce was luncheon chairman. Cards were enjoyed by the 55 members who attended. Newly elected officers of the chapter are Mrs. Hugo O. Engel, president; Mrs. Harry Fordyce, first vice president; Mrs. E. H. Suhrbier, second vice president; Mrs. L. W. Dietrich, treasurer; Mrs. H. Beaumont, recording secretary; Mrs. A. W. Hervin, corresponding secretary; and Mrs. C. G. Hurlbut, historian.

The Milwaukee Retired Employees Club held its March meeting at the club rooms in the Union Station on Mar. 11, with Byron P. Walker presiding. The meeting, with 120 members and guests, was considered the outstanding get-together since its inauguration. Mayor Allan Pomeroy, who is a former railroad employe, entertained the group with pictures of his recent tour of Europe and Southeast Asia. Mayor Pomeroy was made an honorary member of the club, like honors

The Milwaukee Road Magazine

Know Your



Chapeau-ology

Chicago, Ill.—A study of "chapeau-ology," the art of selecting the right hat for the right face, will be the subject of the May 20 meeting of Union Station Chapter of the Women's Club. Mrs. Josephine B. Phillips, Chicago milliner and designer, will show women how to restyle their old hats by remaking them right on their own heads. The meeting is open to members and their friends, and those who attend are urged to bring large felt hats to work with. Remember the time and place—May 20 at 7 P.M., in the American Legion Room in the Union Station.

being bestowed on Mrs. Hugo Engel, president of the Milwaukee Road Women's Club chapter. Luncheon was served by Mrs. Frank Watkins, Mrs. Gordon Cooper, Mrs. A. J. Hillman and Mrs. Lano. Mr. Walker advises that all employes, whether retired or active, are welcome at the meetings, which are held on the second Thursday of each month.

"Chico", Ruth Walla's Chihuahua, not alone takes honors in this country, but on Mar. 20, at the Victoria, B. C., Kennel Club show, came away with five ribbons, including first prize, Best of Breed and Best of Show, and second prize in All Toy group.

A familiar face has shown up again in the purchasing department. Mary Danielson Dunn is back on her old job as steno, after being on leave for over a year and a half.

Earl Pidgeon, former steno in the electrification department, has accepted a position as payroll accountant in the traffic department. Earl started railroad service in the traffic department and says it is just like returning home.

At a meeting in Portland, Ore., Mar. 18, L. V. Anderson, superintendent of transportation, was appointed chairman of the railroad contact committee of the Pacific Northwest Advisory Board, and also chairman of the careful handling committee.

Frank Robb of the reservation bureau has moved over to the city ticket office as ticket clerk steno.

Ken Johnson, steno in the general passenger agent's office, has taken a like position in the reservation bureau. His former position is being filled by Hugh McCann.

Ted Cook, former reservation clerk, is now ticket clerk in the city ticket office.

Mabel Hansen, steno in office of assistant to general manager, was recently confined to Providence Hospital.

Wayne Lawson has been promoted to assistant chief clerk to general agent, succeeding Guy Montgomery, who has accepted the position of city freight agent at Tacoma.

Myrtle Richert, messenger in the Seattle relay, is taking an early vacation in company with son Donny, driving to California where they will visit her husband who is stationed temporarily with the Coast Guard in San Diego.

Those who, like myself, tread the secular walks of life, must consciously realize every day that if we make a god of materialism, if we seek personal gain by deceit, and if we place power above probity, we are doomed to failure as individuals. We must, as individuals and as a free people, make up our minds that integrity, respect, and moral courage cannot be bought or sold in the market place or in public office, or we are doomed to failure as a nation.

—Clifford F. Hood, President,
United States Steel Corp.

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Chicago General Offices

OFFICE OF AUDITOR OF EQUIPMENT
ACCOUNTS

Harry M. Trickett, Correspondent

The retirement of our chief, Carl W. Meier, after 48 years of faithful service was observed on Mar. 31, when he was the recipient of good wishes from his co-workers, in addition to the traditional miniature train and complete equipment for fishing and photography.

Early vacations were enjoyed by Martha Streit and Joan Izdebski who attended the Mardi Gras at New Orleans. They also visited the French Quarter and Biloxi, Miss., and en route home stopped at Natchez and Brookhaven for a tour of the palatial mansions. They found the southern hospitality so enchanting that a return visit is being planned for next year.

Sophie Piefke who has been on furlough for some time on account of ill health, expresses her appreciation for the many cards and gifts received; also for sympathy expressed in the recent loss of her sister.

Mary Burke was wearing a new diamond ring on Mar. 15 to announce her engagement and approaching marriage.

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

The American Railway Engineering Association convention held in Chicago during March was attended by many of the engineering staff from outlying points. All but two of the division engineers and a number of their assistants were visitors to the office during the convention. It gave many of us a chance to say "hello" and chin a little with those whom we do not see too often.

F. D. (Fred) Yeaton, assistant engineer

retired, was a visitor to the office during March. For the benefit of his friends who read this article, he looks fine, although he has been hospitalized recently. The illness was not of a serious nature. Fred, who lives in Oak Park, Ill., is kept busy making auto trips to visit his married son and family in Janesville, Wis. He is planning a trip to Florida next fall, perhaps to spend the winter there.

C. H. (Charlie) Ordas, motor car supervisor retired, also visited with us during March. Charlie, who lives in Chico, Calif., drove to Florida and spent the winter in Orlando. He has since returned to Chico.

J. S. (Joe) Eastman, assistant engineer retired (water department), also stopped and said "hello" to his associates and friends in this office. Joe now lives near Sawyer, (P. O. Three Oaks) Mich. Look him up when driving through.

Glenn Johnson, assistant engineer, joined the ever-increasing ranks of the F.O.P.P. (Fraternity of Proud Papas) during March, for the second time. His wife, Laverne, presented him with a daughter, Linda Mae, at Ravenswood Hospital on Mar. 5.

Welcome to Albert R. (Al) Milton, the new draftsman in the office of Ken Hornung, architect.

H. B. Christianson, special engineer, is quite proud of the two new paintings now hanging in his office. They augment the other paintings there and are also the work of Mrs. Christianson, who attends the Art Institute and is a talented artist.

CHORAL CLUB NEWS

Contributed by E. J. Stoll

Our very capable correspondent, Theresa Glasl, has been confined to her home for two weeks with pneumonia. Information at this writing indicates that she is on the mend and will be back on the job to provide her usual fine coverage of Choral Club events for the next issue of the Magazine.

Miss Rosebud Wennerberg, assistant treasurer of the club, is at this writing confined to Augustana Hospital for surgery. She is progressing very well but expects to be away from work for two or three weeks more.

April promises to be a light month for the concert season with only two concerts scheduled, as listed in the March issue. The following concerts are scheduled for May: May 13, Immaculate Conception PTA, 1415 N. Park Avenue; May 21, Women's Missionary Society, St. Peter's Evangelical Lutheran Church, 7348 W. Adams St., Forest Park; May 26, Calvary Lutheran Church, 4200 N. Keeler.

*In a recently-published picture book called "The Railroads of America," Merle Armitage writes, "Without the railroads' vast mileage and powerful equipment there would be no American industrial and agricultural economy, no high standard of living, no ability to outproduce the world in wartime emergencies ***. The railroads are a gigantic production line without which the plant comes to a full stop."*

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**OFFICE OF AUDITOR OF PASSENGER
ACCOUNTS**

Contributed by Emily Trezek

Grandpa honors go to Tony Naatz and Tom Gavin—a girl and a boy, respectively.

The jury was fortunate in that Sammy Weinstein served for two weeks—an extra vacation.

Bill Tidd is recuperating at home and Gus Rohde is also among the "not so wells."

Margaret Beinar and Rosebud Wennerberg are on the road to recovery after operations.

Sunshine lands have the vacationists, Mary Kelly in Biloxi; Sophia Walker, Florida; and June Earll, Arizona and California.

Barbara Rusek and Joseph Trybula will marry on Apr. 24 at St. Sylvester's Church.

Introducing Frank Zapp's new clerks, Mary Warrington and Katherina Umlauf.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Veterans at Hines Hospital were entertained on Feb. 10 with a variety show, consisting of four top acts of vaudeville. This was made possible by your generous contributions to the "Gifts for Yanks Who Gave," sponsored by Pioneer Post of the American Legion. Many thanks to the girls who assisted in distributing the cigarettes in the wards throughout the hospital. An outdoor boxing and wrestling show will be held this summer, no date having been set as yet.

Paul F. Grove of the timekeeping bureau spent an enjoyable vacation in St. Petersburg, Fla., and took side trips to the surrounding country. Claire Stock, of the keypunch bureau, and hubby escaped our March winds by driving to the Florida sunshine for a vacation.

Martha Benson of the AFE bureau is looking forward to a trip to Augsburg, Germany, where she will live with her son, Col. Dean Benson. Her retirement begins as of Apr. 16. Martha will make the trip as soon as space is available on an Army transport.

Best wishes for a speedy recovery go to Isabel Berg, KP bureau, who was recently hospitalized. At this writing Josephine Gottschalk, Mildred Mangano and Gus Dahlke of the payroll bureau are on the sick list.

Welcome to Elaine Charnota, Gary Bunnetto and Helen Johnson who have joined the office staff.

We would like to express our sincere gratitude to Helen, the cook in the cafeteria, for preparing our favorite dish—egg foo yung. Helen should get a prize for this.

**AUDITOR OF STATION ACCOUNTS
AND OVERCHARGE CLAIMS**

Lucille Forster, Correspondent

Edgar B. Wright, chief traveling auditor, passed away Mar. 26, after a long illness. He was born in Madison, Wis., July 2, 1900, and started railroading in July, 1919, as agent and operator on the Madison Division after learning telegraphy and station work under the supervision of his father, A. H. Wright, who retired recently after 62 years of service. In November, 1940, he was appointed traveling auditor with headquarters at Miles City, Mont., and in October, 1950, was made chief traveling auditor with headquarters in Chi-

cago. Funeral services were conducted in Broadview, Ill., with interment at Madison, Wis. He is survived by his widow, Alice, and a son, Gerald, who live in Maywood, Ill.

Bernard J. Weichbrod returned to work on Mar. 18 after a leave of absence for several months.

George Weseman spent a week end in Thorpe, Wis., making the acquaintance of his new grandson born Mar. 20.

Edward F. Hynes has resigned to accept employment elsewhere.

Mr. and Mrs. Tom Puttrich vacationed in Florida and Glen Renehan in California.

Mrs. Golden Kubler and husband are rejoicing over the birth of Steven Richard on Mar. 12.

OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

Sympathy is extended to Sherman Arpp whose mother passed away Mar. 13.

G. P. Ewalt's 45th anniversary of service with the company on Mar. 22 is not the reason for his expanded chest these days, it's because he became a grandpa on Mar. 23. E. C. Heimerle is an old hand at the grandpa business. When Tommy was born Mar. 29 to his son and daughter-in-law, it was number 11 for him.

Jim Lindmark, son of Art and Betty of this office, was promoted to master sergeant in the R.O.T.C.

Bill Kures has been mothering six pups since his dog Flip gave birth to them several weeks ago. Bill has been successful in finding a home for all but two. He's now looking for a mother for the little orphans.

Margaret Simons, of the accounting machine bureau, is on a leave of absence awaiting Mr. Stork.

Frances Daniels spent her two-week vacation in California, while Ann Gustafson and husband motored to the South—Florida.

Our new employe is Marjorie Johnson.

Otto Reinert, who retired early this year and is making his home in St. Petersburg, returned to the city for a short stay. Report has it he looks very good and is enjoying his retirement, dividing his time between the green benches and home duties.

C. L. Schneider, who retired recently, is in the hospital at this writing.

Charlie Becker visited Tomah on Apr. 3 and 4 to bowl in the Milwaukee Road annual bowling tournament.

Twin City Terminals

**MINNEAPOLIS LOCAL FREIGHT AND
TRAFFIC DEPARTMENT**

G. V. Stevens, Correspondent
Agent's Office

Welcome to Mike Steen, new chief clerk to George Benz, GNWFA, Minneapolis. Our former chief clerk, Mike Martin, is now traveling freight agent and George Neu has transferred to Pittsburgh as general agent.

A recent visitor in the office was Virginia Ford, our former car record clerk, who was called home from Africa because of the illness of her father. Our condolences to her on his death. Virginia's husband, who is stationed in Africa with the Army, expects to return in about six months.

Pauline Seiler sez she knows from exper-

The Milwaukee Road Magazine

ience that our chief clerk's story about his grandson's tonsilectomy, "Grandpa, they forgot to take them out," isn't always the case. We are glad to see her back at the OS&D desk after the operation.

**ST. PAUL TRAFFIC DEPARTMENT
YARDS AND ROUNDHOUSE**

Mary Borowske, Correspondent
c/o General Agent

For two weeks Bob Adams, passenger department, deserted us. The Navy beckoned, and he went to Puerto Rico on a cruise. Moral: Join the Navy and go south for the winter!

Matt Medinger, retired safety engineer, visited the roundhouse fellows recently and tried to sell them on the idea of buying a new Ford. He's in the business now, so anyone interested should get in touch.

The roundhouse lost its electrician apprentice. J. Yaeger reported for military service on Mar. 8, so will be out of the running for about two years.

Joseph Tavarozii, who retired Dec. 1, 1949, as machinist helper, died recently.

Jack Peterson, yard clerk, was married Apr. 24. He and his bride honeymooned at the Thousand Islands. I was told they were going to spend a week on each one.

The Hughes household is at this time a very happy one. Their son Arnold is home after spending a year and a half in French Morocco with the Air Force.

Charles Shafer, assistant roundhouse foreman, lost his mother on Mar. 27.

When George Quinlan answered his telephone the other day, a woman asked if he knew in what year we laid tracks from Austin, Minn., to Calmar, Ia. While she held on, Mr. Quinlan checked and found out that the tracks had been laid in 1867. Her next query was, "How many years ago was that?" After some fast figuring, Mr. Quinlan told her it was 87 years ago. "Oh my," she said, "I was born in June of the year that track was laid, but never realized I was that old!"

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Sorry to learn, at this writing, that Joe Kulischek's wife is a patient at Miller Hospital, St. Paul.

Irvine Rothmund of the roundhouse, off since last July on account of illness, is planning to request his pension. Irvine is 61 years of age.

To all of you descendants of Minnesota Territorial Pioneers: Don't forget the annual meeting of the Territorial Pioneers at the state capitol building May 11. There should be quite a large number among our Milwaukee Road employees.

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

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

We welcomed to Minneapolis the following store department stockmen from Aberdeen, S. D.: J. T. King, H. W. King and W. O. Dickenson; from Austin, Minn., F. L. King and H. J. Bahr; also Walter D. Ratliff, Jr., recently employed as a stenographer in the store department.

Enoch Aune, carman, retired on Apr. 1. He had been disabled since last September.

April, 1954

Who knows better —than a railroad man

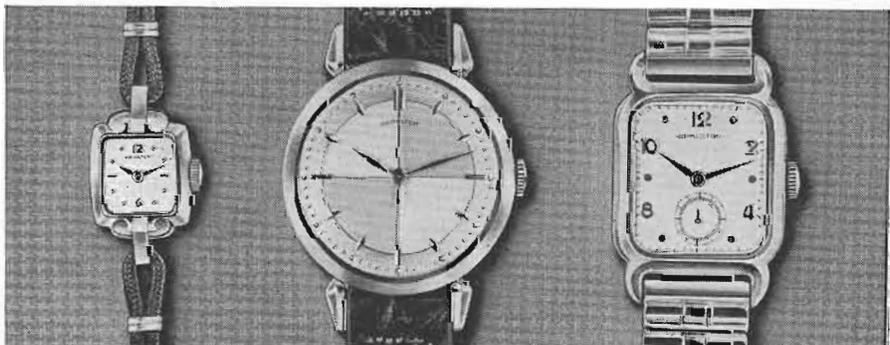
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Axel Hugo, carman in the light repair yard, retired Mar. 16. Mr. and Mrs. Hugo sailed Mar. 26 for Sweden.

Frank J. Hardy, former machinist in the locomotive department, retired on Mar. 4, following 29 years of service. Mr. Hardy bought a luxurious trailer which he is having shipped to Phoenix, Ariz., where he and Mrs. Hardy will live.

Sympathy is extended to the family of Carman Albert E. Lange, who passed away Mar. 14 at Veterans' Hospital, Minneapolis. He had been ill since last October. Also to the family of Charley Cline, former carman in light repair, who passed away at his home on Mar. 14. Mr. Cline retired on Nov. 1, 1949.

Milwaukee Shops

LOCOMOTIVE DEPARTMENT
Raymond Skiba, Correspondent

Thurman J. Brand, material inspector in the test department, concluded 49 years of service with his retirement on Mar. 31. Mr. Brand is a native Milwaukeean and started working for the Road in 1905 as a machinist helper. He was promoted to material inspector in 1929 and served continuously in that capacity until his retirement, except for an interval during World War II when he was a material inspector for the Navy. An enthusiastic follower of sports, Mr. Brand is planning in the future to devote more time to some of his favorites.

STORE DEPARTMENT

Virginia Schorl, Correspondent

The Werner Lummers (district storekeeper) recently returned from a two-week loll in the Florida sunshine. In addition to visiting many of the retired "rails" from Milwaukee Shops, they enjoyed a pleasant stay in Cuba.

Kurt Steinbrenner is a welcome addition to the August Steinbrenner family. Kurt, born Mar. 12, has two sisters. Another feminine beauty, Jeanne Marie, has been added to the Earl Augustine clan, making a total of three.

John E. Bloomquist and Raymond A. Wittling of the stores division were recently presented with cards indicating continuous membership in the American Legion from 1919 to 1954 inclusive. Earl L. Solverson, adjutant of Milwaukee Road Post No. 18, made the presentations.

**CAR DEPARTMENT—OFFICE OF SHOP
SUPERINTENDENT**

Ray J. Duman, Correspondent

Jacob Hansen, shop superintendent, recently had the pleasure of presenting Oscar Sydow,

blacksmith, and Aereanos Donohos, machinist helper, with Silver Passes in honor of their 45 years of service.

Sympathy is extended to the family of Trolle Christofferson who passed away Mar. 7.

Stanley Hodorowski, tractor operator in the blacksmith shop, is convalescing after an appendectomy. George Fisher, blacksmith, is also convalescing after an operation.

Best wishes are to be extended to John Farkas, carman, who retired in March. He had completed 37 years of faithful service.

Charles Kreil, car checker in the freight shop, has returned from a three-week trip to California.

I & D Division

Fay Ness, Correspondent
Superintendent's Office, Sioux City



Mrs. James Wood

Mrs. James Wood, daughter of Conductor A. W. Osborne, has arrived in Honolulu, Hawaii, to be with her husband who is a radio technician in the Navy.

As a result of examinations conducted at Sioux City by Train Rules Examiner G. H. Lane, the following Second District brake-

men have been promoted to conductor: F. J. Work, R. O. Foster, L. L. Cherrington, R. J. Harrison and L. E. Pavlik.

Funeral services were held Mar. 22 at Fort Collins, Colo., for C. F. Dunham, age 85. At the time of his retirement in June, 1938 he had been agent at Wagner, S. D., 27 years, having served previously at both Tripp and Parkston. He had made his home at Fort Collins since his retirement. His widow survives.

Recent Second District retirements: Conductor John Deurmeier after 49 years' service; Conductor LeRoy Wright, 47 years' service; Conductors W. L. Eckert and J. F. LaTurno, 45 years; and Engineer R. W. Schimmel, 46 years.

Engineer J. L. Butcher is confined to his home after spending some time in a Sioux City hospital. We understand it will be some time before he is able to return to work.

Roadmaster J. M. Murphy has resumed work at Sioux City after a long illness.

Word has reached us that Ben Rose, retired engineer, is seriously ill at the home

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of his son in Grosse Ile, Mich.

Train Dispatcher Carl Anderson returns to his duties at Sioux City in April. He has made several trips to the hospital for surgery, but is now fully recovered and feeling fine.

Engineer and Mrs. J. W. Hubbs have returned from an extensive motor trip to the west coast; Passenger Brakeman and Mrs. Frank Anderson from a two-month sojourn in Florida.

Trainmaster Bridenstine's son Jim, age 9, appeared on the local TV station as one of the winners in a poster contest sponsored by the Woodbury County Dental Society for the elementary school grades. Jim won third prize in the contest.

EAST END

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

Mrs. R. E. Sizer, Mrs. R. L. Goltz and Mrs. Louis Walter were hostesses at a guest potluck luncheon held by the Milwaukee Women's Club at the Mason City YWCA Mar. 2. Card games followed the luncheon.

W. H. (Bill) Woodhouse has decided that at 78 he is young enough to retire and still get a lot of enjoyment out of life. He has been employed as station baggageman at Mason City since 1918. With a lot of spare time on his hands, Bill should have an extra fine crop of strawberries this year and he says he'll make a fine baby sitter for his brood of grandchildren.

Our sympathy to the family of Engineer James J. Downs, who passed away suddenly at his home in Mason City Mar. 18, following a heart attack. Mr. Downs had been employed by the railroad since 1909.

Elmer Anderson, section foreman at Britt, is hospitalized at Britt following a heart attack.

Car Foreman W. P. Trenkler, Storekeeper F. L. Brenton, and Vern Winter, store department chauffeur, have all transferred from Mason City to Austin. T. A. Richards has taken over the storekeeper's job at Mason City.

H & D Division

MIDDLE AND WEST
R. F. Huger, Correspondent
Operator, Aberdeen

After a brief introduction to the job of trainmaster, N. H. McKegney has been promoted to assistant superintendent with headquarters at Dubuque. An H&D welcome to Mr. Scott who replaces him.

F. M. Mosser has left the haunts of the

West H&D at Glenham for the station agency at Cologne, Minn. M. H. Heiser has bid in the position of agent at Glenham.

Our best wishes for a speedy recovery to Walter A. Geiser, agent at Graceville, Minn., who is convalescing at this writing in the hospital at Graceville.

The Milwaukee Road bowling league at Aberdeen, sponsored by the Milwaukee Employees Club, took part recently in the tournament at Tomah, Wis. At the time of their return they had done very well, although the total scores were not then available. Those who participated included Carl Borgh, Carl Steinlicht, Clarence Hehn, Jack Seifer, Melvin Sonnenfeld and Marvin Autio. The Employees Club will endeavor to have a softball team again this year. Contact Carl Borgh or Dick Carlson if you are interested.

The weekly cribbage sessions held in Aberdeen involve the best efforts of M. D. Rue, R. D. Mathis, John Fleming and Yours Truly. They have been quite some contests, and as the final sessions roll around it seems as though the team of Fleming and myself is leading by about two games. We expect to increase this lead before closing for the season. I believe that a challenge would be in order from any of the two teams involved, should there be some team in this vicinity which is hardy enough to accept.

EAST END

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

Tom and Florence O'Hearn postcarded from St. Petersburg that they are enjoying the wonderful climate and have found Ben and Gussie Bishop tanned and healthy.

The wife of Retired Conductor Walt Lewis passed away at their home in Minneapolis recently.

Brakeman George Crouch reports the arrival of a little daughter at his home. Her name is Nancy.

With the arrival of spring, the school children are again riding our trains and here at Montevideo our forces are organized to handle these guests who take the trip on our noon train.

Rocky Mountain Division

EAST END

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

Born, to Fireman and Mrs. William Paluska, a baby girl on Feb. 22.

Engineer Hansen has exercised his seniority

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on the northern Montana division.

Engineer and Mrs. Rollyn Allen and son Jackie visited their son Harold in Billings where Harold is attending college.

Glen A. McKinnon, son of Engineer L. C. McKinnon, joined the Air Force Mar. 1 and is stationed at Lackland Air Force base, San Antonio, Tex.

Switchman and Mrs. Robert Haycraft are the proud parents of a baby girl born Mar. 5. Engineer and Mrs. Thomas Lefever are spending a month's vacation in Cuba.

Sam Lane, veteran electrician at the Deer Lodge shops, was honored recently by his associates with a farewell party held at the City Hall. Pat Healy presided over the buffet supper, Ben Rohan and Charles Forgey were in charge of refreshments, and Ross Gordy served as toastmaster. Mr. Lane's talk, telling of his orphaned boyhood in England and his subsequent arrival in the United States, was the highlight of the evening. He was presented with a handsome fishing creel. He and Mrs. Lane expect to make their home in Deer Lodge.

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Trans-Missouri Division

EAST END

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

Charles W. Nath, former Moberidge engineer who retired in 1943, was killed on Mar. 7 when he was struck by a car near his home in Temple City, Calif. Mr. Nath was born in Rendsburg, Germany on Aug. 7, 1880 and came to this country as a small boy, settling with his family at Perry, Ia. He entered Mil-

waukee Road service at Perry in 1900 and was promoted to engineer in 1907. He had been employed at Marmarth before moving in 1924 to Moberidge, where he worked until his retirement on Feb. 2, 1943. Mr. Nath, a widower, is survived by three daughters, Mrs. Wilma Braskamp and Mrs. Betty Johnsen of Temple City and Mrs. Caroline Blaylock of Alhambra, Calif.; three grandchildren, Robert Lee Johnsen and Carol Ann and Judith Lynn Blaylock; nine brothers and one sister. Former Moberidge people who attended his funeral were Mr. and Mrs. Vern Cotton, Mr. and Mrs. Howard Ellison, Mr. and Mrs. Leonard Clark, Mr. and Mrs. Charles Tolkien, Mr. and Mrs. Art Crowley, Mr. and Mrs. Harry Fritz and daughter Harriet, Al Chamberlain and daughter Amy Omev, Mrs. Maude Burton, Mrs. Dora Anderson, Mrs. Rhea (Rounds) Porter and Mrs. Viola (Rounds) Mander.

WEST

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

"Come to Montana, Land of Legend and Promise" is the title of a handsome and exciting travel booklet which has just been issued by the State Highway Commission. The booklets are free for the asking and after reading all about us, Podner, make a swing out this way on your vacation.

Mrs. Frank Spear, president of the Milwaukee Women's Club chapter, was chosen at the March business meeting to represent the club at the annual convention in Chicago in June. Mrs. A. S. Caudel and Mrs. Spear acted as auctioneers in charge of the white elephant sale which followed the meeting. Hostesses were Mrs. Lydia Umhofer, Mrs. Clarence Hegg, Mrs. J. T. Grant and Mrs. Fritz Waldmann.

Fred D. Campbell, 84, retired operator, passed away suddenly at a Miles City hospital Mar. 5. He had been in good health until about a month before he was stricken by illness and confined at home. Mr. Campbell was born at Waterford, Minn., July 24, 1869. He grew up in that community and in 1888 after studying telegraphy entered the employ of the railroad as an operator on the Southern Minnesota. He was married to Abbie Beardsley in Madison, S.D., on June 21, 1905. In 1909 the family moved to Miles City where he was dispatcher and later chief dispatcher on the old Musselshell Division. He was trainmaster of the Trans-Missouri at Moberidge during World War I. Mr. Campbell retired in 1937. He is survived by his wife, a son and a daughter. Funeral services were conducted at the Graves Funeral Home and interment was in the family plot in Custer County cemetery.

One hundred members of the Miles City Milwaukee Service Club gathered at the Eagles Hall the evening of Mar. 27 for the annual Jiggs Dinner stag. All comers were served corned beef and cabbage, big baked potatoes, rye bread and beverages. Sam Leo presided over the serving line assisted by a committee composed of Jim Moyes, Don Campbell, Pete Leo and Dan Tedesco. Vice Chairman Martin Kelm was in charge of preparation of the hall and arrangements. Chairman Ray Moore presided over a business session after the feed. This was followed by a social hour with Jim Brady at the piano.

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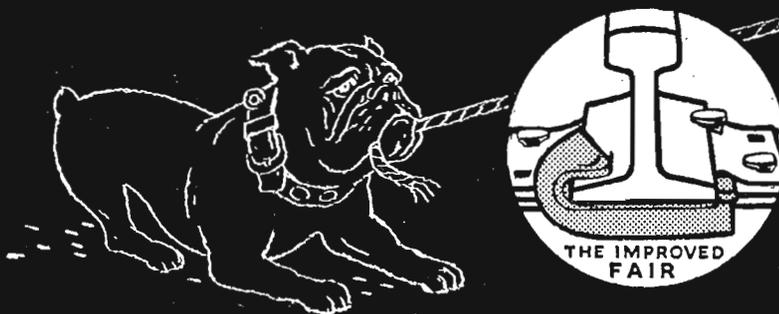
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Second Lt. William B. Thomas who is on military leave from the Miles City locomotive department, was at Camp Hale, Colo., last month for Exercise Ski Jump, the army's 1954 cold weather and mountain training maneuver. Lieutenant Thomas, who started with the Road in 1945, entered the army in January, 1952, and completed basic training at Fort Eustis, Va. He is currently a platoon leader in the 503d Airborne Infantry Regiment's Headquarters company.



Second Lt.
W. B. Thomas

March provided a number of targets for cupid's arrows. Helen Herrick became the bride of Bob Rask, son of Mr. and Mrs. Louis S. Rask, in the First Methodist Church in Billings, Mont. Priscilla Russell and Walton Laird, son of Mrs. Glenn Laird, were married in Southminster United Church in Lethbridge, Alta. Jean Sutherland, daughter of Mr. and Mrs. Harold Sutherland, and Jesse Wallace were married at the Assembly of God Church in Miles City. Two Milwaukee kids, Patricia Ann Kransky, daughter of Mr. and Mrs. Vernon Kransky, and Don Helm, son of Mr. and Mrs. Nels Helm, were married in the Sacred Heart Church in Miles City.

March snow storms forced two airliners to put in at the Miles City airport Mar. 24. This was the only airport open in a wide area of the Northwest. Milwaukee streamliners operated on schedule during the same period.

Word has been received from Harlowton that J. H. Fischer, retired agent, and his wife have returned from a long vacation trip through the Southwest which took them to Phoenix, Tucson, Mesa, Los Angeles, San Francisco and Reno. In Mesa they participated in the Montana Day picnic at which 1,700 Montana people were present. They also found time for a week of fishing at Guaymas, Mexico. Later in Los Angeles they visited with Walter Wells, retired agent, who will be remembered by many on the TM.

Terre Haute Division

REA BUILDING

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

Mrs. Arthur Graam, president of the Women's Club chapter, honored the past presidents of the organization at a potluck dinner on Mar. 18. The following past presidents were present: Mrs. T. I. Colwell, Mrs. Roba Huffman, Mrs. Oscar Bond, Mrs. Aaron Wright, Mrs. P. V. Bailey and Mrs. Richard Franzwa. The hostesses for the meeting were Mrs. Thomas Mulvihill, chairman; Mrs. Don Hehman, Mrs. Ed Bevington, Mrs. Roy Swinehart, Mrs. Bernard LeBow and Mrs. Thomas Potter.

Mrs. Elbert Kenney, wife of retired conductor, Terre Haute, is in the hospital for observation at this writing.

Mrs. Floyd Chenault, wife of engineer, is at home again after taking treatments at the Mayo Brothers Clinic.

"Russo" Sims, agent at Crane, Ind., who has been in Arizona for his health for the past couple of months, advises that the climate is helping him and that he is feeling much better. Agent Curtis C. Sims, Sr., of Odon, has taken over the agency at Crane, and Operator Truman K. Sims of Linton has taken over at Odon.

Clerk Bob Stout became the father of a new baby boy on Mar. 20.

HULMAN STREET YARD

E. H. Lehman, Correspondent
c/o Yardmaster, Terre Haute

Carman Elza Hale was seriously ill at his home in St. Bernice during the latter part of March.

Brakeman George Freeman is improving after a serious illness since early in March.

Engineer Carl VanMeter, who has been unable to work for the past year on account of illness, called at the Hulman Street roundhouse on Mar. 16.

Conductor O. Hadden returned to work during March after an illness of several months.

Recent retirements included Brakeman Harley Taylor, Carman F. M. Nipple, Laborer T. R. Jennings, Extra Gang Laborer Matt Magro, all of Terre Haute, and Thornt C. Terrell, engineer, of Bedford. Here's wishing them a clear board for happy days ahead.

District Safety Inspector A. L. Shea held several safety meetings here Mar. 16. As these notes are being written, the Terre Haute Division is tied for first place in safety.

Conductor Ralph Pound was seriously ill at his home in Terre Haute on Mar. 16, and during that week his brother, Leslie, passed away.

James T. Knuckey, former Hulman Street yard clerk, died at the Veterans Hospital in Danville, Ill., Mar. 15. Burial was in Soldiers Cemetery there. He was a member of the American Legion and Knights of Columbus and a veteran of World War I. He was 56 years of age.

On Mar. 16 at South Main, Yard Clerk L. S. Lewis probably prevented a derailment to southbound No. 82 when he noticed the open swinging door on a hopper car sliding along the rail. He had the train stopped before any serious damage occurred.

Section Foreman Harley Sims, of Linton, Ind., who is a minister of the gospel, held

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a revival meeting at the Hulman Street Pilgrim Holiness Church in March. He is a good preacher and was a great help to the church and people while here.

I & S M Division

Erle Jorgensen, Division Editor
Office of Trainmaster, Austin, Minn.

Early vacations have taken many employees to California and Florida. First District Conductor C. A. Hoffstate and wife spent a vacation with retired Dispatcher A. A. Seeman and family at Riverside, Calif. (the latter's address being Box 175). His ranch is known as "The Rusty Rail", and he extends an invitation to all rails passing his way to stop in.

A. E. Sexter, first operator at Faribault, and S. B. McGinn, agent at Northfield, with their wives, also spent two weeks in California, as did Conductor and Mrs. F. F. Kent, Conductor and Mrs. A. H. Gieke, Conductor and Mrs. G. J. Placek, and Mrs. H. G. Gregerson, wife of deceased agent at Madison, S. D. Fireman R. C. Sanken also visited the state.

Retired Superintendent R. C. Dodds, with Mrs. Dodds, spent the better part of three months at Lakeland, Fla., as did retired Chief Dispatcher O. C. Peed and wife. Engineer R. A. Smith visited retired Engineer David Tallmadge at St. Petersburg. L. V. Olson, agent at Oakland, and Mrs. Olson, went to Fort Meyer, and C. R. Parker, agent at Kasota, spent his vacation with relatives at Hollywood, Fla. R. M. Phieffer, traveling freight agent, also praised his Florida vacation.

Retired Dispatcher E. H. Laugen and retired Roadmaster F. J. Kovoleski vacationed in Tucson.

A. E. Thompson, switch foreman, Austin yard, has applied for a disability annuity after many years of faithful service.

H. J. Tuftee pulled into Austin with train No. 163 on Jan. 30 and called it enough. His retirement came after service on this division extending all the way back to Aug. 25, 1908. He was promoted to engineer on Dec. 19, 1912.

Wesley M. Thomas, Second District en-

Answers to "Whose Slogan Is It?"

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3. Missouri Pacific Railroad.
4. Delaware, Lackawanna & Western Railroad.
5. Illinois Central Railroad.
6. The Milwaukee Road.
7. Minneapolis & St. Louis Railway.
8. Rock Island Lines.
9. Atlanta & St. Andrews Bay Railway.
10. Denver & Rio Grande Western Railroad.

gineer, died of a heart attack at his home in Jackson, Minn., Feb. 15. He had been employed 41 years, with a service date as fireman July 24, 1912. He was promoted to engineer in September, 1929. His brother, Vernon Thomas, is also an engineer on the Second District.

As this was written Conductor John P. Peterson was convalescing at St. Olaf Hospital, Austin, following two major operations. St. Olaf had its share of the Peterson clan, as his daughter was in the maternity ward, and one of his grandsons was in the hospital for a tonsil operation at the same time.

Frank Edwards, 81, retired locomotive painter, of the Austin roundhouse, died Mar. 22. Frank retired shortly after the pension went into effect, and made his home with his sister, Mrs. Eda Smith, at Austin. He is survived by two sisters.

D. C. Wilson has returned from the Army to his assignment as agent at Harmony, Minn. He was relieved during his absence by his mother, Mrs. M. A. Wilson.

R. A. Lamp is now agent-telegrapher at Vienna, S. D. K. W. Gebhart, formerly dispatcher at Sioux City, is agent-telegrapher at Wessington Springs, S. D.

J. F. Frana relieved Mrs. Helen J. Holden, agent-telegrapher at Houston, Minn., and husband, who vacationed in Florida. Robert D. Oshiem relieved V. R. Weinzetl at Lyle, Minn., while the latter vacationed. This was Mr. Oshiem's first assignment on this division. V. A. Garlock and wife are vacationing in California this month.

Freight Handler F. A. Watkins, who has been in ill health, has gone to Siloam Springs, Ark., for medical treatment.

On Mar. 1 the steam derrick formerly maintained at Mason City was moved to Austin.

Foreman W. P. Trenkler of the car department at Mason City took charge of the car department at Austin on Mar. 15, and Car Foreman L. A. Lindermer has returned to his former assignment as third shift foreman at St. Paul yard.

James Lingbeck is back as electrician apprentice after two years with the Marines.

Otto Volkert, formerly electrician apprentice at Austin, and electrician at Minneapolis coach yard, is now in Korea. He writes Carl Malmstedt that he is working as fore-

man of diesel inspectors for the Army.

W. A. Gleason, agent-telegrapher at Cresco, Ia., has returned from his California trip. He accompanied his daughter home. Mrs. Gleason joined him later and both returned by rail to Cresco.

J. T. Brindel, retired engine watchman at Albert Lea, passed away Mar. 20. He is survived by his widow and son, John, who is now engine watchman at Albert Lea.

Joseph N. Ellms, retired conductor, First District, died Mar. 4 at Minneapolis. He gave up his work in 1946 to care for his wife, and retired in October, 1951. Mrs. Ellms survives him and plans to make her home at Austin in order to be near her nieces. Joe Ellms was senior conductor at Austin at the time of his retirement, his seniority date as conductor being Sept. 26, 1897.

WEST END

James T. Gregerson, Correspondent
Warehouse Foreman, Madison, S. D.

Conductor Frank Flynn is spending his vacation on the west coast, probably seeing a little baseball spring training.

As this was written Al Johnson, machinist, was in Chicago for surgery. Curtis McIntre, section foreman, Fulda, Minn., has been in Minneapolis for surgery.

Clem Beckel has returned to Madison as machinist. His family will join him later.

Engineer Lloyd Parker has taken the Wells-Jackson run. His family plans to move to the east end of the division.

LaCrosse & River Division

THIRD DISTRICT

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

Conductor and Mrs. R. F. Bertrand have returned from a motor trip through the South, vacationing at Pass a Grille beach on the Gulf of Mexico.

The marriage of S/Sgt. James R. Schulz to Joan Skare of Wausau has been announced. James, who is the son of Engineer Steve Schulz, is presently stationed at Chanute Air Force base, Rantoul, Ill., and in April will leave on a year's assignment in Arabia.

Harold Frizzell, 16, son of Train Dis-

patcher Nels Frizzell, placed first in the musical barrel contest of the Little International Livestock Show at the University of Wisconsin. His horse Kaiser, a seven-year-old gelding, placed second in the stake race among 25 entries. The Frizzell family, who make their home in the town of Rib Mountain, have seven head of western horses and are active members of the Texas Boot and Saddle Club.

Signalman W. H. Tatu and wife vacationed in Seattle, visiting with their son who is in military service.

In an attractive spring wedding in St. Stephen's Lutheran Church at Wausau, Miss Eunice Eileen Erdman became the bride of S/Sgt. Calvin C. Chamberlain, son of Conductor Ralph Chamberlain. About 200 attended the reception in the Crystal Ballroom of the Wausau Hotel following the rites. The young couple will make their home in Belleville, Ill., where the bridegroom is writer-editor for the Continental Air Command reserve training at nearby Scott Air Force base.

Ronald Janz, son of Engineer Fred Janz, conducted the Tophatters at the annual show of the Senior High School Tophatters Dance Orchestra held recently in the school auditorium. The group presented a program featuring a variety of music styled in the modern manner.

For the second year, two of Machinist Ned Conklin's children were awarded first prizes in the children's group participating in the Frolic Masquerade on Ice, Sharon as the "best dressed" and Jimmie as "most original" costume.

Several Wausau persons attended the recent wedding of William Lee Fehlandt and Miss Doris Ann Parkin at Chilton, Wis. A dinner for the immediate families and close friends was served at the Hickory Hills Country Club, followed by a reception at the home of the bride's parents, Section Foreman and Mrs. M. J. Parkin of Hilbert. Doris made her home with her grandparents, Roadmaster and Mrs. Cecil Parkin, while attending high school at Wausau.

Passing the necessary examinations, Daniel A. Kallies and Edwin J. Kries have been qualified to work as conductors; Edward G. and Ralph R. Hintze, N. A. Krueger and Edward Zabrockas to work as engineers.

Carl Akey has again joined the F.O.P.P. (Fraternity of Proud Papas). This time it's a girl, Carla, born at St. Mary's Hospital, Wausau.

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FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Veteran Engineman Frederick A. Rusch passed away at his home in Portage on Feb. 23, aged 87 years. He started in engine service in September, 1886 and retired in June, 1937. Surviving are nieces Mae, Emma and Julia Rusch of Portage, Mrs. Edna Smith of Milwaukee, Mrs. Clara Howard of Los Angeles, and Helen Rusch and Mrs. Esther Langhorne of Tacoma, and nephews Alfred Kunzmann, Sioux Falls, S. D., and Frank Kunzmann and Professor Arthur Kunzmann, Winfield, Kans. Interment was at Portage.

Veteran Engineer Ralph S. Woodman passed away at his home in Portage Mar. 27, aged 77. Retiring about 17 years ago, he had been in failing health the past several years. Surviving is his wife Karen.

This year the robins really beat the geese back from the South. The balmy weather was responsible. Also, the ice went out of the Wisconsin River early this year, which set up the opening date for fishermen to Apr. 1.

Every time I see the gang from Florida back from their winter in the sun, seems like they get younger and full of pep. Well, we still have our remedies for spring fever here; sulphur and molasses for one.

We lost a good train dispatcher to Montana when Bob Beck went to Butte. We wish him lots of luck in his new position as chief train dispatcher there. Understand he had the necessary 10-gallon hat and spurs all set.

Iowa Division

COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

Mr. and Mrs. A. S. O'Brien, parents of Yard Clerk Sid O'Brien and grandparents of Switchman Ed O'Brien, celebrated their 67th wedding anniversary Mar. 20.

Herb Bode, formerly an east yard office operator, is now relief wire chief at the relay station at Marion, Ia. He is replaced here by Operator Jim Berner.

Sorry to report the recent death of the

father of Marion (Mac) McGee, cashier at the freight house. Also, Engineer Gale Railsbacks' father passed away Mar. 17.

Carman Russell (Red) Bolton is back on the job after spending his vacation with friends and relatives in Alva, Okla.

While visiting a friend in a Perry hospital Mar. 6, your correspondent was introduced to another patient in the same room who turned out to be none other than Ben Moore, retired engineer. Was happy to learn the B.L.E. had recently presented him with a 70-year diamond membership pin. I understood that he is 93 years old and believed to be the oldest living engineer on the Milwaukee. He was active until entering the hospital.

Yardmaster Earl Hannum, who was in a serious condition in a local hospital, is now home and doing fine.

We extend sympathy to Car Inspector Russell Anderson whose brother Alvin passed away Mar. 27. He was secretary and director of the Council Bluffs Saving and Loan Association.

Yardmaster Owen (Pat) Connell who rolls a mean bowling ball, entered a bowling contest in Omaha with the grand prize a new Mercury automobile. Pat didn't win the car but came close-enough to win a nice prize.

EAST END

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

Mrs. L. R. Boettcher has received information of serious injuries sustained by Mrs. Carl Anderson, a Marion resident who moved to Michigan several years ago. Mrs. Anderson suffered a fractured spine last January when she fell from a chair and is a patient at St. Francis Hospital, Escanaba, Mich. Mr. Anderson was a lineman for The Milwaukee Road when they lived in Marion.

Verto Reichert, wife and daughter Helen Irene have returned from a three-month sojourn in Glendale, Calif. He has resumed work in the office of superintendent in Marion.

Chief Dispatcher L. S. Dove returned to his position early in March. He and Mrs. Dove spent a part of the winter in Florida.

Mamie McGrew, a former resident of Marion, died Feb. 18 in Tacoma, Wash. She was the widow of Walter McGrew, a former Milwaukee Road switchman.

Cpl. Chandler Boettcher returned on Mar. 13 to Camp Chaffee, Ark., after spending a

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CANADIAN CARDWELL CO., LTD.
MONTREAL

Answers to

"Can You Name Them?"

1. Baltimore & Ohio Railroad.
2. Canadian Pacific Railway.
3. Chicago & Illinois Midland Railway.
4. Delaware, Lackawanna & Western Railroad.
5. Maine Central Railroad.
6. New York Central Railroad.
7. New York, Susquehanna & Western Railroad.
8. Pennsylvania Railroad.
9. Spokane, Portland & Seattle Railway.
10. Virginian Railway.

10-day furlough with his parents, Mr. and Mrs. L. R. Boettcher of Marion.

On Mar. 11 Louis A. Klumph, 80, retired Milwaukee Road car foreman, died at his home. He was a resident of Marion for 64 years and had been employed by the Milwaukee for 50 years. He is survived by two daughters, Mrs. Dorothy Robison and Mrs. Bernice Bristol; four grandchildren; a brother, H. C. Klumph, and a sister, Mrs. L. D. Smith, all of Marion.

A son, who has been named William for his late grandfather, was born to Engineer and Mrs. Robert Rogers on Mar. 16. If he follows in his father's footsteps he will be the fourth generation of the family to become an engineer. Robert's father was the late William A. Rogers and his grandfather the late John Rogers, both Milwaukee Road engineers.

Wilbur Swanson who had worked in the track department from 1924 to the time of his retirement in 1951 passed away Mar. 18 in Perry. He had been ill for several years.

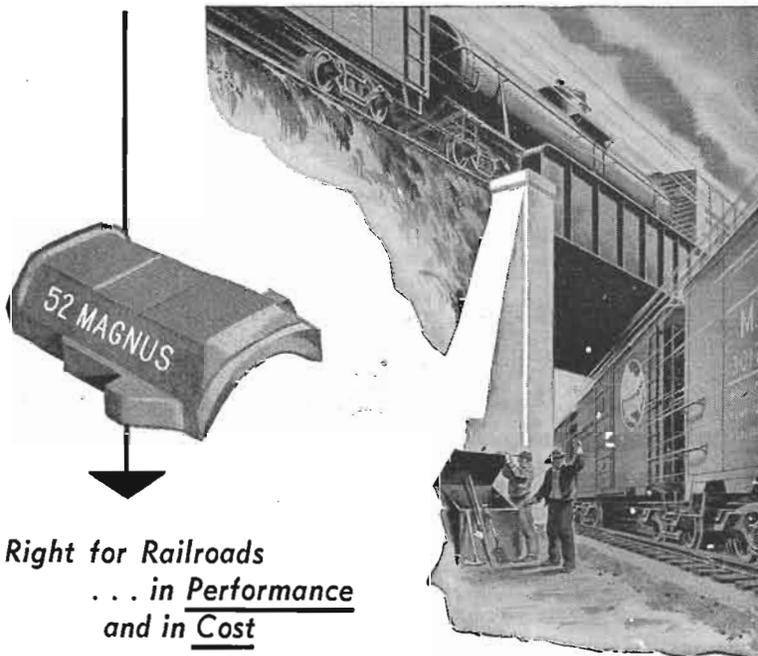
Harvey Johnson who operated a locomotive crane for the Milwaukee for many years died in a Des Moines hospital Mar. 21 after a short illness. He made his home in Madrid and was taken to the hospital when he suffered a heart attack.

John C. McCurdy who started working in the track department in the early eighties died at his home in Panama Mar. 18. He had been a foreman from 1889 until his retirement in 1935, working at various stations on the middle division, and at Panama on the west division for 30 years. His son John, who is a conductor on the west division, and a daughter survive.

Funeral services for Lewis Walrath, son of the late Walter Walrath, were held in Perry Mar. 2. Lewis was in an auto accident last September while en route to Tucson, Ariz., to see his father who was seriously ill. He died in the U. S. naval hospital in Oakland, Calif., Feb. 24 without regaining consciousness. He had served four years in the Navy. Walter Walrath was for many years an Iowa Division conductor before he went to Arizona for his health. Lewis was

April, 1954

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



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

necessary standby time keeps them idle 21 hours a day.

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

(Advertisement)

22 years old.

G. E. Secoy, who has been car foreman at Perry for several years, went to his new position in Terre Haute the latter part of February. He is succeeded at Perry by J. M. Blasko of Davis Junction.

Carroll Porter, U.S.N., son of Caller Don Porter, spent a 30-day leave with his parents in Perry during March while the destroyer to which he is assigned, was in port at San Diego, Calif.

Engineer and Mrs. Harry Moolick have a daughter, born on George Washington's anniversary. The baby is the first for "Micky" and his wife.

J. W. Anderson who has been on the Iowa Division the last seven years has gone

to work for the Foxbilt Feed, Inc. He will be assistant treasurer of the firm. Jim took an extension course from La Salle University and hopes to become a certified public accountant.

W. J. Brossard who has been assistant traveling engineer on the Iowa Division with headquarters in Perry for the last few years, has been transferred to Milwaukee as traveling engineer.

Machinist Levi Swanson, who worked for the Milwaukee more than 50 years, died at his home in Perry the latter part of February.

B. F. Gable, retired middle division conductor, died the latter part of February at Yakima, Wash., where he had been making

QUIZ answers

1. Installments extending over a period of years.
2. For stopping a train at a scheduled flag station.
3. A station in which tracks do not terminate.
4. Anti-creepers.
5. Pennsylvania.
6. Cow catcher.
7. A motor vehicle used in freight station operations.
8. Matthias Baldwin.
9. General Freight and Passenger Agent.
10. Carloadings.

his home. Ben started in 1897 and worked as brakeman and conductor until 1934 when he suffered injuries which necessitated his retirement. He and his family made their home in Wisconsin for a number of years before going west to live with their son Bert. He would have been 78 in March.

Mr. and Mrs. Alvin Fronsdaahl are the parents of a new daughter. Alvin is a switchman on the Perry yard force.

Paul Kinder, whose grandparents, Train Dispatcher and Mrs. Ralph Wright and Mr. and Mrs. Charles Kinder live in Perry, was chosen athlete of the year at the John Marshall High School in Los Angeles, Calif.

Engineer and Mrs. Clarence Huffman have announced the engagement and forthcoming marriage of their daughter Joan to Floyd Leber of Bagley.

Mrs. Elizabeth Carhill, mother of Harry Carhill, retired engine hostler, and the late Scott Carhill, a switchman, died at her home in Perry Mar. 1. She was 84 years old.

Dr. K. W. Diddy, company surgeon at Perry, has a new grand-daughter. The baby was born to Mr. and Mrs. Robert Barnes on Mar. 3.

Charles Nath, retired engineer who will be remembered by older Iowa Division employes, was killed while crossing a street in Temple City, Calif., Mar. 8. Charles was 73. He worked on the Iowa Division before going to Marmarth, N. D., to work on Lines West when they were being built. When he retired he went to Temple City where his three children live.

Roadmaster D. W. Loftus has a new grandson. The boy, named Christopher John Varner, was born Mar. 8 at Tucson where his father is with the Air Force.

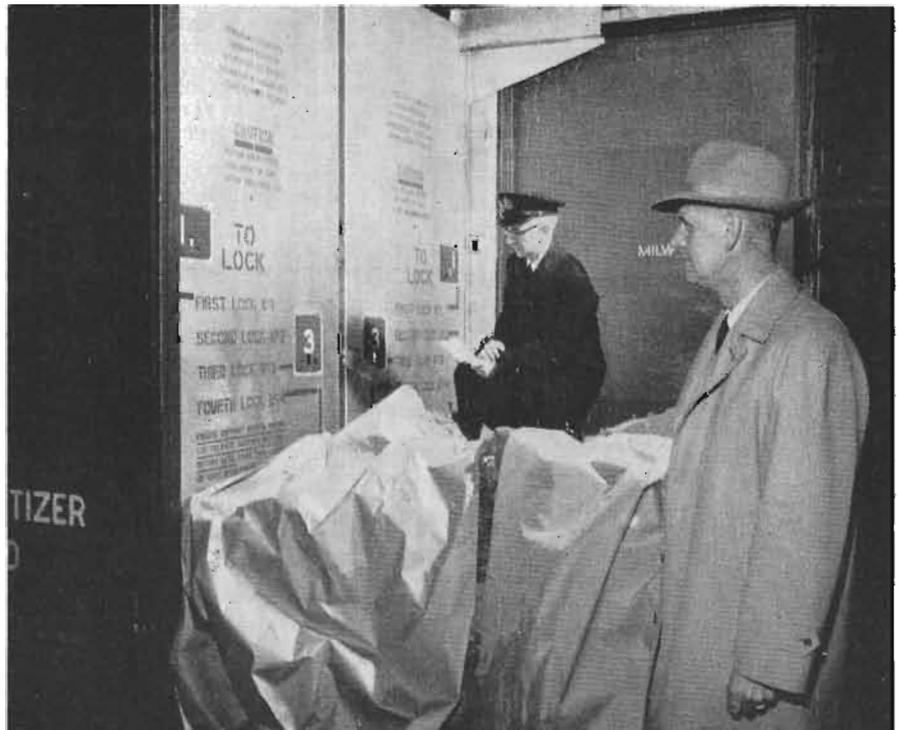
William Randolph Hearst once urged Arthur Brisbane to take a six-month holiday. Brisbane rejected the offer.

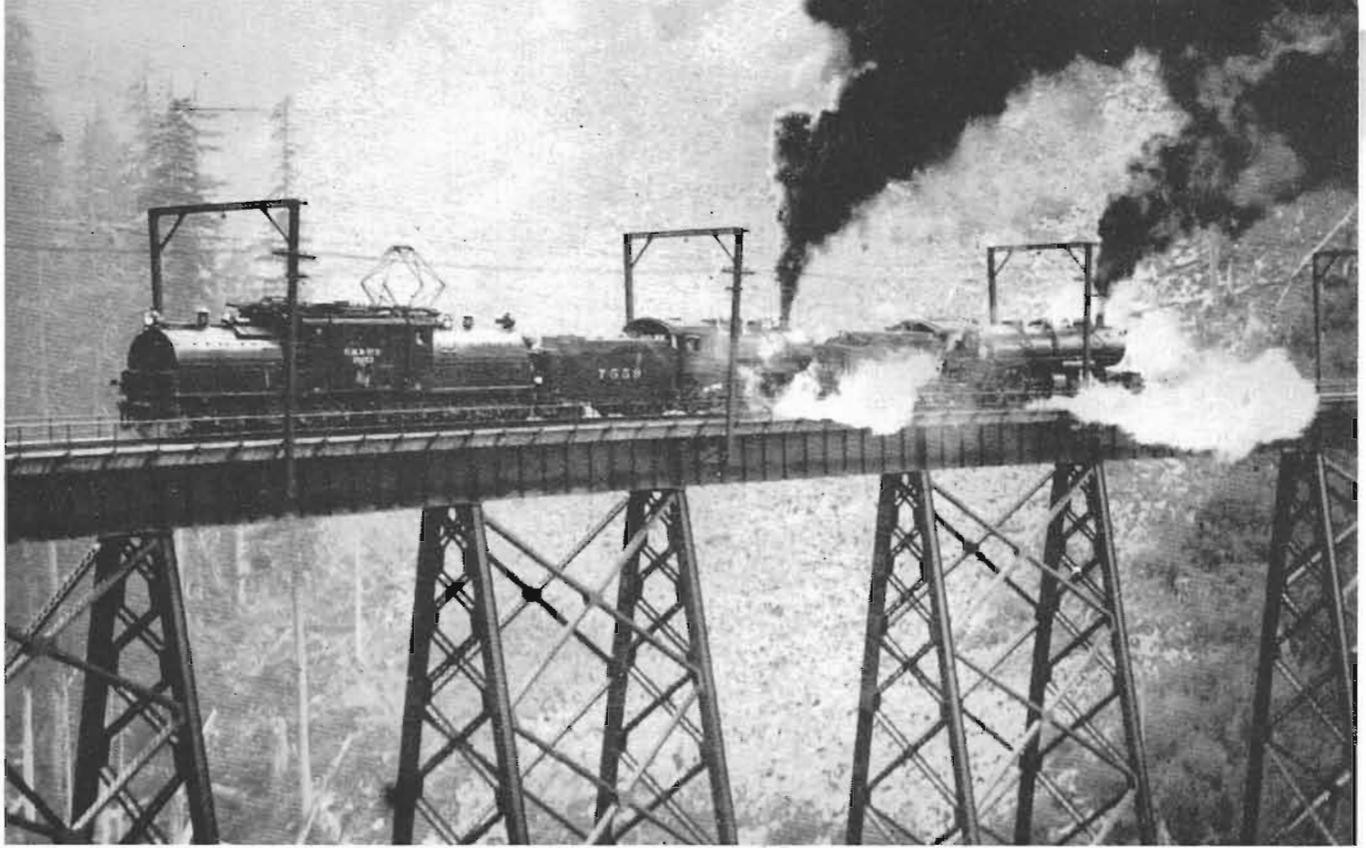
"There are two reasons why I will not accept an extended vacation", he wrote his chief. "The first is that if I quit writing for six months it might affect the circulation of your newspaper. The second reason is that it might not."



JUST THE THING. A forecast of events to come finds E. C. Lange, chief clerk to assistant passenger traffic manager, Chicago, and his two and a half-year-old daughter Victoria enjoying chicken and cranberry sauce as they will be served in Milwaukee Road dining cars on Fathers Day: C. J. Crawford, Chicago, is the waiter in charge. Chicken and cranberries has been designated by the National Father's Day Committee, Inc., as dad's official dish.

CARGO IN BOND. At the Port of Tacoma, Manager J. R. Woodruff (right) and U. S. Customs Inspector J. Girard take a look at one of the Milwaukee Road's new compartmentizer cars. The latest thing in freight cars, it is equipped with movable steel gates which can be locked into various sizes of compartments for separating l.c.l. shipments. In this case, a cargo in bond received at the port from Japan is being sealed into a compartment by the customs officer. (Tacoma Sunday News Tribune and Ledger photo)





BATTLE OF THE GIANTS. Under that heading this picture will be featured next month in an advertisement of the General Electric Company. Taken in December, 1925, the picture shows one of the Milwaukee Road's C-E bi-polar gearless electric locomotives winning a tug of war with two locomotives which at that time were among the most powerful on the railroad.



BIG BITE. Agent J. A. Preston of Prairie du Chien, Wis., trying his luck in the Veterans of Foreign Wars Ice Fishree held recently at Gremore Lake, brought in the biggest bass of the day. This spiny-finned beauty, weighing 3 pounds 15 ounces, won for him a prize of a 6 h.p. outboard motor.

"GETTING TO KNOW YOU". Introduced via the conga line, employes of the Milwaukee-Kansas City Southern Joint Agency enjoyed a "getting better acquainted" dance at the Drexel Hall last month. The affair was the first venture of a new social club formed recently by the Milwaukee and the KCS affiliated employes.



THE MILWAUKEE ROAD MAGAZINE

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

CEDAR RAPIDS scene, showing the Milwaukee's main line near the Cedar River. The five-stack plant is the power house of the Iowa Electric Light and Power Co., while the elevator to the right is the Iowa Milling Co. A portion of the classification yard is at the extreme right, and the roof of the roundhouse shows lower left.

