

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

POSTMAN
for the
NORTHWEST
page 4

MARCH 1954

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THE MILWAUKEE ROAD MAGAZINE

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How Much Have We Changed?

I SUPPOSE all of us have heard a great deal of talk about a thing described as *the changed attitude of people toward their work*. The tenor of the complaint is that today's employe suffers by comparison with his predecessor in what appears, by hindsight, to have been a happier and more industrious day.

There is no denying that the greater independence enjoyed by working people today has created many changes in surface attitudes. There is, for instance, small likelihood that today's employe would sit up half the night with an ailing locomotive or feel the need of going down to the office on Sunday afternoon. For the most part, the job never requires it! And I seriously question whether the employe of years ago knew as much about the goals toward which his company was working, or his own individual role in their attainment as does his counterpart of today.

The years create changes. Our progress is marked by sweeping improvements in the ways our work is done, and these changes quite naturally alter the thinking of the people who do the work.

I know that today, as always, most Milwaukee Road men and women bring loyalty and enthusiasm to their work because they still believe in the bedrock importance of what they are doing.

How much have we changed?

The truth is that we have changed only as our industry has changed. And today the railroads are doing a better job—doing it faster, more efficiently, and in a finer spirit of service—than at any time in their history.

J. P. Kiley



THE COVER

(See "Postman for the Northwest," beginning on page 4)

A FAST night mail train thunders past the little station without stopping. But as the R.P.O. car flashes by, a metal catcher arm, swung into position by an alert railway mail clerk, neatly grabs a mail sack suspended from a track-side crane.

Shown on the cover of this issue, enacting that ritual to mark the 70th anniversary this month of Milwaukee Road mail service between Chicago and the Twin Cities, is Charles Jans, postal transportation clerk, of Grays Lake, Ill.

In addition to the tremendous volume of mail of all classes which travels between Chicago and the Twin Cities over The Milwaukee Road, or which is loaded or unloaded at the many scheduled stops, there are 28 stations along the 410-mile route where our trains catch or dispatch mail "on the fly."

Inside the car the sacks are immediately opened and the postal clerks fall to the job of sorting, so that when the city terminal is reached the letters are all in their proper pouches, ready for speedy distribution.

Railway postal clerks develop remarkable speed and skill in the sorting and handling of mail. They know hundreds of railway mail routes. They memorize thousands of post offices and train connections. Thanks to their skill, to dependable train service and to the system of non-stop mail handling which they have worked out together, it is possible for thousands of small communities on the railroads of America to enjoy good mail service at all times.

The Milwaukee Road is proud to have played so important a part in the performance of this service for so many years.

Railroad Men and Transportation Taxes

What the Taxes Are...Why They Should Be Repealed by Congress...What You Can Do About Them

The following summary of facts regarding Federal Transportation Excise Taxes of 15 per cent on passenger fares and 3 per cent on freight charges is presented here in the belief that every railroad employe owes it to himself and his family to know as much as possible about those taxes and their bearing on employment in the railroad industry.

—Editor.

ALTHOUGH the much-discussed Federal Transportation Excise Taxes of 15 per cent on passenger fares and 3 per cent on freight charges are not paid by the railroads or by railroad men and women, they have a direct bearing on the welfare of both. They are collected by the railroads from passengers and shippers, and the amounts so collected are turned over to the government.

The taxes are collected only from passengers and shippers who use public for-hire transportation — railroads, airlines, intercity buses, and common and contract carriers by motor truck and by water. They are not collected from those who use their own cars, trucks, or barges.

Because they are not collected from those who are in a position to provide their own transportation facilities, they penalize the use of railroads and other for-hire transportation.

Because they put a penalty on the use of railroads, they discourage shipping and travel by rail, divert business from the railroads, reduce railroad revenue, and shrink railroad employment.

That is the point of direct interest to railroad people and their families—the reduction in the amount of railroad work to be done and the number of railroad jobs to be filled.

But there are other reasons why many people feel that, in the public interest, these taxes against those who use railroad service should be repealed.

Excise taxes are generally thought of as luxury taxes but these excise taxes are imposed upon one of the basic necessities of life—transportation.

There are two of these taxes—one of 3 per cent imposed upon freight charges and collected from shippers and receivers of freight, and one of 15 per cent imposed on passenger fares and collected from passengers.

One purpose of the 15 per cent tax on passenger fares, which was imposed during the war years, was to discourage civilian travel. The war has long been over, and the supply of passenger facilities is now abundant, but the "keep-'em-off-the-trains" tax is still in effect.

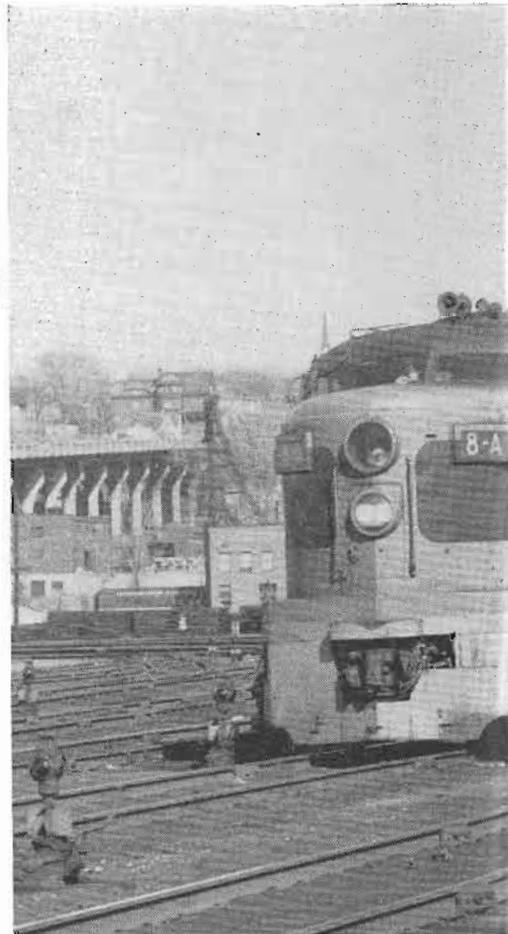
The excise tax of 3 per cent on freight charges is also levied only on the amounts paid for transportation by carriers offering for-hire service, with no corresponding tax upon those who use their own trucks and barges. One natural and inevitable result of this discrimination against those who use for-hire transportation has been to put more and more privately operated trucks on the highways—thereby increasing public highway cost and adding to highway congestion.

Both the passenger tax and the freight tax are included, as separate items, in the General Revenue Law passed by Congress. A new revenue law which provides for reduction of the tax on passenger fares from 15 to 10 per cent was written by the Ways and Means Committee of the House of Representatives and has been submitted to the second session of the 83rd Congress. As passed by the House, the bill makes no change in the present 3 per cent excise tax on freight shipments.

Any suggestions for elimination of the Transportation Excise Taxes should be submitted to the Honorable Daniel A. Reed, Chairman, Ways and Means Committee, House of Representatives, Washington, D. C.

The bill is now being considered by the Senate, acting through its Finance Committee, and all railroad people will be keenly interested in its progress. The chairman of this committee is the Honorable Eugene D. Millikin, U. S. Senate, Washington, D. C.

It began in 1884. Today, 70 years and several billion pounds of mail later, The Milwaukee Road says Happy Birthday to its . . .



POSTMAN for the NORTHWEST



At 3 A. M. Mar. 13, 1884, a "teakettle" steam locomotive left Chicago for the Twin Cities with five cars of mail for the people of the then still sparsely settled Northwest.

At 1:30 A. M. Mar. 13, 1954 a modern twin diesel rumbled out of Union Station in Chicago bound on a similar errand . . . only this train had 16 cars and the mail it was carrying was destined for a Northwest which had grown immensely in population and wealth.

The first of these dates marked the departure of the first mail train dispatched by The Milwaukee Road as official carrier of mail between Chicago and the Twin Cities. The second marked the time when that train—No. 55—reached its Biblical three score and ten.

For 70 years, seven days a week, a total of 25,567 days, No. 55 has been carrying the mail over the Chicago-Twin Cities route—and it's still going strong.

Not a single day has it failed to perform its appointed task. Storms and

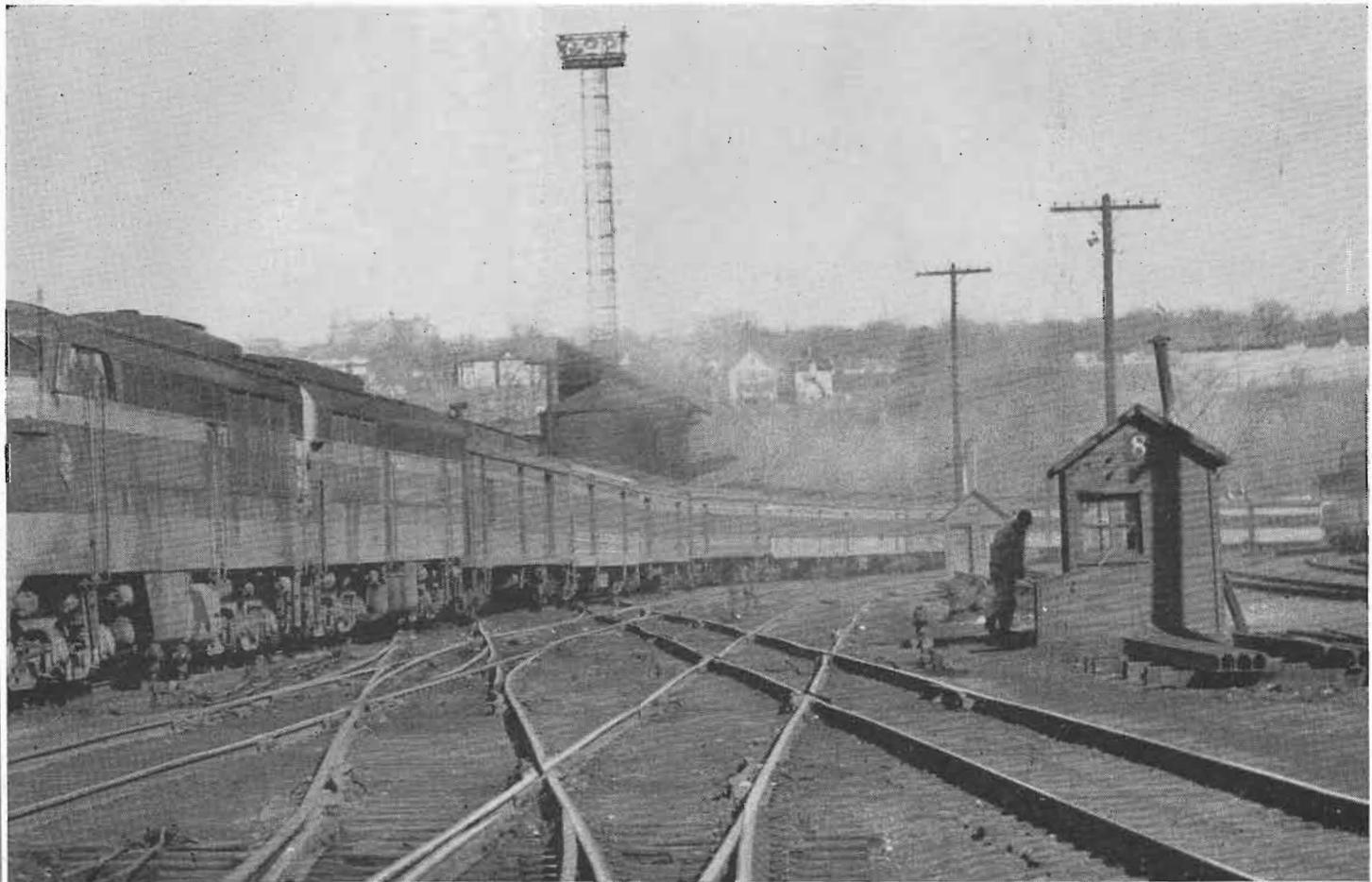
No. 55, modern counterpart of the Milwaukee Road train which began carrying the United States Mail between Chicago and the Twin Cities on Mar. 13, 1884, is shown approaching the St. Paul Union Station.

blizzards have occasionally delayed it, yes; but it has always come through.

Carl F. Rank, manager of the mail traffic department, tells of this shining record with pride, as well he may, because it is evidence of the kind of dependability that is typical of the railroads and that no other form of transportation can match.



E. J. Bornhoeft, general superintendent of Postal Transportation Service, St. Paul, sorts mail in an R.P.O. car in Chicago to mark the 70th year of Milwaukee Road mail service to the Twin Cities. Left to right: Mr. Bornhoeft; C. F. Rank, manager of Milwaukee Road mail service; D. J. Risinger, district superintendent of Postal Transportation Service, Chicago, in charge of mail service between Chicago, Milwaukee, St. Paul and Minneapolis; and L. F. Donald, Milwaukee Road vice president—operation. Mr. Rank holds one of the earliest mail handling contracts made between the Milwaukee and the United States Post Office Department.



It also demonstrates something else—conscientious devotion to duty on the part of all Milwaukee Road men and women, past and present, whose work has contributed to No. 55's magnificent record.

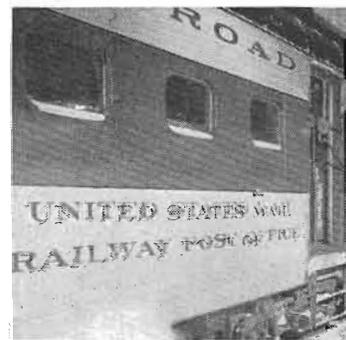
They can feel pretty good on this anniversary, thinking about what their efforts have meant over the years to the people of the Northwest—letters from friends and relatives, publications that keep them in touch with the world, gifts and greetings by the millions at Christmas.

In the 70 years No. 55 has traveled nearly 11,000,000 miles between Chicago and the Twin Cities. The amount of mail it has carried is not so easy to compute, due to the steady rise in volume as the population of the Northwest grew, and to other factors such as the passage of the parcel post law and changes in the law that followed. Making all possible allowances, Mr. Rank

roughly estimates that in its lifetime so far, No. 55 has transported 4 billion, 500 million pounds of mail. At 35,000 pounds per car this would make a single train nearly 1,500 miles in length—long enough to extend from Chicago to Butte!

No. 55 came into being overnight back in 1884. On Mar. 12 the then postmaster general proposed that The Milwaukee Road operate a fast mail train from Chicago to St. Paul, carrying mail for the Northwest states and Alaska. When he asked when the service could be started, he was told "tomorrow" and at 3 A. M. Mar. 13 No. 55 started on its maiden trip. Today it leaves at 1:30 A.M.

Until 1892 the train was operated on a written contract with the post office department. In that year the government dispensed with all such contracts, but The Milwaukee Road continued to be the official mail carrier between Chicago and the Twin Cities under a verbal understanding. That system still remains



unchanged except that today first class mail moves "on the basis of schedule," which means that it goes on the earliest available train, whatever the railroad. In practice, however, the Milwaukee still carries by far the greater part of the first class mail that moves by rail between Chicago and the Twin Cities as well as all mail of other classes destined for that point or beyond from the East, South and Southeast.

(Continued on page 6)



Loading No. 55 for on-the-dot departure from Chicago at 1:30 A.M. Much of the mail for the Northwest moves to the Twin Cities in "overhead" cars which have been loaded solid and sealed before being delivered to The Milwaukee Road by lines entering Chicago from the South and East. Others are loaded in the Chicago Union Station from loading platforms extending beneath the Chicago post office. Here Mail Handlers R. S. Owsiak (left) and C. E. Armatys load a storage car.



Mail for delivery at scheduled stops of mail trains 55 and 57, as well as for dispatch non-stop, is loaded on R.P.O. cars for sorting en-route. While the city sleeps, John Courtney, general foreman of the Milwaukee Road loading platform, helps load an R.P.O.

The mail handling operation has far outgrown the capacity of the first small G-6 with its string of five wooden cars. As early as 1899 it became necessary to add another train, No. 57, which itself is now past 55 years old. It is a poor day, Mr. Rank says, when 57 handles less than 18 cars and often the consist is 30 or 32. This partner of the older veteran, No. 55, leaves Chicago at 9 P.M.

Both No. 55 and No. 57 have twins, No. 56 and No. 58, which run from the Twin Cities to Chicago. They carry only about one third as much mail and express—from which it might be inferred that the course of empire is still westward.

The Milwaukee Road's mail carrying activities require a substantial fleet of equipment, including 72 mail cars, 12 60-foot railway post office cars, 60 partial mail cars and 375 storage cars. Among the latter are 122 steel box cars with passenger car trucks. These were

added to the fleet after World War II to replace equipment worn out in heavy war service.

Although the Milwaukee's mail traffic between Chicago and the Twin Cities is now far too great for No. 55 to handle alone, this faithful train is still the heart of the operation in a symbolic sense. It represents dependability. It also repre-

sents progress, because the equipment of the old train has been changed many times, from wooden to modern steel cars, from "teakettle" motive power to S-2's and massive S-3's and finally to the sleek diesels which haul it today.

A train of yesterday, old No. 55 is as modern as today. Happy birthday, No. 55!

Hours before departure of Milwaukee Road mail trains the R.P.O. crews are at work sorting mail for the many cities and towns between Chicago and St. Paul, as well as for other towns and rural areas whose mail is routed through those points.



J. O. McIlyar

JAMES O. MCILYAR, 54, freight traffic manager in charge of sales and service, with headquarters in Chicago, died of a cerebral hemorrhage on Feb. 20, only a few days more than a year after he had been promoted to that position. Rarely have the people of The Milwaukee Road and of the business community been more profoundly saddened than by his untimely passing.

Mr. McIlyar was a prominent figure in traffic circles on eastern as well as western railroads. He was born in Cambridge, Ohio, and started his railroad career in his native state in 1917. Following experience in the general freight department of several eastern roads, he entered the service of the Milwaukee at Seattle in 1921 and in 1922 was promoted to traveling freight and passenger agent with headquarters in Seattle. In 1927 he went to Spokane as commercial agent and subsequently served as divi-

sion freight and passenger agent at Aberdeen, Wash., and Miles City, Mont. In 1941 he was appointed assistant to western traffic manager in Seattle and in 1947 transferred to Chicago as assistant to vice president—traffic.

In February of 1948 Mr. McIlyar became assistant freight traffic manager, Chicago, and in September of that year was made western traffic manager at Seattle. In October, 1950 he was sent to Washington, D. C., as southeastern traffic manager, a newly created position, and served in that capacity until Feb. 1, 1953, when he succeeded H. S. Zane as freight traffic manager, sales and service.

Funeral services for Mr. McIlyar were conducted in Chicago. He is survived by his widow, Roxa Owens McIlyar, and two daughters, Janet and Melinda, who reside at the family home in Glenview, Ill.

SUPPORT FOR A STRONG AMERICA



S. Brown. Entering service at Port Angeles, Wash., in 1941, Mr. Montgomery has been in the Seattle general offices of the railroad since April, 1952.

Operating Department

Effective Feb. 20, 1954:

F. A. Barton is appointed trainmaster of the Chicago terminals with headquarters at Bensenville, Ill., following the resignation of F. G. Benner. Mr. Barton who started with the Road in 1947 as a yard clerk at Milwaukee, was formerly a fireman in Milwaukee and a trainman on the Iowa Division.

Mechanical Department

Effective Mar. 1, 1954:

W. A. Hisman is appointed traveling engineer of the Milwaukee Division Second District with headquarters at Green Bay, Wis., succeeding S. Einarson who retired after 48 years of service.

W. S. Pirkl is appointed traveling engineer of the La Crosse & River Division with headquarters at La Crosse, succeeding W. A. Hisman.

P. W. Anderson is appointed traveling engineer of the Hastings & Dakota Division with headquarters at Minneapolis, succeeding W. S. Pirkl.

A. T. Ireland is appointed traveling engineer of the Iowa Division with headquarters at Savanna, succeeding W. J. Brossard, transferred.

D. E. Miller is appointed traveling engineer of the Milwaukee terminals with headquarters at Milwaukee, succeeding A. T. Ireland.

W. J. Brossard is appointed assistant traveling engineer with headquarters at Milwaukee, succeeding D. E. Miller.

appointments

Traffic Department

Effective Mar. 1, 1954:



J. K. Pain



E. E. White

J. K. Pain is appointed assistant general passenger agent, Chicago, with the same duties as those of the assistant to passenger traffic manager, which title is abolished. He succeeds A. W. Dreutz who retired after more than 46 years of service. Starting at Seattle in 1918, Mr. Pain served as district passenger agent in Portland, Ore., from 1944 to 1947 and at Seattle until September, 1953, when he was appointed assistant to general passenger agent in Chicago.

E. E. White is appointed division freight and passenger agent at Spokane, succeeding J. R. Reagan who retired following 36 years of railroad service. Mr.

White has been with the Road since 1924, starting in the operating department in Chicago, where he was subsequently city freight agent. From 1947 to 1951 he was traveling freight agent with headquarters in Cleveland and most recently general agent at Portland, Ore.

R. J. Daniel is appointed general agent at Portland, Ore., succeeding E. E. White. Since starting in the Los Angeles traffic department in 1932, Mr. Daniel has been city freight agent in Los Angeles and most recently traveling freight agent with headquarters in Portland.

R. S. Brown is appointed traveling freight agent at Portland, Ore., succeeding R. J. Daniel. Mr. Brown, who started in the Portland traffic department in 1941, has been city freight and passenger agent in Tacoma since October, 1947.

G. E. Montgomery is appointed city freight agent at Tacoma, succeeding R.



R. J. Daniel



at the SIGN of the HELPING HAND

IT WAS clearly a day for adventure, if Captain Hass of the railroad police force at Aberdeen, S. D., was any judge of symptoms. Strolling up to the youngster in the station waiting room, he placed a paternal hand on his shoulder. "Where you bound for, son?"

At only nine, it's hard to contain your excitement: "Out to where the cowboys are."

Aberdeen is a neighborly city where news gets around in a hurry. Half an hour and a few telephone calls later the adventurer was back home, the song of the open road temporarily stilled.

In a large city terminal where travelers are constantly on the move the runaway might have gone undetected. Then again, because it's human nature to help people who obviously can't help themselves, he might have been intercepted by the outstretched hand of Travelers Aid.

Like little Jimmy: Maybe he had seen

too many television shows, or perhaps his heart was just a bit heavier than any six-year-old's should be. Anyway, it was a scared little boy the ticket seller in the Milwaukee Union Station brought to the Travelers Aid desk. Jimmy, alias Hop-along Cassidy, had asked for a ticket "to somewhere far away."

Travelers Aid works fast. In no longer than it took his mother to get to the station, the truant was safe in her arms. There was a new baby, she explained, and perhaps she had not paid enough attention to the six-year-old. She had never guessed that he thought he wasn't wanted at home.

Like thousands of others, this runaway discovered that the sign of the blue

and white lamp can be many things to many people. More than an information booth in a railroad station, more than a social service agency, it represents the warm sympathy of an organization devoted to the problems of travelers in distress.

Away from home, a stranger has few claims to public assistance. Language difficulties, a sudden illness, the job that didn't pan out . . . and he's in a tight spot. With no other place to turn, the blue and white beacon is often the means of setting the confused traveler back on a straight course.

The American tradition of organized help to travelers goes back to the days of the gold rush when thousands of



A Travelers Aid volunteer in the Chicago Union Station, Mrs. W. J. Allison, greets little Susan Birkett as she steps off a Milwaukee Road train. Susan had been visiting in Milwaukee and expected to be met by her parents, but they didn't get to the station in time. (International News photo)

forty-niners were stranded in St. Louis, then the gateway to the West. The mayor of that time, Bryan Mullanphy, created a special fund for their care and upon his death left \$600,000 earmarked specifically for emigrants passing through St. Louis.

In the early years of its history Travelers Aid devoted a great deal of help to the immigrants of all nationalities arriving on American shores. Its nationwide chain of service was forged gradually through the cooperation of the national societies which sponsored immigrants, through religious groups—Protestant, Catholic and Jewish—the YWCA, and similar interested civic and welfare organizations.

Today National Travelers Aid, embracing 104 local societies and nearly 1,000 cooperating agencies, provides an intercity service from coast to coast. Local societies maintain 101 assistance centers in railroad stations, 58 at bus terminals and two at airports; also 16 special USO centers (financed by USO, operated by Travelers Aid), of which 15 are in railroad stations. This chain serves more than 2,300 cities and towns.

The program is carried out through

As the hostess on duty in the USO lounge at the Chicago Union Station, Mrs. Hazel Keefer rouses a serviceman snatching 40 winks between trains. The hard sleeper is Sfc. Henry H. Hatcher of Smithfield, W. Va., who was returning from Korea.



financial contributions from transportation companies, foundations, Community Chests and other donors.

Like all passenger-carrying railroads, The Milwaukee Road recognizes the important role played by the Travelers Aid

societies in helping travelers who use its stations. Included among railroad officials who help to administer the society's affairs are L. H. Dugan, vice president and western counsel, Seattle, who is on the Seattle board of directors and also serves as a director of the national organization; S. W. Rider, assistant solicitor at Minneapolis, who is treasurer of the Minneapolis board; and C. F. Dahnke, assistant general passenger agent, Milwaukee, who is an associate director of the Milwaukee society.

The Travelers Aid globe is a familiar sign in nearly all of the large stations on the Milwaukee system. In Chicago the local society maintains desks in all of the city's six railroad stations. This society, formed in 1890, is the largest in the country in the number of people served. A staff of approximately 30 trained case workers deals with the problems of clients, and several hundred volunteers assist the professional workers and serve as lounge hostesses. Its activities are directed from an administrative office under the supervision of an experienced executive officer.

Operating around the clock, every day of the week, the Chicago society last year gave assistance to over 116,000 travelers. Of these, approximately 18,000 had serious problems which required casework help. Not included in the total were some 118,000 servicemen and women who availed themselves of the facilities of the USO lounges.

Of the 2,500,000 people who find their way to the Travelers Aid globe every year, two-thirds are railroad pa-

Teamwork between Mrs. Hazel Keefer and L. D. James, passenger agent in the Chicago Union Station, eases the travel difficulties of Mrs. Joyce J. Beekes, just arrived from Holland and en route from New York City to Seattle. With children Nancy and Mario she was making the last leg of her long journey on the Olympian Hiawatha. Travelers Aid arranged to have her met and assisted at all transfer points.





In the major rail centers, Travelers Aid-USO lounges provide facilities for such home-like comforts as taking a shower, having uniforms pressed, writing letters, watching TV, enjoying refreshments, or just playing a friendly game. Many of the lounges have furnishings contributed by the railroads, and all occupy rent-free space.

trons. In Chicago, hub of the nation's rail network, several thousand travelers arriving every year, stranded and friendless, could easily pose a community problem. The ability of Travelers Aid to handle these emergencies is valued by civic leaders. Speaking for the railroads' affiliated interests, C. P. Fisher, general manager of the Chicago Union Station Company, who is active on the society's administrative board, said:

"We are deeply grateful to Travelers Aid for the assistance they give to people who come into the station and are at a loss as to what to do or where to turn. For example, boys and girls leave home and then regret it. People come to the city and run short of money for food and lodging. These are only a few of the many problems handled by Travelers Aid which otherwise might fall on the railroads. For our financial contribution to Travelers Aid, we receive a great benefit."

Working with Travelers Aid is a daily routine for stationmasters, depot passenger agents, train crews, local agents and others dealing with the traveling public. Many a Milwaukee Road employe can tell of incidents from his own experience.

For instance, a German immigrant who was en route to the home of her brother in Milwaukee became confused in Chicago and somehow boarded the

Milwaukee's No. 7 instead of the Northwestern for which she held a ticket. At Milwaukee the conductor brought her to the Travelers Aid desk where through an interpreter she gave her brother's name. A telephone call located him waiting at the other station. It came out then that she had left her luggage on the train which had brought her to Chicago, thinking it would be transferred. The conductor assumed the responsibility of calling Chicago, locating the luggage and arranging to have it sent on to Milwaukee.

On the long trip from her home in Illinois to visit her aunt in Seattle, Dorothy, aged 10, made friends with the conductor. She was expecting to spend her summer vacation with Aunt Edith, she told him. At Seattle the conductor brought Dorothy to the Travelers Aid desk—Aunt Edith had failed to meet the train.

Travelers Aid by-passes red tape. From neighbors it was learned that the aunt, apparently mistaking the date of Dorothy's arrival, had herself gone on a vacation. Dorothy could scarcely hold back her tears, not even when she was assured she could stay in a nice Children's Home until her aunt came back. It should be added, though, that Dorothy had such a wonderful time at the home that she left with reluctance when

her aunt returned to Seattle.

Travel can be very confusing to oldersters. Only recently an elderly man, traveling from the west coast to New York City where he was to sail for his old home in Palermo, Italy, became emotionally disturbed even before he was fairly on his way. The train crew kept a watchful eye on him, however, and at Chicago, on the advice of a doctor, entrusted him to the care of Travelers Aid. Staff workers arranged to have him placed in a nursing home and notified his relatives. After a few days' rest, he regained his faculties and was able to continue.

It must not be concluded that all cases are dramatic. The everyday routine of business is fairly calm. An inexperienced traveler may ask for directions, a serviceman's wife inquire about hotels. A call or a telegram may come through asking Travelers Aid to meet a blind person at the train, to get a redcap and wheelchair for grandma and see her into a taxi, or watch for Junior returning from camp ("You can't miss him—he has a crew cut and will be carrying his fishing gear").

This is the field work of the volunteers, that large corps of women (and a few men) who donate their spare hours to the little extra acts of kindness that go hand-in-hand with social service. Here is how it works:

In Chicago recently a frantic grandmother 'phoned Travelers Aid. Her daughter, who had been "down home" to have her first baby, was returning on the train and in the confusion of leaving had forgotten the baby's food—bottles, formula and all.

The volunteer on duty was reassuring: "Just give me the formula over the telephone."

Travelers should be grateful for the fact that drugstores stock just about everything. On a hot plate in the station matron's quarters, the volunteer prepared the formula, sterilized bottles and dashed out to the platform. There was no need to search for the distraught mother. A crying baby was notifying the world that he was hungry.

Last year 432 servicemen who didn't make it home for Christmas spent the day in the USO lounge in the Chicago Union Station. Their Travelers Aid hostesses didn't make it home, either. One of them was Mrs. Hazel Keefer, and she didn't mind. She claims it was the best Christmas she ever had.

Mrs. Keefer last year put in 568 hours on Travelers Aid work, which was tops on the list for evening and week end

volunteers. It so happens that she is a member of a railroad family, and a Milwaukee Road family at that. Her father was the late Harry J. Cameron, general car supervisor of the Chicago terminal district when he passed away in 1947 after some 40 years of service, and her sister Marion was a clerk in the freight traffic department in the Union Station for several years.

But getting back to that memorable Christmas, Mrs. Keefer's eyes grow warm at the recollection: "The railroads in the station gave us the turkeys and hams," she said, "and the Harvey restaurant the sandwich makings, and we begged the cake, cookies and candy off of our friends. And the gallons of coffee! Most of the boys had come straight from Korea, and you should have seen them go to it."

Mrs. Keefer has been a volunteer for three years, but as though it happened yesterday, she will never forget her first case. It was a German woman, a displaced person, whom she was to assist in transferring to a California-bound train. She spoke no English, Mrs. Keefer no German. The traveler was burdened with a mountain of luggage and was further distracted by the idea that she was late for her connection. By pointing to the clock, Mrs. Keefer tried to convey that she had plenty of time, which the woman interpreted as meaning that there wasn't a moment to spare. Mrs. Keefer looked around wildly for an interpreter, and then did the only thing that occurred to her. Standing on tiptoe

—she's on the petite side—she implanted a kiss on the stranger's cheek.

The gulf between them was bridged immediately. Far from home and lonely, the woman embraced Mrs. Keefer and began to pour her troubles into a sympathetic ear. By the time she finished both were enjoying the luxury of a good cry.

Nowadays the language barrier doesn't disconcert Mrs. Keefer. In fact, she got along very well recently with the three young men from Arabia who were on their way to visit relatives in the West. In evident appreciation of her assistance with their tickets and baggage, they offered her cigarettes. No? In pantomime then they indicated they would like to take her to dinner. No thank you. Would she then accept money—they extended their wallets. Her smiling refusal sent them into a huddle. Curious about what was going on, she finally tapped one on the shoulder: "What you say?" With a gallant bow, the spokesman for the group got the idea across with three words: "Make good wife."

In her purse Mrs. Keefer carries a little note. It's rather creased, now, but it brings back a picture of the tag end of a rainy night at the Travelers Aid desk, a tired woman and a little girl; no money.

This note, Mrs. Keefer says, symbolizes for her the true spirit of Travelers Aid work and the nature of the role it plays in our way of life. "Dear Saturday Volunteer," it reads. "I can never express my heartfelt thanks. You helped me when no one else would."

Stranded in Chicago when an emergency operation used up their travelers Checks, these sisters from Seattle explain their predicament to Travelers Aid worker Mrs. Edith Smitskamp. Travelers Aid wired their parents, who deposited funds with the Seattle society to pay for their return.



March, 1954

QUIZ

test your knowledge of railroads and railroading

(Answers on page 38)

1. In railway terms, what is a "fish-plate"—a tie plate, a part of a rail joint, or a plate used for serving seafood in dining cars?
2. What is a trap car—a caboose, a freight car used for assembling and distributing in terminals, or a car used by section men for carrying tools and water?
3. Which class of operating expenses is the greatest — maintenance of way, maintenance of equipment or transportation?
4. What is a "block station"—a station in which tracks come to an end, a place from which block signals are operated, or a station at which all trains must stop?
5. Which state west of the Mississippi River was the first to introduce steam railway transportation—Iowa, California or Missouri?
6. What was the average rate of return on net railway property investment in 1953—about $3\frac{1}{4}$, $4\frac{1}{4}$, or $5\frac{1}{4}$ per cent?
7. How many dining cars are operated by the railroads of the United States — about 1,700, 2,200 or 2,700?
8. What is a "maintracker"—a track inspector, a diesel-powered motor car on a mainline run, or a long-distance freight train that runs from starting point to destination without dropping or picking up cars en route?
9. To what do the initials RDC usually refer—rail diesel car, rail detector car, or rail derrick car?
10. Does the term "bridge line" have reference to tracks on a bridge to a railroad having many bridges, or to a railroad which serves as a connection between other railroads upon which most of its traffic originates and terminates.

On the strength of their safety showing the railroads are right in claiming to be the safest means of transportation available to the American public.

Sioux City (Iowa) Journal-Tribune



With a tap lounge car of their own, fun started for the Rockford group as soon as they boarded their special train.

WEEK END at Iron Mountain

by **Orren R. Anderson**
Traveling Passenger Agent
Chicago

A MILD winter, combined with an undiminished taste for winter sport, sent a large group of Rockford, Ill., skiers and would-be skiers north to Iron Mountain, Mich., last month aboard a Milwaukee Road special train.

The date was Friday evening, Feb. 5, the sponsor of the excursion was the Rockford Junior Chamber of Commerce, and the winter sports enthusiasts numbered 154, which proved to be a record breaker for both the railroad and the hotel where they stayed. It was the largest group ever to travel on a Milwaukee Road "snow train," and the largest group of skiers in a single party to be housed at the Dickinson Hotel in Iron Mountain.

The train which left Rockford was, as a matter of fact, the first Milwaukee Road special of its kind to be operated into the Midwest's favorite winter sports area for many years. The Milwaukee Road has been offering "package" week end rates since World War II and has attracted an increasingly large number of patrons. All of these, however, like the large groups of college and high school youngsters who made the trip earlier this

year, used the regular service of the Copper Country Limited and the Chippewa Hiawatha.

The train, four coaches and a tap lounge car, which had left Rockford at 6 o'clock in the evening, went north through Beloit to Sturtevant and Milwaukee, where it was coupled to the rear of the Copper Country Limited. Arriving

in Iron Mountain at 4:30 Saturday morning, the cars were set out for occupancy until 6 A.M., when the skiers were taken directly to the Dickinson Hotel and the hot breakfast which awaited them.

Following breakfast, the group gathered together their skiing gear and boarded special buses for the three mile ride to the Pine Mountain ski trails.

Most of the skiers were novices, and LaVern Trepp (left) was willing to give lessons. He's shown demonstrating a standing turn to Loretta Lileberg, Laura Ohlen and Chuck Gibsen of Rockford, Evelyn Butz of Belvidere, Ill., and Engrid Gibsen of Rockford. (Photo courtesy The Iron Mountain News)

Skiers gather at the foot of the ski slopes, near Pine Mountain Ski Lodge for a ride to the top on the tow. (Photo courtesy The Iron Mountain News)



Luckily, the party included a number of expert skiers who found time both to polish their skill on the high, steep runs, and donate their services as instructors to many who had never before attempted the thrilling winter sport. Rib Mountain normally has plenty of good "skiing snow" throughout the season and was certainly no disappointment this week end. As though by way of setting things up right for the record crowd, the weather was made to order, with about five inches of new snow on the ground. Rib Mountain offers the expert three fast trails, as well as gentler slopes for the beginners. The rope ski tow is in operation daily.

Despite numerous bruises and muscular aches, a dinner-dance was held at the hotel Saturday night for the Rockford group, with a floor show provided by the Jaycees themselves.

Sunday morning found the enthusiasts at it again early, only this time most of the beginners were pleased to find that they were able to keep the snow out of their hair and under their feet as they breezed down the more "expert" slopes.

At 2:25 that afternoon the weary skiers boarded their special cars once more (now a part of the Chippewa Hiawatha) and were homeward bound. One of the highlights of the week end, and timed for that part of the trip when it would do the most good, was a prime rib roast of beef dinner served in their special dining car.

What did it all cost, exclusive of linniment? The special rate was set at \$31.50 each, including the round trip train fare in reclining seat coaches, lodging at the hotel, meals both on the train and at the hotel, bus transportation to the ski area, and use of the ski tow for two days.

And was it a success? It must have been, because the Jaycees announced on the return trip that the Iron Mountain snow train will be run again next year . . . and everybody, even those on crutches, cheered!

A former speed skater himself, Al Zirkel has coached Sue and Bob since they put on their first pair of skates



The Skating Zirkels

by Virginia Schori

Correspondent, Milwaukee Shops

SUE AND BOB ZIRKEL, children of Al Zirkel, secretary to the assistant general storekeeper, stores division, at the Milwaukee shops, are being hailed by Midwest sports writers as potential material for the Olympic ice skating teams. The junior blade stars inherit their interest in the sport from their father, who was formerly a skater himself and who in his spare time manages the West Allis Skate Club, one of the largest speed skating groups in the country.

Sue, who is 14 and a freshman at Mercy High School in Milwaukee, has been skating since she was eight. Starting in the "cub" class, she has held the state championship every year since 1949, except in 1952 when she was Milwaukee County champion. In addition she was Tri-State champion in 1951 and Wisconsin Valley champion in 1952, second in the U. S. Indoor at Colorado Springs in 1951 and in the Manitoba championship at Winnipeg, Canada, in 1953, third in the U. S. Indoor in 1953, and runner-up in the Great Lakes meet and in the Ten Thousand Lakes meet at Minneapolis in 1952.

During the past season Sue won the Madison Open, the State Silver Skates, the St. Louis Southwest Indoor, the Oconomowoc Open Midwest and the title of Lake Superior Junior Girls champion for 1954.

Bob, who started to skate when he was seven, won his first national honor at the age of 10 when he placed second among first year midgets. His other national awards include the United States Indoor and Outdoor titles when he was 11, a third in the National Indoor as a first year junior, and second in the mile

at the U. S. Outdoor this year. In state competition he was runner-up for the championship in 1949, 1950 and 1951, champion in 1953, and co-champion in 1952 and 1954. He has also won such honors as the Detroit Midwest championship in 1952, the St. Louis Southwest meet in 1952 and 1954, the Great Lakes championship in 1949 and 1950, the Tri-State in 1950, and the Ten Thousand Lakes meet in 1951.

This year Bob won the Madison Open, the State Silver Skates and the St. Louis Southwest Indoor, and placed second in the Lake Superior meet and in the St. Paul Open Indoor. In the state championship he also set a new 440-yard Wisconsin record. Bob is 15 and a sophomore in the West Allis Central High School. His ambition is to study dentistry at the University of Minnesota.



Sue has won 19 trophies and some 70 medals, Bob 25 trophies and 80 or more medals.

March, 1954

how are we doing?

	JANUARY	
	1954	1953
RECEIVED FROM CUSTOMERS		
for hauling freight, passengers, mail, etc.....	\$17,633,965	\$20,787,415
PAID OUT IN WAGES		
PER DOLLAR RECEIVED (CENTS).....	9,938,085 (56.4)	10,463,946 (50.3)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	558,203 (3.2)	593,075 (2.9)
PER DOLLAR RECEIVED (CENTS).....		
ALL OTHER PAYMENTS		
for operating expenses, taxes, rents and interest.....	8,494,313 (48.2)	9,072,405 (43.6)
PER DOLLAR RECEIVED (CENTS).....		
NET INCOME		657,989
NET LOSS	1,356,636	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:		
Number of cars.....	103,723	123,140
Decrease 1954 under 1953.....	19,417	

More on Outsize Loads

AMONG the many comments received in the Milwaukee Road Magazine office regarding "Only the Railroads . . .", the article on excessive dimension loads, in the February issue, was the following

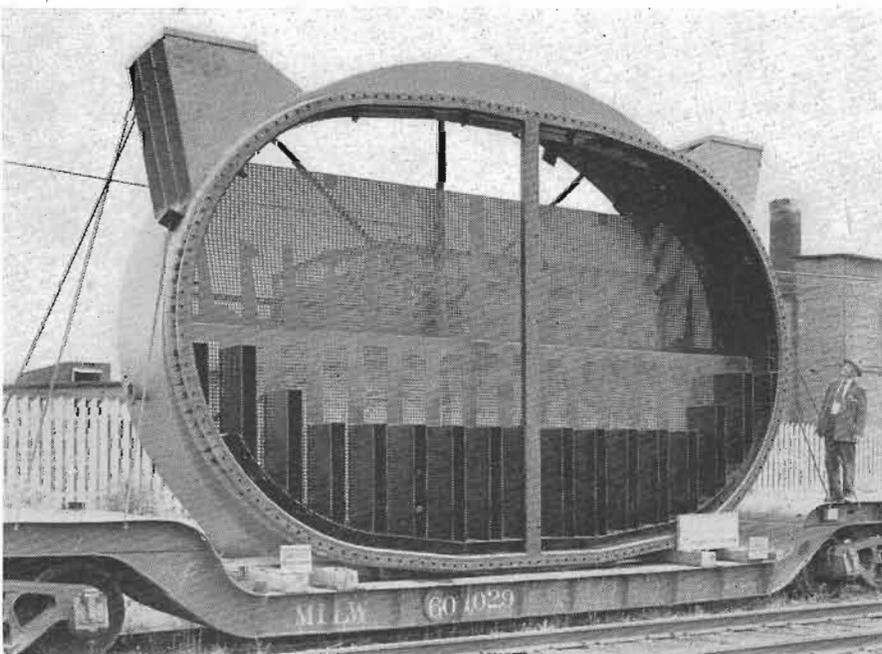
from F. A. Shoulty, superintendent car department, Milwaukee:

"Your article entitled 'Only the Railroads . . .' in the February issue was a very good one. I am sure you did not

intentionally overlook the nucleus of the team required to safely move excessive dimension loads.

"The foundation for safe movement is the proper preparation of the loads. To insure against such foundation crumbling enroute requires specialized knowledge and considerable fortitude on the part of the car inspectors and car foremen, both at originating point and enroute. To qualify for one of these positions requires, among other things, a complete knowledge of the rules contained in the enclosed book [240 pages] covering the types of loads illustrated, which is only one of seven such books involving shipments made in open top cars."

[Editor's Note: "Only the Railroads . . ." was aimed primarily at reminding Milwaukee Road people regarding the indispensable nature of railroad service and was confined chiefly to the problems involved in getting excessive dimension loads through to destination. The great importance of car forces in the preparation of all open loads and many others is the subject of another article now in work. Meanwhile, the picture at left will provide an impression of the skill required of Milwaukee Road loading inspectors.]



Loading Inspector Clem Kabacinski is shown alongside a section of a condenser loaded on a Milwaukee Road depressed flat car at the Allis Chalmers Manufacturing Co., Milwaukee.

Elected to Organization Posts



W. D. Goss



M. L. Boydston



L. R. Norberg

W. D. Goss, the Road's general agent in Boston, Mass., was recently elected chairman of the Boston General Agents Council for 1954. The council is composed of general agents of railroads having offices in that city, including both on-line and off-line agencies, who hold monthly discussions on subjects of interest to railroad personnel.

Mr. Goss has been with the Road in Boston since 1929. He served as city freight and passenger agent from 1936 to 1942 when he became traveling freight and passenger agent. He has been general agent since 1947.

At the annual meeting of the Western Association of Railway Tax Commissioners in February, M. L. Boydston, tax

commissioner, Chicago, was elected vice-president. He had served the organization as secretary-treasurer since 1952. The association consists of railway tax officers and assistants, utilities representatives, and others with a mutual interest in tax affairs. Mr. Boydston, who started with the Road in Seattle in 1941, has been tax commissioner since 1950.

L. R. Norberg, assistant tax commissioner, Chicago, was elected secretary-treasurer of the Western Association of Railway Tax Commissioners to succeed Mr. Boydston. Mr. Norberg has been with the tax department in Chicago since 1941. He was assistant tax agent before being appointed assistant tax commissioner in August, 1950.

down in that manner today, he observes, although there are three applying on Milwaukee Road trains, our railroad being one of the few in the country which offers an intermediate class. Those rates today are, per mile: first class—3½ cents; intermediate—3 cents; and coach—2½ cents.

Mr. Dreutz also recalls the "home seekers' fares" which applied on the first and third Tuesdays of each month during some periods prior to 1918. The round trip was a regular one-way fare plus \$2.00 for the return, regardless of distance, so long as the return trip was made within 21 days.

During his years in passenger rate work, Mr. Dreutz has witnessed and taken part in many new developments in railroad tickets. He was, for instance, instrumental in the creation of the popular book-type interline ticket now in general use on The Milwaukee Road and many other lines.

Mr. Dreutz plans to remain in Chicago where he and Mrs. Dreutz have always made their home.

J. R. Reagan, Spokane DF&PA, Retires

J. R. REAGAN, division freight and passenger agent at Spokane, retired at the end of February. He had been with the Road since 1918, with the major part of his service on Lines West.

Mr. Reagan started as a traveling freight claim agent in the Illinois territory and in 1924 transferred to Harlowton. Following a brief period during which he was chief clerk in the traffic department in Butte, he was appointed traveling freight and passenger agent there in 1926. From 1933 to 1937 he held the same position in Miles City and was subsequently division freight and passenger agent there. He had been division freight and passenger agent at Spokane since October, 1938.

A. W. Dreutz Retires

A. W. DREUTZ, assistant to passenger traffic manager, retired on Feb. 28, bringing to a close a Milwaukee Road career of almost 48 years, during which time he held every position in the passenger rate department. He was guest of honor at a party given by a large group of friends from both on and off the railroad on the night of Feb. 10.



A. W. Dreutz

Mr. Dreutz came to the Milwaukee as a messenger boy in 1905 and worked in the rate office continuously except for the period from April, 1927, to February, 1929, when he was with Poole Brothers, a Chicago printing firm. He was promoted to assistant chief rate clerk in 1929, to chief rate clerk in 1944, and in January, 1948, became assistant to general passenger agent. His appointment

as assistant to passenger traffic manager came in September, 1953. His son, A. A. Dreutz, is assistant manager of the reservation bureau in Chicago.

Mr. Dreutz recalls that when he began working for the railroad, and all during the period of federal control, there was only one basic passenger rate; it varied from 2 to 5 cents per mile, however, according to states and main and branch lines. Rates are not broken

our safety score

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

Month	1954		1953		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	21	41	2	41	-100	-49
February	16	19	..	19	-16
TOTALS	37	60	2	60	-100	-38
Casualty Rates	3.99*	.20	6.01	6.01	-100	-34

*Estimated

J. G. Wetherell, Engineering Veteran, Retires

A VETERAN member of the Road's engineering department, J. G. Wetherell, was honored last month at a luncheon in the Medford Hotel, Milwaukee, on the occasion of his retirement after 20 years as assistant engineer of the Milwaukee Terminals Division and 45 years of railroad service—42 with The Milwaukee Road.

As a young engineer, Mr. Wetherell was employed on a location survey for the Algoma Central Railroad in Canada and was also with several other eastern lines before coming to the Milwaukee in 1912. He started as a draftsman at Minneapolis, where he worked on the 29th Street grade separation. Subsequently he served as bridge inspector with headquarters in Chicago and as pilot engineer in the valuation department. Since 1933, when he was appointed assistant engineer at Milwaukee, he had supervised many of the Road's major engineering projects in that area. His outstanding job was the northwest side grade separation—the whole system of over and underpasses between West State Street and North Milwaukee.

Railroad and business associates who attended the luncheon in his honor included H. B. Christianson, special engineer, Chicago; J. A. Jakubec, general superintendent, Milwaukee; J. J. Dombrowski, superintendent of the Milwaukee terminals; K. R. Schwartz, superintendent of the Milwaukee Division; W. Lakoski, division engineer, Milwaukee; and M. M. Wolverson, assistant general freight agent, Milwaukee. Milwaukee's mayor, F. P. Zeidler, was also present, having worked under Mr. Wetherell some years ago when he was a Milwaukee Road employe. F. M. Sloane, re-



At the retirement luncheon in the Medford Hotel, J. G. Wetherell (center) is congratulated by H. B. Christianson, special engineer, Chicago (left), and J. A. Jakubec, general superintendent, Milwaukee.

tired division engineer, was master of ceremonies.

At the luncheon Mr. Wetherell told of his plans for the future. With Mrs. Wetherell, who recently retired as president of the Bradley Washfountain Company of Milwaukee, manufacturer of plumbing equipment, he is moving to La Mesa, Calif., a suburb of San Diego. Travel is their mutual hobby, and they are looking forward to visiting many places of interest, starting this spring with a tour of the Hawaiian Islands.

One of the shortest laws ever passed by Congress—53 words in length—was approved by President Lincoln Mar. 2, 1863. It provided "that the gauge of the Pacific Railroad . . . from the Pacific Coast to the Missouri River, shall be . . . four feet, eight and one-half inches."

Railroad Hour Forecast

ON THE 287th Railroad Hour program Mar. 29, the American railroads will present Rudolph Friml's musical romance, "The Three Musketeers". Gordon MacRae, the featured singer, will have as his guest soprano star Dorothy Warenskjold, a favorite of Railroad Hour audiences. Songs in the show include the spirited "March of the Musketeers", and the charming "Ma Belle". The next four shows are:

- Apr. 5—"Great Day" with Mimi Benzell
- Apr. 12—"Babes in Toyland" with Lucille Norman
- Apr. 19—"Smiles" with Elaine Malbin
- Apr. 26—"Rose Marie" with Virginia Haskins

H&D Division Wins Safety Contest

For having the lowest employe casualty rate among the 16 operating divisions of The Milwaukee Road for the year 1953, the Hastings and Dakota Division has been declared by E. G. Kiesele, superintendent of safety, to be the winner of the President's Safety Trophy.

Congratulations have been extended to Superintendent A. O. Thor and all of the employes of the division for their achievement, but more particularly for the decrease of 75 per cent which the 1953 casualty rate of 2.21 represents when compared with 1952.

This division has now completed its sixth consecutive year without an employe fatality. Furthermore, employes of the division experienced only five disabling reportable injuries during 1953 for the 2,258,586 manhours that were worked.

Animal IQ

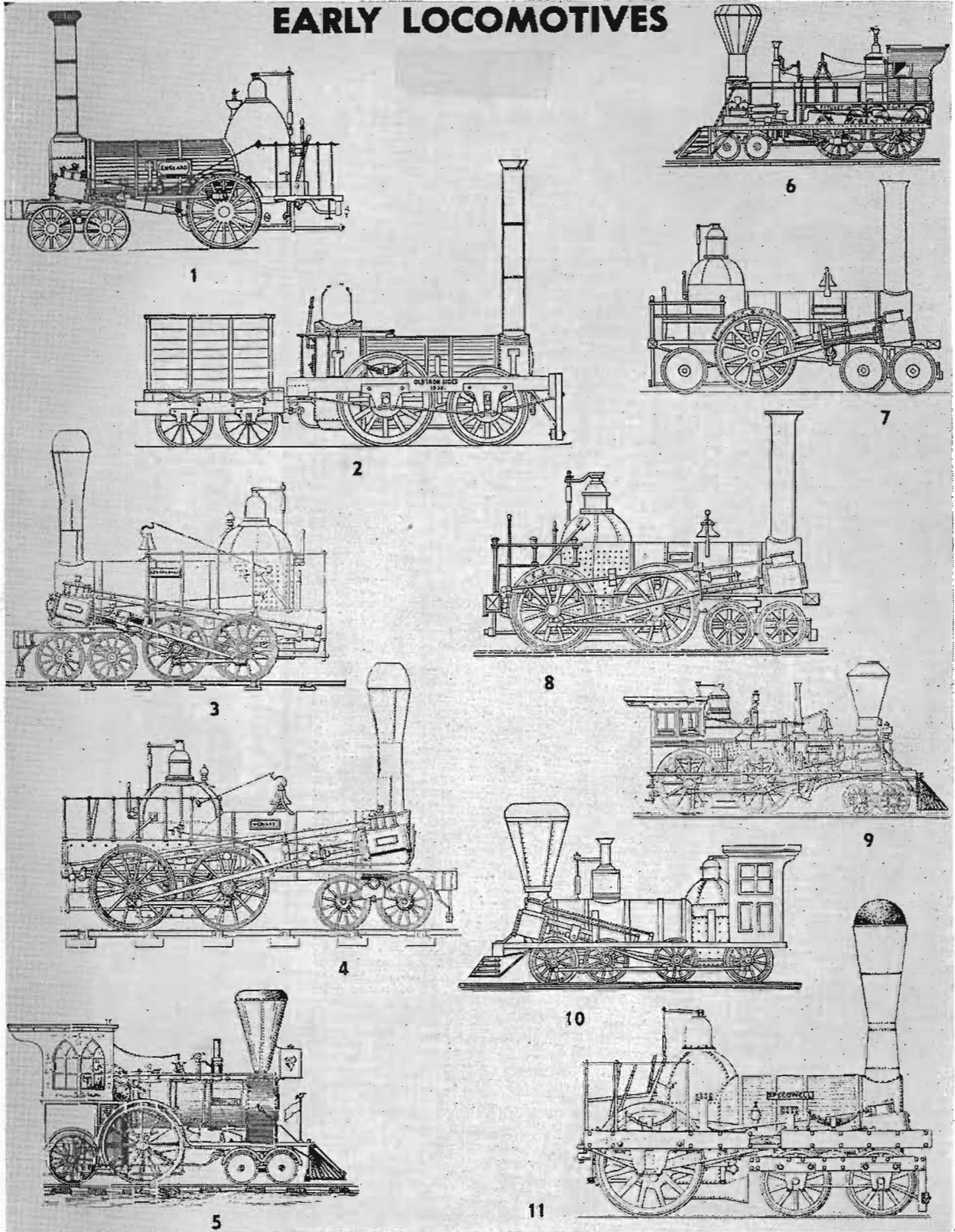
Canine intelligence was credited with saving the day when a fire broke out recently at 2 A.M. in the Hermosa station in Chicago. The four-footed hero was a little white terrier which belongs to a family across the way. First he tried to rouse his young master by tugging off the bedclothes, and when that failed he bounded to the window and set up a furious barking that woke everyone in the house. According to Agent George Hampton, the dog's hearing must have been unusually acute, for when firemen reached the scene, although there was considerable scorching, only a tongue of flame had broken through.

The railroad industry has been investing more than a billion dollars a year in improvements to meet its modern responsibilities. The weak spot in the picture . . . is that the railroads, shackled by outworn governmental red tape and regulations, have not been permitted to earn enough to attract sufficient new investment capital. This problem will be solved . . . if the public and government will come to recognize the railroads for the highly competitive industry they are rather than the monopoly they are supposed once to have been. That would mean giving railroad management greater latitude to adjust rates, fares and services to changing and flexible conditions. Trucks, buses, passenger automobiles, waterways and airplanes make transportation today a highly competitive business. Theories of strict government rail regulation adopted when the rails did not have that competition are obviously unsuited to today's conditions.

St. Paul (Minn.) Dispatch.

The Milwaukee Road Magazine

EARLY LOCOMOTIVES



1. "England"—Built in mid-1830's by Long & Norris of Philadelphia for the Birmingham & Gloucester Railway of England.
2. "Old Ironsides"—Built in 1832 for the Philadelphia & Norristown Railroad by Matthias Baldwin.
3. "Gowan and Marx"—Built in 1839 by Eastwick & Harrison for the Philadelphia & Reading.
4. "Mercury"—Built in 1844 by Eastwick & Harrison for the Baltimore & Ohio.
5. "Brookline"—Originally built in Liverpool (1835) and rebuilt in 1840 at Boston & Worcester Railway Shops.
6. "Patuxet"—Built in 1850 for the Old Colony Railroad.
7. "Stockbridge"—Built by Rogers, Ketchum & Grosvenor in 1842.
8. First "American Type" locomotive in United States. Built by Rogers in 1844.
9. "Victory"—Built by Rogers in 1849. This was the first engine with shifting link valve motion.
10. A Baldwin "pusher" on the Erie.
11. "Speedwell"—Third engine of the Morris & Essex Railroad (1838).

Annual Report for 1953

THE MILWAUKEE ROAD WOMEN'S CLUB

an account of the activities and membership of local chapters for the year ended Dec. 31, 1953



WELFARE AND GOOD CHEER ACTIVITIES

MEMBERSHIP

Chapter	Spent for Welfare and Good Cheer	Value of Donations At No Cost	Families Given Aid and Cheer	Calls Made	Good Cheer Messages Sent	Earned on Ways and Means Activities	Voting Dec. 31, 1953	Contributing Dec. 31, 1953	Total Dec. 31, 1953
Aberdeen, S.D.	\$ 688.00	\$ —	143	188	142	\$ 499.29	295	473	768
Alberton, Mont.	54.77	9.00	38	32	16	—	66	66	132
Austin, Minn.	21.45	89.54	318	182	169	27.07	136	192	328
Avery, Idaho	47.50	5.50	10	62	73	69.64	51	143	194
Beloit, Wis.	303.34	10.00	76	122	51	27.50	89	104	193
Bensenville, Ill.	632.20	28.30	437	449	500	213.03	123	205	328
Black Hills	22.96	—	43	76	53	43.13	79	94	173
Butte, Mont.	55.59	75.00	17	40	13	24.30	49	56	105
Channing, Mich.	56.23	10.00	11	14	58	41.18	102	80	182
Chicago-Fullerton Ave.	357.76	—	350	101	256	627.39	536	946	1,482
Chicago-Union Station	123.89	—	33	47	27	—	266	713	979
Council Bluffs, Ia.	92.80	4.00	30	42	102	5.48	42	44	86
Davenport, Ia.	55.64	—	44	42	31	17.77	65	118	183
Deer Lodge, Mont.	146.77	—	40	50	25	—	72	88	160
Des Moines, Ia.	43.27	—	17	121	30	—	69	80	149
Dubuque, Ia.	80.27	—	86	40	54	29.87	85	124	209
Green Bay, Wis.	100.16	—	42	66	63	82.12	134	212	346
Harlowton, Mont.	184.52	—	89	50	48	168.34	121	98	219
Iron Mountain, Mich.	71.18	—	81	36	20	8.52	70	87	157
Janesville, Wis.	546.92	—	189	283	127	210.91	206	252	458
Kansas City, Mo.	43.50	—	219	250	41	—	82	118	200
La Crosse, Wis.	175.47	38.75	125	225	251	89.65	153	284	437
Lewistown, Mont.	31.10	—	65	217	58	—	127	172	299
Madison, S.D.	65.67	3.00	40	51	73	—	47	48	95
Madison, Wis.	237.48	—	33	83	99	59.81	161	191	352
Malden, Wash.	28.79	—	15	34	39	—	67	74	141
Marion, Ia.	121.11	10.75	154	112	129	9.30	139	128	267
Marmarth, N.D.	35.55	—	24	34	42	68.00	33	38	71
Marquette, Ia.	109.56	—	47	41	27	—	177	145	322
Mason City, Ia.	121.18	—	124	147	86	132.45	121	178	299
Merrill, Wis.	29.30	—	39	34	48	8.00	39	31	70
Milbank, S.D.	39.81	24.25	15	42	81	32.95	69	122	191
Miles City, Mont.	121.49	38.00	979	121	132	29.75	262	303	565
Milwaukee, Wis.	193.50	—	36	41	69	192.13	282	1,199	1,481
Minneapolis, Minn.	228.97	15.32	28	84	71	228.20	187	855	1,042
Mitchell, S.D.	83.64	82.00	26	156	43	7.25	93	119	212
Mobridge, S.D.	166.60	30.00	173	144	264	23.50	157	156	313
Montevideo, Minn.	114.51	—	62	62	54	97.65	95	140	235
New Lisbon, Wis.	158.45	5.00	28	43	41	18.35	90	76	166
Othello, Wash.	35.30	40.00	65	58	43	—	33	78	111
Ottumwa, Ia.	128.70	—	210	53	75	55.21	265	400	665
Perry, Ia.	123.26	60.25	218	106	357	19.09	261	269	530
Portage, Wis.	76.80	4.07	95	56	72	110.85	124	173	297
St. Maries, Idaho	76.19	—	61	99	50	—	72	106	178
St. Paul, Minn.	244.56	7.50	101	80	102	80.74	115	323	438
Sanborn, Ia.	53.90	—	27	43	20	23.52	84	94	178
Savanna, Ill.	63.91	52.46	26	30	62	57.67	161	253	414
Seattle, Wash.	60.76	—	203	152	161	223.30	173	171	344
Sioux City, Ia.	553.22	500.00	220	207	103	244.36	224	258	482
Sioux Falls, S.D.	94.36	—	71	112	65	81.12	53	69	122
Sparta, Wis.	50.15	6.00	41	33	18	6.20	39	55	94
Spokane, Wash.	22.30	—	22	25	14	—	80	88	168
Tacoma, Wash.	128.57	43.00	59	853	169	408.95	168	377	545
Terre Haute, Ind.	358.10	46.50	88	67	29	55.85	208	221	429
Three Forks, Mont.	—	—	13	31	—	—	76	72	148
Tomah, Wis.	150.62	70.00	216	199	111	58.84	231	221	452
Wausau, Wis.	18.07	1.00	58	28	50	135.74	91	101	192
West Clinton, Ind.	129.55	16.00	41	114	40	—	56	70	126
Yankton, S.D.	23.16	23.00	19	22	34	61.09	46	57	103
Total	\$8,182.38	\$1,348.19	6,180	6,332	5,081	\$4,715.06	7,597	12,008	19,605

Amount donated to local chapters by the general governing board during 1953.....\$5,670.00

New Hot Dishes for Lent

THE LENTEN season always poses the problem of what to cook as a satisfying substitute for meat. Fish and eggs are the obvious solutions, and they can be as filling and as delicious as you want to make them. Here are several new recipes featuring these stand-bys which will introduce variety into family meals.

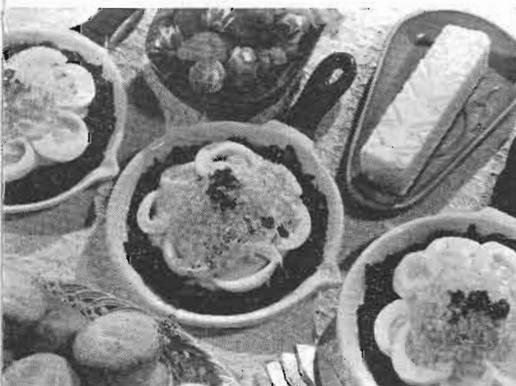
A combination of creamed tuna fish and herb rice is easy to prepare because all ingredients are from the pantry shelf. The recipe also serves as a pattern for many totally different meals. Use any one of many other canned soups and choose from an assortment of canned fish, meats, or poultry and add your own seasoning touch.

Tuna Fish with Herb Rice

- 1 1/8 cups packaged pre-cooked rice
- 1 1/2 cups water
- 1/2 tsp. salt
- 1/8 tsp. thyme, basil or savory
- 1/4 cup sliced onions
- 2 tbsps. butter
- 1 can cream of mushroom soup



Tuna Fish with Herb Rice



Mimosa Eggs

- 1/2 cup milk
- 1 can solid pack tuna (7 oz.)
- 2 tbsps. chopped ripe olives
- dash of pepper

Combine rice, water, salt and thyme in saucepan. Mix just until rice is moistened. Bring to a quick boil over high heat, uncovered, fluffing rice gently once or twice with a fork. (Do not stir.) Cover and remove from heat. Let stand 10 minutes.

Meanwhile saute onions in butter until golden brown. Add soup and milk. Heat, stirring occasionally. Then add tuna fish, drained and flaked, olives and pepper. Mix and heat thoroughly. Arrange herb rice in serving dish and top with the fish. Serves 4 or 5. (*Minute Rice recipe*)

Hard cooked eggs go well in casserole dishes that score highly on the nutrition chart. Here's a cooking tip: Slow cooking in water just below the boiling point and rapid cooling under cold, running water will prevent a green ring from forming around the egg yolk. The following recipe is best when baked in individual servings.

Mimosa Eggs

- 6 eggs
- 2 packages frozen spinach
- 3 tbsps. margarine
- 3 tbsps. flour
- 2 cups hot milk
- 1 cup shredded cheese
- 2 tbsps. margarine
- salt and pepper

Hard cook eggs. Meanwhile cook spinach according to directions on package. Make cheese sauce by melting margarine in top of double boiler over hot water. Stir in flour, add hot milk gradually, stirring constantly. When thickened, add cheese, stirring to melt. Season with salt and pepper to taste. Cover to keep sauce hot.

When eggs are done, run cold water over them. Shell, cut crosswise into halves. Remove yolks. Slice whites thin and add to cheese sauce, reserving a few slices for garnish if desired. Drain spinach, add 2 tbsps. melted margarine. Arrange in well-greased individual bakers. Pour cheese-egg white sauce over spinach, letting spinach show at edges. Press yolks through sieve, making a mound on top of each serving. Set under broiler for 2 or 3 minutes, about 3 inches from heat. Serve with corn muffins and relish. Makes 6 servings.

This delicious lemon dressing baked with steaks of white fish (cod, haddock, perch, halibut or bass) makes a hearty and easy-to-prepare main course. For convenience, used canned or frozen lemon juice.

Lemon Dressing

- 4 cups dry bread cubes
- 3 tbsps. chopped celery
- 1 tsp. salt
- 1/4 tsp. pepper
- 1/4 cup melted butter or margarine
- 4 tbsps. canned or frozen lemon juice



sage or poultry seasoning
water to moisten

Combine bread, celery, salt, pepper and sage or poultry seasoning if desired; add butter and lemon juice. Add sufficient water to moisten. Chopped parsley may also be added if desired. Place the fish steaks in a greased casserole or baking dish and top each with a mound of the dressing. Bake at 375° F. for 15-20 minutes.

Hang-It-Yourself Wallpaper

DEMONSTRATORS wearing evening clothes recently showed a large audience how they could decorate a room and stay spotless. The answer was hang-it-yourself wallpaper, a newcomer to the home furnishing field.

This new style of wallpaper is ready-trimmed and ready-pasted. All you have to do is cut off a length, dip it in water until the paste becomes adhesive, and then smooth it on the wall.

If you plan to use this wallpaper, you should be careful to select the proper pattern. A plain or closely blended overall pattern will be a safe choice.

If you prefer a fairly large pattern, you should experiment by hanging only one roll. You will have 20 minutes to make up your mind before the paste sets. Or you can leave the paper on overnight and soak it off, if you don't like the pattern. The price per roll is economical.



FOR ANY SEASON. Practical accessories, whether for personal use or the home, are always in demand. Here's the perfect chunky jacket for all seasons and for all types of clothes. It's crocheted in a diamond pattern, using either single or double yarn. The color-bright potholders are made with the new 8-cord cotton for added insulation. The deep pile of the center section is accented by a simple border, crocheted either in one color or in contrasting colors. Direction leaflets for both designs may be had by writing to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

Hints for the Handyman

When you put away your storm windows, give the glass a heavy coat of either paste or cream glass cleaner. The protective coating will keep scratches and dust from the glass. Next fall all you have to do is to rub it off for a clean start.

It's easy to weight the lid of your garbage can so it won't be knocked off by dogs or blown off by the wind. Punch or bore a hole in the center of the lid, just big enough for the length of an electric cord or heavy wire to pass through. Knot the cord above the lid

and tie a weight to the other end of the cord so that it hangs seven inches into the can.

To mask window glass when you paint, use two-inch strips of newspaper dipped for a few seconds in water. When the strips are damp they will stick to the glass and you can paint the frames without smearing. After you have finished, strip the newspaper off and you will have clean windows.

A plastic food bag is a good container for putty, preventing it from drying out. You can knead the putty inside the bag

to soften it to working consistency when you need it. Between putting jobs, twist the neck of the bag and fold it over.

A leak in a garden watering can may be mended quickly with fingernail polish. Dab the polish over the hole and let it dry. If the hole is much larger than pin-point size, apply a second coat of polish inside the can.

If you're ever bothered by the short nozzle on household oil cans, try this idea. For oiling those hard-to-reach spots, slip a drinking straw over the spout and you can squirt the oil where you want it.

—Better Homes & Gardens



SCRAPBOOK IDEA. Planning a new house? Here is a space-saving suggestion—a kitchen cupboard with a door built like that of a refrigerator, to hold cookbooks, packaged goods and cans. (Curtains of Schumacher's Oak Leaf Glo-Sheen)

A Lenten Special

HOT CROSS BUNS are traditional for Good Friday breakfast. Make them the modern way, with baking powder instead of yeast, with bran and currants and honey, and glazed with more honey.

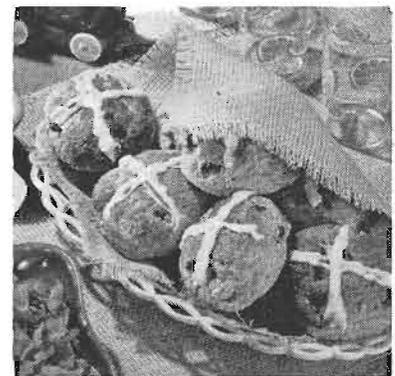
Honey Hot Cross Buns

1/2 cup ready-to-eat bran
 1/2 cup currants
 3/4 cup milk
 1/4 cup honey
 2 cups sifted flour
 4 tps. baking powder
 1 tsp. salt

1 tbsp. honey
 1 tbsp. melted butter

1 cup confectioners' sugar
 2 tbsps. milk
 1/4 tsp. vanilla

Combine bran, currants, milk and honey. Allow to stand 10 minutes. Sift flour, baking powder and salt together; cut in shortening until mixture resembles coarse cornmeal. Add first mixture, stirring until a soft dough is



formed. Turn onto floured board, knead lightly and shape into a roll. Divide into 12 equal pieces. Shape into balls and flatten out to 1/2-inch thickness. Place on greased pan; brush with a mixture of honey and melted butter, and bake in preheated moderately hot oven (425° F.) about 20 minutes. As soon as buns come from oven, make a cross on the top with confectioners' sugar icing. Makes 12 buns. (Kellogg's All-Bran recipe)

Cushioned Comfort By the Yard

WITH THE introduction of foam rubber for sale by the yard, a new field has been opened to do-it-yourself upholsterers. Foam rubber is considered a nearly perfect cushioning material because it produces professional results with little effort. It can be cut to the exact size and shape required, and it comes in uniform thicknesses so that the finished pad or cushion has no home-made looking bumps or hollows. Pieces can be glued together to make unusual shapes—no shreds or tufts to come loose.

Foam rubber can be bought in a variety of widths up to one inch thick. Make a pattern of the article you want to cover and decide how much you will need to buy. It is best to allow a little more on all sides than the final measurement should be. Then decide how thick you want it. If you are not sure about this, buy enough of the one-inch thickness for one covering, as a second one can be glued to it. The foam rubber should then be applied directly to the working surface, either with cement or by securing it with tacking tape around the edges. Fabric covers should be made to cover neatly but not tightly. Foam rubber does not pack down, so no allowance

need be made for that.

The sanitary features of foam rubber are particularly desirable where children are concerned. It can be used as crib bumpers, mattresses for cribs and bassinets, bath and play pen pads, or to line playroom walls at vulnerable spots. A toy chest may double as a chair when the top is covered with a cushioned pad. And it has innumerable uses for recreation—as a beach roll, for camping mattresses, portable spectator cushions, or to add a touch of comfort to hard boat seats. One inch thicknesses are best for these uses.

Lesser thicknesses, such as one-half or one-quarter inch, are fine for a cushioning surface on such things as ironing boards, dining and card tables, or a carpet underlay. The one-eighth inch thickness is good for wearing apparel, for such purposes as lining skirt bands to keep blouses from slipping, as shoe insoles, or to make foundation garments more comfortable.

Foam rubber is long-wearing and also proofed against moths, vermin and mildew. These qualities alone recommend it to homemakers who are interested in new ways to better living.



Foam rubber converts a small table into an extra seating unit for TV watching. A one-inch thickness is sufficient, although a second layer can be cemented on for additional padding. The foam rubber may be glued directly to the wood surface or applied with tape cemented against the vertical edge.

retirements

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

ANDERSON, IDA A.
Clerk Chicago, Ill.
REINERT, OTTO WM.
Clerk Chicago, Ill.
ROARK, WILLIAM F.
T. P. Agent Seattle, Wash.
SCHNEIDER, CHARLES L.
Clerk Chicago, Ill.
WARREN, WILLIAM
Waiter Chicago, Ill.

CHICAGO TERMINALS

BLOHM, ROBERT C.
Timekeeper Chicago, Ill.
BRUEGMANN, CHARLES A.
Switchman Chicago, Ill.
CARLO, JOE
Snow Shoveler Bensenville, Ill.
CUNDARI, FRANK
Asst. Genl. Foreman Bensenville, Ill.
GREBIN, HENRY D.
Switchman Chicago, Ill.

HEFLICK, ELBERT
Machinist Bensenville, Ill.
HENNING, EDWARD
Switchman Chicago, Ill.
KROUSE, PAUL
Ex. Gang Laborer Bensenville, Ill.
LIBERA, JOHN
Laborer Chicago, Ill.
LIBERA, SOPHIE F.
Car Cleaner Chicago, Ill.
MATHEWS, STANLEY F.
Loco. Engineer Chicago, Ill.
PENoyer, CLARENCE E.
Frt. Handler Chicago, Ill.
PLOEHM, CHARLES E.
Carman Helper Bensenville, Ill.
PRZYBYLA, ADAM
Trucker Chicago, Ill.
SCOTT, WALTER E.
Machinist Chicago, Ill.
SMITH, FRANK
Foreman-Frt. Handler Galewood, Ill.
STRAYZEWSKI, THOMAS J.
Steam & Brake Repairer Chicago, Ill.

TRACY, LESLIE F.
Switchman Galewood, Ill.
WILLIAMS, ROY
Machinist Helper Bensenville, Ill.
WINTERS, WALTER
Frt. Foreman Chicago, Ill.
WOZNICZKA, FRANK J.
Inspector Bensenville, Ill.

COAST DIVISION

ANDERSON, ORVILLE A.
Car Helper Tacoma, Wash.
APPLEGATE, FRANCIS M.
Sig. Maintainer Cedar Falls, Wash.
CARROLL, WILLIAM M.
B & B Carpenter Tacoma, Wash.
EDWARDS, A. F.
Checker Seattle, Wash.
McPAKE, WILLIAM H.
Ex. Gang Laborer Tacoma, Wash.
RICHARDSON, FLOYD A.
Switchman Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

BEHL, ARTHUR E.
Sec. Foreman Monroe Center, Ill.

SIR JOHNNY AND THE DRAGON



ELDER, ALPHONSUS G.
Chief Dispatcher Ottumwa, Iowa
HACKER, KARL F.
Laborer Dubuque, Iowa
KLAESKE, WILLIAM J.
Laborer Dubuque, Iowa
LUCHTERHAND, EMIL L.
Car Repairer Dubuque, Iowa
PARKER, MAX W.
Brakeman Dubuque, Iowa
STAHL, CHARLES K.
Brakeman Ottumwa, Iowa
TRASK, LEFFEL B.
Coal Chute Foreman Washington, Iowa

HASTINGS & DAKOTA DIVISION

COOK, EDWIN W.
Agent Norwood, Minn.

IDAHO DIVISION

CHURCH, JOSEPH H.
Conductor Malden, Wash.
LARUE, ARTHUR E.
Sec. Laborer Pine City, Wash.

IOWA DIVISION

JACOBS, ALSON C.
Agent Waukee, Iowa
KALOUS, HENRY
Trainman Savanna, Ill.
MARK, RAY
Baggageman-Train Council Bluffs, Iowa
MARTENS, JOHN E.
Frt. Handler Cedar Rapids, Iowa
NELSON, FRED WM.
Inspector Cedar Rapids, Iowa
WELTER, FRED F.
Welder Cedar Rapids, Iowa
WILLIS, ELMER L.
Inspector Perry, Iowa

IOWA & DAKOTA DIVISION

CARPENTER, EDWARD R.
Flagman Mitchell, S. D.
DEURMEIER, JOHN
Conductor Sioux City, Iowa
HENNESSY, JOHN H.
Ch. Train Dispatcher Sioux City, Iowa
MEYER, STEPHAN
Sec. Laborer Presho, S. D.

IOWA & SOUTHERN MINNESOTA DIVISION

BEDNEY, JOHN A.
Trucker Owatonna, Minn.
KAPPER, MICHAEL E.
Sec. Laborer Minnesota Lake, Minn.
LEADSTROM, EBEN L.
Sec. Foreman Owatonna, Minn.

LaCROSSE & RIVER DIVISION

ARNTZ, HENRY A.
Sec. Foreman New Lisbon, Wis.
FORKENBRIDGE, FRED O.
Brakeman Oconomowoc, Wis.
GOSSE, BERNARD W.
Bridge Tender Wabasha, Minn.
JONES, CHARLES D.
Machinist Helper LaCrosse, Wis.
KRAUSE, WILLIAM R.
Laborer Tomah, Wis.
SEMMEHACK, NICKOLAS J.
Telegrapher Wis. Rapids, Wis.
STINE, CHARLES A.
Pipe Helper LaCrosse, Wis.
TOOHEY, JOSEPH P.
Sec. Stockman Tomah, Wis.

MADISON DIVISION

BUSH, WILLIAM J.
Loco. Engineer Janesville, Wis.
OLIVER, FRANK A.
Boilermaker Janesville, Wis.
PERRY, OLIVER S.
Sec. Laborer Mokence, Ill.

MILWAUKEE DIVISION

BINSTOCK, JOSEPH
Agent-Operator Walworth, Wis.
BRASURE, LLOYD W.
Loco. Engineer Green Bay, Wis.
DETRY, DESIRE J.
Carman Green Bay, Wis.
SCHMIT, JOSEPH J.
Sec. Laborer Granville, Wis.
SCHMITZ, EDWARD
Conductor Green Bay, Wis.
SEIMS, GEORGE R.
Machinist Green Bay, Wis.
WELLES, MARTIN J.
Machinist Helper Green Bay, Wis.

MILWAUKEE TERMINALS & SHOPS

FRANZ, JAMES C.
Helper Milwaukee, Wis.
GLAUB, JOHN F.
Machine Hand Milwaukee, Wis.
JANICZEWSKI, IGNATZ
Blacksmith Helper Milwaukee, Wis.
KELLY, EMMET A.
Clerk Milwaukee, Wis.
PLATE, GEORGE W.
Loco. Engineer Milwaukee, Wis.
SCHENDEL, HERMAN A.
Loco. Engineer Milwaukee, Wis.
SILVA, RODRIGO
Boilermaker Milwaukee, Wis.
TIMM, SIGMUND
Mach. Helper Milwaukee, Wis.
WEGNER, FRANK
Layout Man Milwaukee, Wis.
WOIDA, ANTHONY
Painter Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

BIDDLE, ALFRED C.
Sig. Maintainer Janney, Mont.

CARPENTER, RALPH C.
Main Wrecker Harlowton, Mont.
INGALLS, ERNEST A.
Sec. Foreman Winnett, Mont.
MERKEL, HERMAN G.
Agent Bozeman, Mont.

TERRE HAUTE DIVISION

EARL, HARRY R.
Brakeman Terre Haute, Ind.
KING, WILLIAM T.
Brakeman Terre Haute, Ind.
McCOWN, ARTHUR D.
Mach. Helper Terre Haute, Ind.
TIPPY, EDGAR A.
B&B Carpenter Terre Haute, Ind.

TRANS-MISSOURI DIVISION

KUNEFF, RUDY
Engine Watchman Lemmon, S.D.
LANCASTER, WARREN H.
Machinist Miles City, Mont.
NICHOLS, ROY B.
Shovel Operator Miles City, Mont.
SCHANZENBACH, JOHN J.
Mach. Helper Mobridge, S.D.
SCHROEN, CARL M.
Machinist Miles City, Mont.

TWIN CITY TERMINALS

BAKKE, HANS
Sec. Laborer Minneapolis, Minn.
BECK, JOHN C.
Inspector Minneapolis, Minn.
EVERSON, SEVERT O.
Sig. Maintainer Merriam Pk., Minn.
FEDLER, WILLIAM J.
Machinist Minneapolis, Minn.
FIGENSCHAU, RALPH C.
Yardmaster Minneapolis, Minn.
KOTTKE, EDWARD R.
Machinist St. Paul, Minn.
ROTHMUND, IRVIN A.
Carpenter St. Paul, Minn.
SIGSTAD, MATTIE M.
Personal Steno. Minneapolis, Minn.
TSCHUDI, FRED A.
Machinist Minneapolis, Minn.

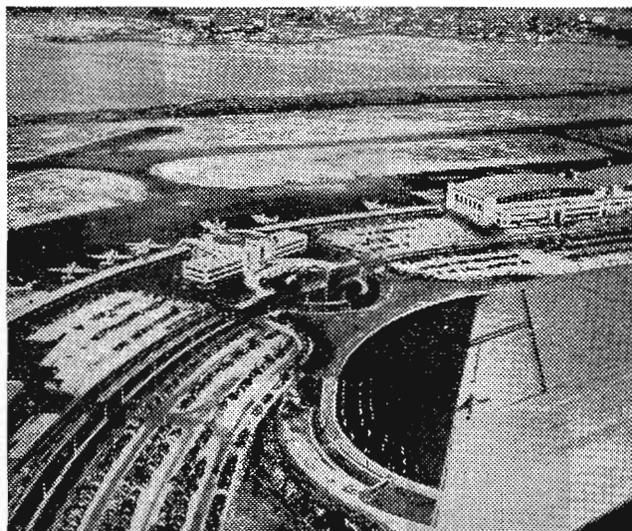
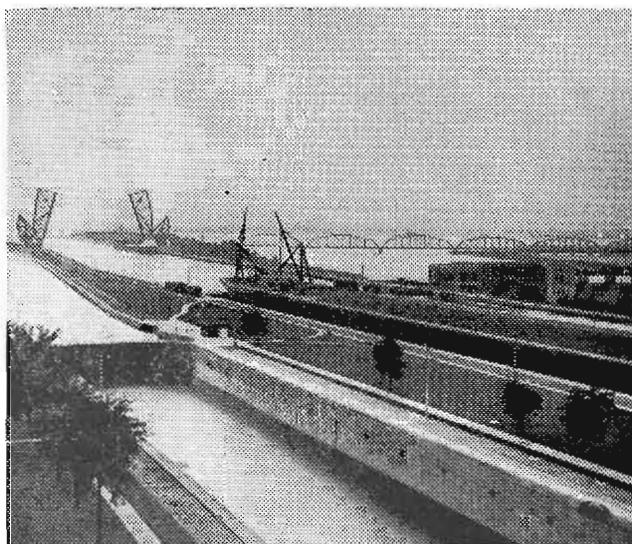
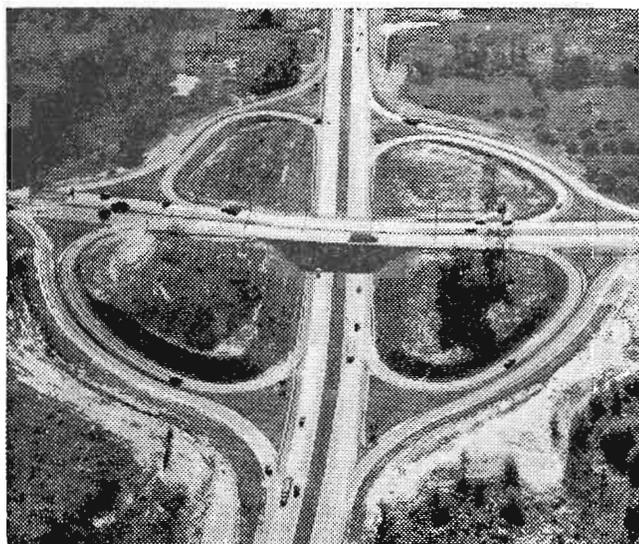
CAN YOU NAME THEM?

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 10 railroads you can identify from their reporting marks; then turn to page 36 for verification.

1. A A
2. C R R
3. C M O
4. C & S
5. C V
6. C & W C
7. G B W
8. M
9. N S
10. T C

The Milwaukee Road Magazine

As railroad men, CAN YOU TELL THE CHIEF DIFFERENCE AMONG THESE?



Each of the four subjects pictured has to do with the flow of traffic—in four different, competitive forms of transportation.

Actually, the chief difference among these—aside from their physical form—is that only *one* is paid for and maintained completely by the carrier that uses it.

The others are built and maintained largely out of public funds—out of taxes collected at federal, state and local levels—as well as from disproportionate charges levied on the individual motorist.

In other words, only the rail-

road yard—like all railroad installations—*doesn't* cost the taxpayer money; isn't "donated" out of public funds for the benefit of companies being operated for private profit.

The taxpayer obviously would get a better break if *all* forms of transportation paid adequate user-charges for their use of publicly provided facilities—and the public would be better served if all forms of transportation provided only those services which their customers (not the taxpayers) paid for.

This would not only ease the

burden on the taxpayer but, by putting all carriers on an equal competitive basis, could be expected to result in the kind of service improvements which free and equal competition has traditionally brought about.

[*The above pictures and text are taken from an advertisement recently published by the Eastern Railroad Presidents Conference and reproduced here as a matter of information and interest to all people of The Milwaukee Road. —Editor*]

about people of the railroad

LaCrosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Retired Agent Henry G. Schroeder, 80, passed away Jan. 7. Burial was at Oconomowoc. Survivors are his wife; a son at Jefferson; two sisters, Mrs. John Little and Miss Ella Schroeder of Portage; and a daughter, Sister Mary De Pazzi of Sioux Falls, S. D. Mr. Schroeder was agent at Oconomowoc for 34 years during which he made a host of friends among the railroad men and public at large.

Frank Linscott, retired conductor, had a leg amputated in Portage and is recuperating from the operation here. He is always glad when some of the gang drop in for a visit.

Engineer Rudy Rost and wife are spending a vacation in Florida. Expect he will show us some pictures of the fishing, as he took along his tackle. Train Baggage man John Maloney and wife are also vacationing in Florida.

William Tessman, who has just served his bit as a soldier in Korea, has returned and will resume with our road on his former job as yard clerk in Portage.



CLOSING SHOP. J. P. Toohey, stockman in the store department at Tomah, Wis., closes up shop for his retirement on Feb. 28, following 48 years of service. Mr. Toohey was born in Milwaukee and started railroading as a call boy in 1906. In 1918 he was appointed motor car inspector, in 1920 stockman at the store department, Milwaukee shops, and in 1928 stockman at Tomah. He has served as alderman on the city council and at present is a member of the Board of Appeals. The Toohey family service on The Milwaukee Road aggregates about 175 years. The father was a master painter in the Milwaukee shops and four brothers worked for the railroad at one time.

Roadmaster's Clerk John L. Elliott, 66, passed away after undergoing an operation last Dec. 23. John started with our road as baggageman at Wisconsin Dells, then worked as ticket clerk at Camp Douglas and Portage, after which he became roadmaster and chief carpenter's clerk at LaCrosse. He had been retired for about a year when he underwent the operation. Surviving is his wife. John was active in the Masonic lodge and the Credit Union in LaCrosse. He was well liked for his efficient way of handling his work and his jovial personality.

Dunno why everybody is going south. Here it is nearly time for angleworms, and the weather is nice and warm and no snow.

Somebody even saw some geese and a robin or two. Just hope Old Man Winter doesn't make a comeback, on account of we are getting fish hungry already.

SECOND DISTRICT

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

Louis E. Scholberg, engineer in La Crosse yard, passed away Feb. 22 at the age of 61, after a short illness. He had 45 years of service. He is survived by his wife, one daughter, three sons, four sisters and three brothers.

Traveling Engineer Ward A. Hisman was transferred from the L&R to the old Superior Division with headquarters at Green Bay. Fifty employes and supervisors bade him farewell at a dinner at Carrolls in LaCrosse, Minn., Feb. 24, and presented him with a remembrance gift.

Traveling Engineer William S. Pirkl will succeed Mr. Hisman. Mr. Pirkl comes back to the River Division after being traveling engineer at various points. He started in engine service on the River Division.

Sympathy is extended to Alice Hovind, stenographer in superintendent's office, LaCrosse, in the loss of her mother who passed away Feb. 20.

Engineer William Moe with over 45 years of service on the River Division, passed away suddenly on Feb. 4 at Minneapolis.

THIRD DISTRICT

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

Warmer climates have lured many retired and working Valley employes to winter vacations. Mr. and Mrs. John Steele returned to their favorite haunts at Orlando, Fla.; Mr. and Mrs. Eddie Moran to Lakeland, Fla.; Mr. and Mrs. G. F. Raese, Augustine, Fla.; Mr. and Mrs. S. J. Loomis to Eureka Springs, Ark.; and Victor Karbowski to California.

Night Roundhouse Foreman Paul Jensen and wife visited Claude Williams, retired dispatcher, and wife at Pompana Beach, Fla., and friends at Fort Worth.

Section Foreman E. Ure and wife are back from a vacation in Florida; Machinist Lawrence Nowitzke from several weeks in California.

Conductor E. Gongaware and Ted Shrake

drove to Florida where Ted visited his mother, Mrs. A. G. Shrake, widow of former train baggageman of this division. From there Conductor Gongaware left for California to join Mrs. Gongaware in visiting their daughter.

Mrs. John Schulz is spending the winter in Las Vegas, Nev., and California.

Lester Caylor, retired engineer, and wife were in Detroit Feb. 13 for the marriage of their grandson, Victor Oleson, and Miss Vivian Belisle.

Congratulations to Operator and Mrs. J. R. Bey. Their first baby, Linda Marie, was born Feb. 3.

N. J. Semmelhack, agent-telegrapher, retired Feb. 2. Nick plans to winter in California and return to Wisconsin for the summers.

Henry Arntz, section foreman at New Lisbon, retired recently after more than 48 years of service in the track department.

Section Laborer Mike Rodock of Babcock passed away recently.

Philip Hazelwood, U.S. Navy, son of the Earl Hazelwoods, was married recently to Phylis Sanchez of Oakland, Calif., the ceremony taking place in St. Joseph's Church in that city. The couple will live in Oakland, near Moffett Field, where Philip is stationed. He is well known to many Valley railroaders.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Thomas Haskell, Manchester, engine hostler, recently received his Silver Pass for 45 years of service. Haskell started in the Aberdeen roundhouse in 1908 as a caller and went hostling engines in 1909. He hopes to continue working until he can get his Gold Pass.

Sympathy is extended to the family of T. K. Williams, former agent, who passed away in a hospital at Aberdeen. He had retired just recently.

Engineer Arthur Birdseye has returned to work after several months on the sick list.

G. W. Dietle is appointed agent at Norwood, Minn., following the retirement of J. W. Cook.

The old "RN" office at Aberdeen is taking on a new look. Office space has been enlarged considerably, floor tiled, wall decorated, and the only thing lacking now is curtains.

We must make our choice between economy and liberty, or profusion and servitude. If we can prevent the government from wasting the labors of the people under pretense of caring for them, they will be happy. The same prudence which in private life would forbid our paying money for unexplained projects, forbids it in the disposition of public money.—Thomas Jefferson

The Milwaukee Road Magazine

EAST END

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

From Korea greetings come to us from Operators Cliff Birkholz and Dick Mohagen. Both are anxious to get out of there and back here into the railroad ranks.

Fireman Jim Himley is back home after a session in Rochester. The doctors fixed him up and we're very glad to have Jim looking like his former self.

Ed Lischefski, retired engineer, and his wife follow the sun and this winter have been living in Mexico, far enough down so Ed can get in his fishing.

Signal Supervisor Oscar Hanson of Minneapolis chalks down as his most embarrassing moment when he discovered recently that he had gone to the wrong home for dinner. The voices of the two ladies involved are almost identical. He was invited out for a chicken dinner and when he appeared at the home where he *thought* he had been invited, they were having chicken too, so how was he to know it was all a mistake? A few hours and a full stomach later, when he had returned home, the real hostess' family investigated to find out why he hadn't shown up, and then it was when Oscar's face turned a deep magenta. Now that Mrs. Hanson has returned home, everything is again on an even keel.

Train Director Pat Maloney has rounded out his first 25 years with the Road, having started as assistant superintendent's clerk when but a mere stripling. Pat was properly feted at the time of the important event.

Fireman Cal Sorby recently bought a diamond for Patricia Austinson, a high school teacher. Sometime this summer he'll give her a band ring to go with it.

August Ruehmer, retired B&B carpenter who now lives in Minneapolis, has developed quite a hobby of whittling. August goes in for character studies, dogs, horses, etc.

Milwaukee Shops

STORE DEPARTMENT

Virginia Schori, Correspondent

Edward P. Kosobucki was honored at a celebration given by fellow employees on Feb. 5 in recognition of his 38 years with the Road, during which he served as chauffeur, storehelper and crane operator in the stores division.

R. M. Freuler, stockman, boasts of a new grandson in the person of Patrick John Freuler, born on Feb. 4.

Mrs. Mary Zennie of Superior, Wis., mother of Joe Zennie and mother-in-law of N. Wirkus, both chauffeurs, passed away on Feb. 6.

One of the large wading birds of the heron family (stork to you) paid visits to two members of the stores division. On Feb. 2 he presented Suzanné Kathryn to the Art Volke family—Art is a clerk in the diesel store room—and Patricia Rae to the George Schwartz household on Feb. 21. This is No. 5 for George who is "steno" to the district storekeeper.

The store department's contribution to the Blatz bowling team, the "Red Caps" of which Joyce Koester, typist, is captain, are presently tied for first place. Rosemary Woppert,

March, 1954



WITH THE BOYS. When Switchman Louis Schuman retired recently at La Crosse, Switchman Robert Valiquette, who follows photography as a hobby, took this picture of him saying good-bye to the boys at the yards. Schuman suggested a pose with a steam engine in the background, as a memento of the type of equipment on which he had spent the major part of his 35 years of service. He appears here in the center of the group (dark shirt, light trousers) shaking hands with one of his buddies

"steno", recently made a single high of 172.

A sincere thank you from myself and family to those who donated blood, and for the lovely floral tribute for my grandmother, Mrs. Adeline Gould, who passed away on Feb. 18.

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Ray J. Duman, Correspondent

Best wishes to both Blazey Moritz, cutter, and Inar Fladvid, carman, who retired as of Feb. 1. Inar has a service date of Nov. 23, 1943, while Blazey has a service date of Apr. 3, 1922.

Congratulations are in order for Harvey Klind on the arrival of a new grandson Feb. 9.

That smiling new face in our office is that of Carol Rydlowicz, who succeeded Ken Pezoldt as secretary to shop superintendent. Mr. Pezoldt went south for his health.

F. H. Campbell, general car inspector with headquarters in Milwaukee, retired at the end of February, following 49 years of service. A party was held in his honor Feb. 25 at the Boulevard Inn. Mr. Campbell is a member of a family with more than 200 years of Milwaukee Road service. His father, the late F. D. Campbell who started in 1879, was assistant superintendent of the car department in Tacoma and had 57 years of service prior to his death in 1937; a brother, W. E. Campbell, retired in 1947 as assistant general car foreman in Tacoma following 50 years of service; and another brother, H. R. Campbell, now car foreman in Minneapolis, has been with the Road 44 years. Mr. Campbell started in Aberdeen, S. D., in 1905 as a caller and subsequently was in train service and locomotive service on the Rocky Mountain and Coast Divisions. He was general car

foreman at Tacoma before transferring to Milwaukee in 1930. His retirement will provide Mr. Campbell with more time to indulge in his hobby of growing plants, of which he has a large number. He specializes in African violets.

Trans-Missouri Division

WEST

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

Miles City residents went over their quota when the Red Cross bloodmobile made its February stop. One hundred seventy-eight pints of blood were obtained from 211 donors, among them a considerable number of Milwaukee people.

Word has been received of the recent death of Lorin E. Carlisle, 78, retired employe at Yakima, Wash. Mr. Carlisle began railroading when he was 17 years old, and on the extension served as yardmaster at Miles City, Spokane and Seattle. He was crew dispatcher at Tacoma when he retired in 1938.

Mike Walsh was hospitalized Feb. 21 after an accident when his car left the highway west of Broadus, Mont., and plunged down an embankment.

Patrick H. Dunn, retired engineer, died at his home in Tucson, Ariz., Feb. 16, after a long illness. Born Jan. 13, 1889, Mr. Dunn was married to Ann Alice Magee in Milwaukee on Aug. 4, 1909. He came to Miles City in 1910, to make his home until his retirement in 1944. Shortly after that he moved to Tucson. Funeral services were held in Oshkosh, Wis., where he was interred beside his wife who died in 1934. He is survived by five sons a sister and a brother.

Monte V. Moore, 85, retired machinist, passed away in a Butte hospital Feb. 22. He had been ill health for a long time and after hospitalization in Miles City had been taken to Butte for special treatment. Mr. Moore was born in Oshkosh, Wis., July 25, 1868, and as a youth lived in Missouri Valley, Ia. He began railroad work as a machinist apprentice on the FE&MV and after several years of service with that road spent a number of years with other railroads. In 1907 he was married to Genevieve Killian in Pocatello, Idaho. They came in 1913 to Miles City where they made their home. Mr. Moore was active in the movement to organize labor and held many responsible offices in labor organizations and groups. He was recording secretary of the Miles City machinists local for many years. He served his ward a number of times as a member of the city council. Survivors include his wife, a son, Ray, and four grandchildren.

Yardmaster H. G. Swartz is convalescing at home following his release from the Holy Rosary Hospital after an operation.

A psychologist is a man who, when a beautiful girl enters the room, watches everybody else.

I & D Division

EAST END

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

Donald Brade received his Army discharge Jan. 23 and returned to work as an operator on the I&D. He was a radio operator in the Army for two years, 14 months of which were spent in Germany. Mrs. Brade was with him in Germany for eight months, during which they had an opportunity to travel through Germany and Switzerland. They have accumulated several hundred pictures taken during their travels. Donald is the son of Section Foreman John Brade, Garner, Ia.

Cpl. Charles F. Swanson, son of Conductor C. L. Swanson, has returned home after serving two years in the Army as dental technician at Ft. Hood, Tex. He took his basic training at Ft. Riley, Kans.

John E. Brade, section foreman at Garner, and wife are vacationing in California, visiting friends who formerly resided at Garner.

The Women's Club met at the YWCA in Mason City Feb. 2. Mrs. Walter Hendrickson, president, presided and Mrs. R. E. Sizer, program chairman, presented a violin, cello

and piano trio composed of Mrs. Fred Stadelman, Mrs. R. D. Boutelle and Mrs. L. F. Woodward. Hostesses were Mrs. W. F. Trenkler and Mrs. William Blackmarr.

Carl Bertelson, section foreman at New Hampton, has returned from a visit with his son and family in Kansas City. He particularly enjoyed visiting with his two grand-daughters, Ingrad, 5, and Susie, 2 who are the daughters of Operator A. C. Bertelson, Kansas City yards.

Locomotive Engineer W. A. Guse of Sanborn was presented last month with a Gold Pass in recognition of his half century of service. The pass is good on all Milwaukee Road trains and includes Mrs. Guse. Mr. Guse has been with the Road since May 28, 1903.

A Gold Pass was also presented to Conductor A. L. Kirby and Mrs. Kirby of Mason City. Conductor Kirby entered service on Aug. 7, 1903.

Terre Haute Division

HULMAN STREET YARD

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

Brakeman George Freeman was off duty for several days during February due to the death of his sister-in-law, Miss Hazel K. Bryan. She made her home with the Freeman and had been employed by the Citizens Independent Telephone Company for 47 years. Miss Bryan had helped numerous railroad employes and her kindnesses will never be forgotten.

Harrison "Speck" Powell, retired signal maintainer, and wife are spending February and March at Bradenton, Fla. They did some deep sea fishing.

Apologies to Yardmaster M. K. VerDey for misspelling his name in the last two issues of the Magazine. We assure MK it will not happen again.

Employees applying for retirement recently included Carman P. F. Dorfmeier and Carman Helper Jerry Board of West Clinton. W. B. Malone, carpenter at Terre Haute, and Coal Chute Foreman J. L. Dickinson of Coatsville, Ill.

Brakeman Cyrus Bodle was in the Paris, Ill., hospital during January.

D. I. Pettit, cook for a maintenance crew was found dead in bed in his camp car at Terre Haute on Feb. 30. He was 50 years of age and his home was in Elora, Ind.

Switchman and Mrs. C. I. Stout are looking forward to a visit from their son Raymond, who is an Army photographer stationed in Idaho.

Assistant Car Foreman G. E. SaCoy of Perry, Ia., has bid in a foreman's job here and has moved to Terre Haute. We hope he will like living on the banks of the Wabash and near the center of the nation's population.

Trainmen who are still ill include Brakeman Joseph Bedinger and Conductor Thomas Mulvihill.

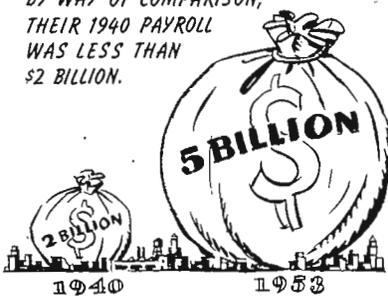
She (tenderly)—"When did you first know you loved me?"

He—"When I began to get mad when people said you were brainless and unattractive."

Rail oddities

AN ATTRACTIVE YOUNG LADY, MISS PATRICIA POWELL, EMPLOYED BY A RAILROAD AS REGISTERED NURSE ABOARD ITS CRACK TRAINS BETWEEN NEW YORK AND FLORIDA, RECENTLY COMPLETED HER 770th ROUND TRIP ... ALTOGETHER TWO MILLION MILES.

THE RAILROADS' PAYROLL IN 1953 EXCEEDED \$5 BILLION. BY WAY OF COMPARISON, THEIR 1940 PAYROLL WAS LESS THAN \$2 BILLION.



BACK IN THE 90's WHEN ONE OF THE STATES HAD A LAW PROHIBITING OPERATION OF FREIGHT TRAINS ON SUNDAY UNLESS THEY CARRIED LIVESTOCK, RESOURCEFUL RAILROADS WOULD PUT ONE MULE ABOARD EACH SUNDAY FREIGHT.



ASSOCIATION OF AMERICAN RAILROADS 154

REA BUILDING

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

Sympathy is extended to the relatives of James P. Duffy, retired brakeman, who passed away at Terre Haute on Feb. 3 at the age of 71. Also to the relatives of Conductor William P. Dowling who passed away at Terre Haute on Feb. 10.

Operator Bruce Butler who works the swing job at Delmar, Ill., was in the Union Hospital at Terre Haute the early part of February for an eye operation.

Clay C. Damer, retired traveling engineer, was in the hospital during the latter part of February. He has been in the hospital several times this winter and we hope that the spring weather brings about an improvement in his health.

Conductor Tommy Mulvihill is getting around quite a bit now. He was confined to his home for several months during the fall and winter.

Mrs. George F. Lundwall of Terre Haute left for Jacksonville, Fla., the latter part of February to visit her son.

Herbert A. Brown, retired clerk, and Mrs. Brown have been visiting their children in and around Phoenix, Ariz., during the winter and are now making a trip to California. They will return to Terre Haute in the spring.

Elmer Jenkins, retired brakeman, and wife, of Clay City, Ind., are visiting in Fort Myers, Fla.

L. R. "Russo" Sims, agent at Crane, has been ill this winter and will go to Arizona and California for his health.

Switchman Murrell A. Wilkinson left for San Antonio, Tex., late in February. He will return in March.

Curtis C. Sims, Jr., relinquished his rights as agent at Joliet, Ill., in February and the position was bid in and taken over by Claude D. "Major" Wilson of Latta. Mr. Sims took over the temporary agency at Latta.

Fred G. Pearce, retired chief clerk, and wife who are spending the winter in Bellflower, Calif., played a piano duet on the "You're Never Too Old" program on Feb. 6. They also appeared on the Harry Kopeland and Al Harvis shows and in each case were judged as giving the best performance on the program, thereby qualifying for the next week's headliners. They expect to be on other shows before returning home.

D & I Division

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

Wedding anniversaries: Mr. and Mrs. Joseph Eberhardt (mechanical department retired painter) of Savanna, Ill., celebrated their 56th anniversary at their home. The Eberhardts have lived in Savanna since 1905, Mr. Eberhardt retiring from railroad service in 1938 after 30 years' service. . . . Retired Agent and Mrs. Earl H. Crandall of Roselle, Ill., celebrated their golden wedding anniversary Jan. 30. Marking the festive occasion with their parents were the Crandall's four children and six grandchildren. Mr. Crandall, prior to his retirement in 1951, had been agent at Roselle for 30 years and in the same capacity nine years at Genoa, Ill. Iowa Division Engineer and Mrs. Glen Gunn of



HONOR MITCHELL'S RETIRED. Part of the turnout of 100 Milwaukee Road people who attended the annual potluck dinner sponsored by Mitchell, S. D., Chapter of the Women's Club at the Elks lodge last month to honor local retired employees. Of the group of 40 thus honored, Harry Veit, seated third from the left with Mrs. Veit, held the record for service—55 years. The party was under the general direction of Mrs. R. J. Dimmitt, chapter president, with Mrs. Paul Olson in charge of the dinner. (Daily Republic photo)

Savanna celebrated their 41st anniversary Feb. 8, and Retired Iowa Division Conductor and Mrs. William Chase observed their 43rd wedding anniversary Feb. 3 at their home in Savanna. . . . The Francis Boltions of Savanna celebrated their 55th anniversary on Feb. 8. Mr. Bolton, prior to his retirement, was employed in the car department at Savanna. They have one daughter and a son, P.F.I. Donald Bolton, also of Savanna.

Section Foreman and Mrs. P. F. Young, Davenport, are the parents of a son, Dale Curtis, born Jan. 22. The Glenard Haugens of the engineering department, Savanna, also have a young son who arrived on Feb. 10, and Agent and Mrs. Henry Geu, Savanna, welcomed a new daughter on Feb. 16. The Ralph Gilmans (yard clerk at Savanna) now have two daughters, the latest arrival coming on Feb. 23.

Harry Brown, retired train dispatcher, Savanna, passed away at Jane Lamb Hospital, Clinton, Ia., Jan. 30, following an illness of many months. Mr. Brown started his railroad service as an operator at Fox River tower, Elgin, in 1896, was promoted to a dispatcher in 1905 and continued in that capacity until his retirement on Jan. 1, 1949 after 53 years' service. His widow survives. Funeral services were held in the Hunter-Fuller Memorial Chapel at Savanna, with Masonic rites at the Bluff City cemetery, Elgin.

Thomas Ruchte, retired rail mill employe, passed away at his home in Savanna on Jan. 29. Mr. Ruchte retired in 1936. Christian Science funeral services were held in the Hunter-Fuller Memorial Chapel at Savanna, with burial in Dubuque, Ia.

Mrs. Sam Hengel, wife of P.F.I., Savanna, died of a heart attack in her home on Feb. 1. Surviving are her husband and son.

Mrs. Thomas Mogan, wife of retired mechanical department employe and sister of Mrs. Hengel, passed away suddenly in the family home at Savanna on Feb. 19. Surviving are her husband and son.

Robert J. Fisher, U.S. Navy, returned to Moffet Field, near San Francisco, the latter part of January after spending a 30-day leave with his father, Car Foreman J. H. Fisher.

Robert is in an air wing of the Marine Corps and has been in Japan, Korea, Wake Island, Midway, Guam, Hawaii and China.

P. K. Martin, Airman 1/c, clerk in mechanical department at Savanna now on leave, spent a 28-day furlough with his mother, Clerk Genevieve Martin of the superintendent's office, en route from Alaska to San Antonio.

Miss Martha Garcia, daughter of the John Garcias, Savanna (mechanical department), became the bride of David Milroy of Milledgeville on Feb. 4 in the Methodist Church chapel at Freeport, Ill.

Engagement ring situation: Virginia Householder of the superintendent's office, Savanna, has a lovely diamond and wedding plans were made for early spring, but her fiancé is ill and confined to the hospital, so wedding bells may be delayed somewhat. . . . Teresa Gregory, also of the superintendent's office, is wearing a very pretty diamond on the proper finger and says wedding bells will ring in May, unless Uncle Sam changes her fiancé's plans.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Engineer William "Bill" Foshag retired Feb. 4 after 53 years and three months of fine railroading. Bill is one of the railroad men who helped pioneer the railroad west. He started in engine service in Milwaukee in 1900. In 1908 bulletins were placed in the roundhouse asking for engineers to go to Mobridge, that the railroad was building an extension west to the coast, and wanted their own men to go. Bill went to Mobridge, and as the line continued to the Rocky Mountains he liked the country, so he made Lewistown his home. He has been running engine here for 45 years. Here is a record I know Bill is as proud of as we are. Bill is also the proud holder of a Silver and a Gold life-

time pass. He and Mrs. Foshag have a married daughter in Denver and a son, Tom, in college. The Foshags will continue making their home in Lewistown.

Mrs. Erickson and Tom Erickson, engineer on the Winnett line, are vacationing in Arizona at this writing.

The Women's Club held a potluck dinner and Valentine party Feb. 13. Besides having many wonderful things to eat, cards and bingo were enjoyed.

Conductor and Mrs. E. G. Samuel announced the arrival of a baby girl Jan. 29. The young lady was named Elaene Susan.

Conductor J. E. Robinson who has been on runs 163 and 164 between Harlowton and Lewistown, took the yard switch job. Conductor W. T. Gwin took the Harlowton-Lewistown run.

I regret to report the death of Switch Foreman Noel Kennett who has passed away of a heart ailment. Noel was born in Newton, Ill., on May 1, 1893, and moved in 1914 to Deer Lodge where he married Beulah Kennett. He moved in 1917 to Lewistown where he started his railroading. Mr. Kennett belonged to the American Legion, the Eagles, and the Masonic lodge. He was a good hunter and an expert fisherman. We extend our sympathy to his family.

EAST END

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

After 45 years of loyal service with the Milwaukee, Agent Harry Rector retired. Mr. Rector started on the Road in 1908 as a clerk at Lemmon, S. D., later moving to Harlowton, Mont., where he served as cashier for two years. Moving to Three Forks in 1914, he took over the duties of agent and retired last November. Mr. Rector will stay in Three Forks where he has his home. He is being replaced by D. V. Phare of Great Falls.

At this writing brakeman Elmer Lee, who has been a baggageman on passenger for the past several years, is very ill at the St. Joseph Hospital in Deer Lodge. Section Foreman C. Richardson of Deer Lodge has also been in the St. Joseph Hospital.

At a recent business meeting of the Women's Club they voted to hold future meetings at the Sacajawea dining room.

Engineer Mark Elliott is spending a vacation in California at this writing.

Speaking of fishing, and this might sound like we are giving the Chamber of Commerce a plug, advertising our little town of Three Forks, February was one of the finest fishing months of the year. It wasn't unusual at all to meet a railroader coming from the Jefferson, Madison, or Gallatin Rivers carrying his limit. Fish stories became a reality—the big ones didn't get away this time.

of a young daughter, Catherine Marie, born Feb. 23. Incidentally, the baby was born on her mother's birthday.

Joe Robinson has returned from a three-month sick leave.

Welcome is extended to Anthony Tedeski, Richard Markiewicz, Norman Bauer and William Ausland.

John Hall has been reinstated. Alice Wright has resigned. Roland Englund has enlisted in the Navy.

Harold Miller has been promoted to head clerk in the record bureau. Luis Orozco has been promoted to the OS&D bureau.

Al Kuehn visited Frank Kass recently and reports that Frank is feeling much better.

Frances Spurling, known to most of us as Mrs. Mal Spurling (Mal is our district freight claim agent in Minneapolis) has been ill and although her condition has improved considerably we understand she is still under a doctor's care.

John J. Kuptz and Mary Phillips were married Feb. 6 at St. Alphonsus Church, Chicago. They honeymooned at Miami Beach.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Emily Trezek

Florida is receiving more than its usual quota of A.P.A. visitors this year. Tom and Arona Puttrich and Wally and Sally Carrow are sunning themselves there at this writing.

Flo Hurlless is still among the absentees, though reporting that she hopes to be back about Apr. 1.

Alice Ewald married Ron Reese on Feb. 20 at St. Joseph's Church; wedding breakfast at Fireside.

Ann Sundin has returned to work after a siege of nursing her uncle who has passed away. Ellen O'Hara is back pounding the typewriter after a leave of absence.

Rita Sullivan spent a week's vacation in the Crescent City—New Orleans.

Diamond rings are the fashion right now in Abstracting Bureau. Joan Lundergan and Luella Ginelli started the fad.

Introducing Lois Doporcyc and Mabel Brown who work for Frank Zapp.

Bill Tidd is in Alexian Brothers Hospital at this writing, so this is offered by his Girl Friday.

CHORAL CLUB NEWS

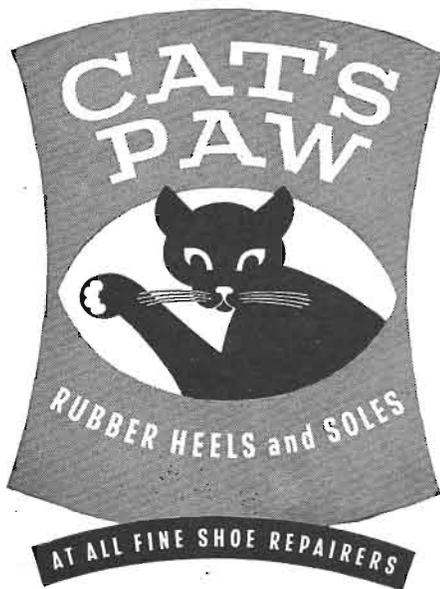
Theresa Glas, Correspondent

The following concerts are scheduled: Apr. 21—Eastern Star, Ravenswood Temple, Wilson and Paulina; Apr. 28—Amicus Club, Ravenswood Presbyterian Church, 4300 N. Hermitage.

The party on the evening of Washington's Birthday at the home of Mr. and Mrs. Ed Stoll was a gala event. Approximately 35 were on hand and did justice to a savory dinner with all the trimmings. It was diverting to see all of the adults participating in games and other entertainment. There probably isn't another organization on the railroad which is more thoroughly enjoyed by its members than is the Choral Club. The best way to get full particulars about it and join in its activities is to contact Mr. Stoll, president, in the industrial department, or Phil McDonald, vice president, at Fullerton Avenue.

The members of the club were elated be-

The Milwaukee Road Magazine



Chicago General Offices

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Donna and Jake Mathiesen announce the arrival of Scott Douglas, born Feb. 1. Jake is rather proud, since the family previously consisted of two girls.

After a stay in Arizona for his health, Walter Walsh has returned to Chicago. Understand he is feeling much better and if everything improves as expected he will return to work soon.

Mildred Hollingsworth vacationed in Arizona.

Pfc. Joseph E. Smith was home on leave from the Army and dropped in for a visit. He is recuperating from a broken arm.

Lynne and Tony D'Amico are the parents

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CHICAGO, ILLINOIS

cause of the opportunity to present several musical selections at the early service of the Chicago Sunday Evening Club in Orchestra Hall on Feb. 28 to an audience of about 1,200. We feel honored to have been starred on the same program with the Rev. Edward L. R. Elson, pastor of National Presbyterian Church, Washington, D.C., which is the church attended by President and Mrs. Eisenhower.

OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

The familiar face in the local and interline balance bureau belongs to Margaret Formella Dettloff, who recently returned to the railroad after having been gone nearly five years. Our new Mary O'Connor is a product of Ireland. Other new members added to our staff last month are: Nancy Flynn, Ken Holzapfel, John Kutra, Richard Bake, Norine Hartnett, Frank Voldan and Ida Rust.

Adele Hirsch has returned to work after a two-month illness. Roy Kluk went on furlough because of ill health, as did A. W. Hansen who is in Evanston Hospital at this writing. Walter Stark also took a furlough.

Friends of Herman Hoffmann presented him with a gift on his 30th anniversary with the company.

C. L. Schneider retired Feb. 16 after 33 years' service with the company. Charlie came to the Milwaukee from the Rock Island in 1920. His fellow employes presented him with a purse.

Cupid's arrow struck again. This time it had Sally Anderson's name on it for Fred Costanzo. George Amari received a "yes" Feb. 20 from Rosemary DiBella.

Sympathy is extended to Emilia Boever whose sister passed away Feb. 20.

Pamela Ann Murphy made her debut Feb. 16, making LaVerne Hall a third-time grandpa.

Norma Chase, Einar Peurell and Dan Feeley took to the South for their vacations, the first two going to Florida and Dan to Arizona.

On Feb. 27 Marie Warnimont's daughter Mary Helen became Mrs. Walter J. Buehler at St. Alphonsus Church.

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

John Hehn, assistant engineer, visited with friends and relatives in Detroit over the Washington's Birthday week-end, and Mr. and Mrs. Joe Kopec also visited friends there.

R. W. (Dick) Hayes, supervisor-work equipment, is convalescing after major surgery at Wesley Memorial Hospital.

Grace Nakielski, wife of Hilary Nakielski of Mr. Burch's office, is recuperating at home after a serious illness following the birth of their son, Thomas John, born Dec. 24.

Harold Datisman, chief clerk to Mr. Ornburn, was presented with a daughter, Sonja Jean, by his wife Olga on Feb. 12 at St. Joseph's Hospital, Elgin. This makes Harold a six-time member of the F.O.P.P. (Fraternity of Proud Papas). His family now consists of four girls and two boys. Harold now has something Eddie Cantor doesn't have—two boys.

Welcome to Donald L. Wylie who assumed the duties of communications engineer Feb. 1 in the office of Virgil Glosup, assistant chief engineer, communications and signals. Mr. Wylie is the son of Lawrence Wylie, electrical engineer, Lines West.

Congratulations to W. (Wes) Celander, assistant engineer in Mr. Ornburn's office, on the fine show and banquet of which he was the "boss" man, in connection with the "Blue and Gold Banquet" of the Cub Scouts. Your correspondent attended this affair and can report that Wes did a first class job both in producing the show and in arranging the banquet.

Harlene Kahl, steno-clerk for Ed Burch, bridge engineer, stole a march on us Jan. 16 when she was married to Thomas J. Coyne at Waukegan. After a brief honeymoon trip to Wisconsin, the happy couple are now living in the new ranch house they purchased at 634 Oakton St., Des Plaines. The newlyweds plan to take a delayed honeymoon vacation to points west later in the year. Mr. Coyne is employed in an executive sales capacity by the Evanger Kennels.

We regret to report the death on Feb. 6 of Paul Konertz, father of M. J. Konertz, secretary to W. J. Whalen, assistant vice president, and of W. E. Konertz, chief clerk, supervisor work equipment and welding.

PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent
City Ticket Office

The dominant news theme for February comes from Passenger Rate, where the retirement of Mr. Dreutz has occasioned some job changes. In addition to Mr. Pain's and George Gloss's promotions, several other fellows in the department have been upgraded a notch. Ray Freitag is now chief rate clerk, and the semi-traveling job that Ray vacated (representing our road at the Western Passenger Association rate meetings) has been awarded to Bob Chermak. Bob, by the way, has been elected secretary-treasurer of the



IN GOOD OLD G. W.'s NAME. Members of the Choral Club in Chicago celebrated Washington's Birthday at a dinner party in the home of E. J. Stoll, assistant industrial commissioner, who is president of the choral group. About 35 were present, including husbands and wives of the members. Shown here admiring the piece de resistance are Mrs. Bruce Mitchell, Mrs. Alma Matthies and Mrs. Lucy Martin (left to right).



85 YEARS YOUNG. William S. Fries, retired conductor of Richland Center, Wis., takes pride in his sturdy great-grandsons, William Dennis and Mark Dean Nisbet. Mr. Fries, who has been retired for 12 years, enjoys excellent health and a zest for living which is remarkable for his years. A lover of reading, he visits the local library every day and keeps in touch with a circle of friends among Milwaukee Road people. In recognition of 53 years of service, he carries a Gold Pass.

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PROMPT AND EFFICIENT SERVICE

Central-West Region of the American Association of Passenger Rate Men. Ray Peters moves over to the rate desk, and Bob Klose, who has been working in the department for the last few years as stenographer, gives up the Gregg symbols in favor of processing refund claims.

From Mr. Hitzfeld's bailiwick comes word that Agnes Schubert (who hasn't been feeling up to par lately, we are sorry to report) has taken a month's leave. Kay Hathaway, who did similar subbing for Agnes at Monroe Street, will again fill in.

Bob Stack is back in his old spot in the PTM's office after serving a hitch in the Army, mainly at Fort Leonard Wood, Mo., and the transportation center at Fort Eustis, Va. It's good to see Bob back.

Alex Marxen passes along this item about his nephew, Harold Menke, formerly in the PTM's office. Harold recently graduated with the top marks of his class in navigator's school at his Air Force base in Texas. This is not surprising when you consider that Harold knew the comparative mysteries of trig and calculus the way he knew the back of his hand.

From Fort Knox, Ky., Pfc. Dick Thomas of the reservation bureau writes that he is now in the personnel section office. Dick, who dabbled in amateur dramatics during his wire desk days, recently acted in a revue that the servicemen put on at the post. We understand that some of it was televised over a Louisville station.

Gene Henderson, who was a familiar figure on the seventh floor before he was made city passenger agent in Cleveland a few years back, has moved over to a different phase of the travel business. Gene is now passenger representative in Cleveland for the Royal Dutch Airlines—KLM.

**AUDITOR OF STATION ACCOUNTS
AND OVERCHARGE CLAIMS**

Lucille Forster, Correspondent

While home on furlough recently, Lt. Leo J. Crowley and Sgt. Thomas G. Skehan honored us with a visit. Leo is stationed in Virginia and reports he is leaving soon for somewhere in France. Thomas, who was at Goose Bay, Labrador, is being transferred to Yuma, Ariz.

Newcomers to our record room are Paul H. Borg and George Miculescu.

Chief Traveling Auditor E. B. Wright is recuperating at his home after undergoing further surgery at Oak Park Hospital.

John F. Hogan, retired chief station accountant, reports he has been blessed with another grandson.

**OFFICE OF AUDITOR OF EQUIPMENT
ACCOUNTS**

Harry M. Trickett, Correspondent

On Feb. 12, Catherine McDonagh was honored with a bridal shower. She was married to Daniel Doherty on Feb. 13, followed with a honeymoon to Florida.

Lillian Cokkinois underwent surgery on Feb. 22, and is convalescing at home at this writing.

Rose Edelman, who had been with us for several years, resigned on Feb. 3.

Elsie Graening, who retired last Dec. 16, is enjoying a visit with her sister in Los Angeles, Calif.

Rose Mary Behls was presented with gifts by her co-workers on Feb. 25, when she resigned to be married in California.

Ray Donahue, who underwent surgery in February, was expected to return to work early in March.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

On Feb. 4 Ruth and Mike Schley became the parents of a 7-pound 13-ounce son. Ruth is a former employe of the paymaster's office.

Vacations are with us again. Jo Kassel has returned from Monterrey, Mexico, where he visited his daughter and son-in-law. Josephine Rolland and Hubby are motoring to Florida. Dorothy Siegel sailed Mar. 1 on the S. S. President Wilson of the American President Lines for another great adventure, making stops at Honolulu, Yokohama, Manila, Singapore, Hong Kong and Tokyo. Dorothy's sister left a few weeks before on a journey around the world. They will meet in Hong Kong.

Dorothy Seary has joined the Milwaukee family in the keypunch section.

Our best wishes for a speedy recovery go to Dorothy Graham who is presently ill with the mumps, and to Colette Miller who is confined at home with a throat infection. We welcome back Rudy Thoren and Gladys Duff after their long illnesses.

We extend sympathy to Sigmund Scheffel on the recent death of his sister.

The big secret is out of the bag—Helen Jendryh is going to be married May 29 to Don Lyon who recently received his law degree.

Ruth Braunies has something to be proud of these days—her son George graduated with high honors from Kelvyn Park High School. He was also star tackle on the foot-

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AT LEISURE. John Wagner, foreman of house 3 at the Union Street freight station in Chicago, pictured as the guest of honor at a retirement banquet on Feb. 6. At his right is Joe Prazak, who also retired recently as a foreman at Union Street, at his left Agent B. M. Smith. Mr. Wagner was a veteran of 43 years of service.

ball team, receiving a medal at graduation. He also received scholarships from three universities.

Bill Stegman and family are now living on a farm near Portage, Wis. His son, who was an honor student in high school, is attending college at Madison.

Pfc. Shirley Klein of the WAC, daughter of Ann Kennedy, shop timekeeping bureau, was selected as the "Soldier of the Month" in Headquarters new award program. In naming Shirley for the award Capt. Helen A. Shirlaw, WAC detachment commander, said, "Pfc. Shirley Klein is a very capable and respectable enlisted woman. She performs her duty as a clerk in the officers open mess in a superior manner and she is always willing and eager to cooperate with the other women in the detachment. She is indeed an asset to the WAC."

Chicago Terminals

UNION STREET

Florence LaMonica, Correspondent

We extend a welcome to Marguerite Coyle who came from the agent's office at the U. S. Yards to become secretary to trainmaster at Union Street.

Congratulations are in order for Andrew Abraham, OS&D clerk, and Florence Enzen-

bacher, formerly employed at Union Street, on their engagement. Understand the wedding will be in June.

Matilda Nauheimer is back with us again after a siege with virus pneumonia.

Edward Brogan, forklift operator at Union Street, is confined to the Illinois Central Hospital after undergoing surgery on Feb. 6. H. Vincent, checker in house 2, Bill Leonard, forklift operator in house 2, and Jack Rosenmeyer, checker in house 5, donated blood in his behalf.

Walter Keckeisen of the office force is home from St. Francis Hospital at this writing. However, he will return soon for further surgery.

Helen Gajda is still at home convalescing from her long illness.

Sorry to report that Frank Zoltek, forklift operator in house 2, lost his father.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Phil Scorza has returned from a sick leave, tanned and fit after soaking up that wonderful Arizona sunshine. It was nice having Erving, Scorza, relief clerk, fill in here during his brother's absence.

Sympathy is extended to Clerks Ted and Wally Pugesek whose father passed away Feb. 23.

Little Mary Theresa Tancula arrived Feb. 15, to be welcomed by daddy Bruno, relief train director, and Mamma. Mary is their first child.

At this writing Gene Waletich of the teletype room is visiting in Sisseton, S. D., with his mother.

Janitor Art Pembleton and wife are enjoying a brand new electric stove, electric washing machine and a 24-inch television set. Art says his garden will surely get neglected if he doesn't stay away from that TV set this spring.

Thanks to all of the afternoon force for helping make my birthday such a grand day.

Walter Koch, clerk now in the Air Corps, enjoyed a visit from his sister Dorothy, also a Milwaukee Road family member. Both took in the Mardi Gras season in New Orleans.

Mrs. Art Koch has been elected president of Bensenville Chapter of the Women's Club.

We regret to report that George Randers, retired Bensenville switchman, and Mrs. Randers died suddenly in Phoenix, Ariz., last month, under tragic circumstances. Mrs.

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Randers was found suffocated in bed at their home, and the body of Mr. Randers was discovered six blocks away, drowned in shallow water. It is believed that Mr. Randers killed his wife while deranged by worry over ill health and then took his own life. The Randers, who were very well liked here, moved to Phoenix about two years ago and owned their own home there, as well as other local property.

GALEWOOD

Norma Gunderson, Correspondent

Foreman Frank Smith and Stower Sigvard Olsen of the freight house have retired. Frank Smith started with the company Feb. 1, 1912 and retired Dec. 15, 1953. Sigvard Olsen started to work here in October, 1940, and retired Jan. 27.

Glanz Dierking, bill clerk, and family recently spent a vacation in Florida.

Dick Graham, night rate clerk, and wife are the parents of Richard Steven born Feb. 7.

Rate Clerk E. A. Lemke and Hulda Johnson, night bill clerk, returned to work Feb. 15, and Herman Hanson of the OS&D department and Marie Peterson, "comp" operator, returned Feb. 23. All were on leave of absence due to illness.

B. G. Pobloske, retired assistant agent, and wife, left for California and points west on Feb. 10, expecting to be gone about six weeks.

Checker Emil Vanderheyden underwent surgery at the Bethany Hospital. From all reports he is doing nicely at this writing.

Janitor Thomas Piovesan has been home for some time due to illness.

Life begins at 80 in the family of Al Miel-

carek, roundhouse foreman. His mother celebrated her 80th birthday on Feb. 18, having one brother and three sisters older than herself, the eldest 97.

Sympathy is extended to W. J. Pugeseck, LCL tracing and claim clerk, whose father passed away Feb. 23.

Assistant Agent R. E. Chalifoux, with his father, two sisters and brother and their families, attended the big Chalifoux gathering in Chicago on Feb. 7. Descendants of this family are believed to include members of about 200 families in Chicago and downstate. The Rev. Joseph Chalifoux, a French priest assigned to Notre Dame Church in Chicago, has traced the family tree back 10 generations to the time about 310 years ago when Paul Chalifoux came to Quebec from France. About 200 attended the gathering, which is to be an annual affair.

Switchman George Evans and wife are very proud of their new grandson, Mark Edward Evans, born at the Great Lakes Hospital on Feb. 16. Incidentally, the baby was born on its great-grandmother's 88th birthday.

Milwaukee Division

SECOND DISTRICT

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

Lloyd Brasure, engineer on the Copper Country Limited, retired recently after 50 years of service. He started as a fireman on Jan. 24, 1904 and was promoted to engineer in 1908. Part of his early service was in South Dakota and Montana, but he later transferred to the old Superior Division. He had been at the throttle of the Copper Country Limited between Green Bay and Champion for many years.



L. W. Brasure

A daughter, Jeri Lynn, was born to Mr. and Mrs. William Wentela, Jr. (agent at Pembine). William Wentela is the son of Conductor Bill Wentela, Sr.

Ed Crim, passenger ticket agent, has been in the hospital again. We hope he will soon be up and around.

A. W. Eichwald, conductor since Dec. 31, 1903, and E. P. Stien, passenger brakeman since Nov. 1, 1903, have been presented with Gold Passes for their wives and themselves for their half a century of service.

Machinist G. Sims and Passenger Conductor Ed Schmitz are retiring after many years of faithful service.

J. W. Findley, section foreman with headquarters in Ontonagon, was presented with a Gold Pass last month, in recognition of 50 years of service. The pass, issued in favor of Mr. and Mrs. Findley, is good for a lifetime of travel on all Milwaukee Road trains.

A Gold Pass was issued last month to Edward Schmitz, retired Green Bay conductor. Mr. Schmitz started with the Road on Feb. 1, 1904. The pass, good on all Milwaukee Road trains, includes Mrs. Schmitz.

The Milwaukee Road Magazine



BOSS MAN. A furloughed CGM Division brakeman, K. P. Herbert, on duty with the 724th TBRO in Korea. Currently he is serving as foreman of a Korean switchcrew making up freight and passenger trains at Pusan harbor.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Word from Avalon is that a good grain shipping year ended with 394 cars recorded in and out. This indicates that shippers are finding this storage in transit station very convenient to Chicago markets.

On Jan. 30 Night Trick Operator R. E. Coats of Janesville, Wis., and J line Conductor Leo Jarozewski were having a cribbage session when Mr. Coats dealt Leo the 5 of Clubs, 5 of Diamonds, 5 of Spades and the Jack of Hearts. Leo cut the deck for a 5 of hearts for a perfect 29 point cribbage hand. Coats, who has been playing cribbage for 18 years, says it was his first sight of a perfect cribbage hand. Leo says he previously saw a perfect hand at Fort Nelson, British Columbia, while in the armed forces. He is going to frame the perfect hand and hang it in his recreation room.

D. E. Reynolds, former agent at Round Lake, was the successful bidder on the agency at Walworth and assumed his duties there on Feb. 1. Lee Frindell who was there temporarily has returned to Rondout.

Mr. and Mrs. Edgar Hawkins have returned from a vacation in Florida. Mr. Hawkins has been general foreman on the construction of the new Airline yard at Milwaukee and the new yard at Bensenville.

On Feb. 3 George Lane, rules examiner at Milwaukee, completed the examinations which resulted in the promotion to conductor or brakemen D. J. Senzig, R. L. Williams, R. L. Severs and H. J. Godding.

Mrs. C. E. Larson, widow of former chief dispatcher, passed away on Jan. 29.

It certainly pays to advertise. There are 26 mountains in Colorado higher than Pike's Peak.—Kreolite News.

Coast Division

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

Sam Virgil, electrician at Tacoma shops, retired Feb. 16. Sam had been in Milwaukee service since 1909, starting in Montana, and had been at Tacoma since 1910.

Jimmy Kors, engineering department, passed out cigars recently when his wife presented him with twin boys, Jeff and Jerry.

Hugh Davis, barge clerk at Bellingham, passed away Jan. 15. Mr. Davis first worked for the Road in 1920, as clerk at Bellingham, and again in 1936.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Cpl. Thomas E. Norwood of the 24th Signal Company, attached to the 24th Infantry Division, who spent six months in Korea and nine months in Japan, was discharged Feb. 17. Mr. Norwood is now attending Oregon State and Northwest Christian College to study for the ministry. He is the son of Thomas Norwood, time revisor in the superintendent's office.

R. S. Brown of the city office, better known to Tacomans as just "Bob," has been appointed traveling freight agent at Portland, Ore.

R. D. LaHatt, outbound revising clerk at the Tacoma freight office, was appointed chief clerk to general agent, Seattle. Frank Bushey has taken over the position of outbound revising clerk.

Wedding bells chimed for Messenger George F. Hopkins, Jr., on Feb. 19.

Recognition of Tacoma as the leading chemical center of the north Pacific coast was noted in two recent issues of Chemical Week, leading periodical of that industry. An article on chemical industries of the Puget Sound area showed that the number of Tacoma chemical-processing industries exceeds those of any other city in the area. A large part of the article was devoted to the processes involved in the preparation of Christmas trees.

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

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

Mrs. Ivy Hanser of the store department office, daughter Helen Mae and Grandma Crogan visited in Kansas City recently—sort of a reunion with sisters Mae from Dallas, Tex., and Helen in Kansas City; also with two nephews from nearby army camps.

Mrs. Mary Troyer of the store department office is on leave for a few months.

Carman Donald Hollingsworth and the Mrs. report the arrival of twin girls, Laurie and Lisa, on Feb. 4. The three older children, Stevie, Susie and Marsha, are real happy over the new babies.

Laborer Joe A. Miller of the car department schedule shop retired on Feb. 16 due to ill health. Coach Cleaner Louis Shoemaker retired on Mar. 1.

Machinist Arthur L. Anderson of the locomotive department retired Mar. 1 following 49 years of service; Machinist William Fedler Feb. 28 with 44 years' service.

Machinist Bill Anderson, who underwent surgery recently, hoped to return to work Mar. 15.

John E. Buell, formerly coach yard fore-

man at Minneapolis, passed away Feb. 18 at the age of 86. Mr. Buell possessed a 50 year Gold Pass and is survived by his widow.

Bengt Oscar Lindberg, formerly carman at Minneapolis shops, passed away on Feb. 24 at the age of 77. He had about 30 years of service prior to his retirement.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Traveling Auditor Hopkins and his staff are auditing the St. Paul freight station at this writing.

Alec McCool and Vince Miller served on the jury during February.

General Freight House Foreman Gus Unruh is still ill at this writing.

Irvine Rothmund of the roundhouse is showing some improvement in health as the months go by.

On Washington's Birthday I asked a young boy what he knew about George Washington and he said, "Well, he played baseball for the Saints a few years back and he sure could hit home runs." That is true. He played in the outfield for the Saints and he was a namesake of the George of '76.

Thanks for listening.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Irv Gran left the service of the Road Mar. 1 to work for the Green Giant Canning Company in LeSeuer, Minn.

Mike Martin and Ray Pfeifer of the traffic department are at this writing vacationing in Florida.

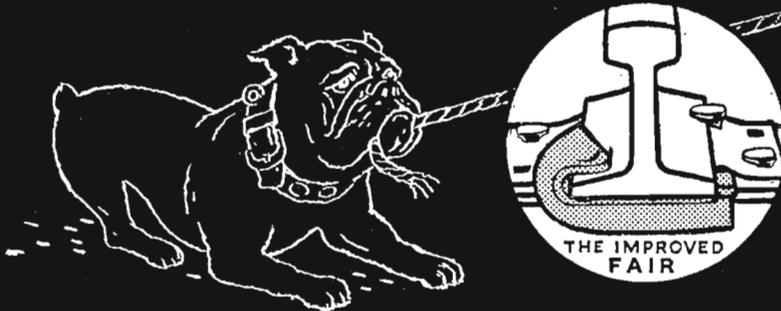
We are happy to hear that Irene Burchard, former employe in the local freight, is returning to Minneapolis. Her husband who has been located in Dallas, Tex., is being transferred "back home."

Also it's good to have Agent Truax back after a long absence for surgery.

In the January issue we reported Loraine Sezulka's engagement. Her last name is now Benecke. The marriage took place Feb. 20.

Thanks to Vivian Bratt and Pauline Seiler for acting as "correspondent" while I was on my vacation in Mexico. It was a pleasant surprise to reminisce my vacation with another Milwaukee employe who also traveled there on his vacation—Bud Malloy of the South Minneapolis yard office. Only *he* didn't catch *three* sailfish.

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NEW ADDRESS. W. C. Hopkins, perishable freight inspector at the Fowler Street warehouse in Milwaukee who retired last fall, has settled down in this comfortable little home at Edmonds, Wash. He has set out a garden and reports that he has a fish pond which is stocked with 25 frisky trout. Letter writers may address him at P. O. Box 453.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

On Feb. 17 Stanley Martin started duties as city freight agent, the position to which he was recently appointed. Stanley began railroading in 1920, working as a yard clerk, switching clerk, demurrage clerk, reconsigning clerk and rate clerk at Fowler Street. He was appointed chief clerk at Chestnut Street in 1945, where he remained until January of this year. Following the abolishment of the Chestnut Street station, he was assigned to the demurrage department at Fowler Street.

Henry Hoeft, agent of the Chestnut Street station, will have his new headquarters at Fowler Street station.

Harvey Corbett has been assigned to the demurrage department, Lois Scott to the inbound rate department, Barbara McPhee to the outbound extension desk, Josephine Conway to inbound extensions, Evelyn Scharest to pick up and delivery, and Betty Luca to messenger, Broadway run.

We understand that Fred Roessger is a fishing enthusiast and enjoys ice fishing as well as warm weather fishing from a stream or the lake front.

On Feb. 1 Max Berger, caller at house 7, started his retirement. He had completed 37

years of service.

After a month and a half of hospitalization, Arnold Cobbledick, blocker, has returned home to recuperate.

DAVIES YARD

Charles Pikalek, Correspondent

George Beljan, with 34 years of service, and Michael Stach, with 40 years, both retired on Feb. 15.

William Donner and Paul Cook are in Chicago at this writing to undergo operations for a knee ailment.

Your correspondent is walking around with his chest expanded since his daughter and son-in-law, Mr. and Mrs. S. Zaffiro of Omaha, Neb., announced the arrival of a seven-pound boy on Feb. 10. This is our first grandchild. Mr. Zaffiro was employed at the Davies yard before entering the Air Force.

Alex Kempczynski has been off for two weeks at this writing, due to illness.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Agent J. A. Schmirler of Worley passed away Feb. 15, due to a heart seizure. He had just returned from the hospital following an operation. Mr. Schmirler had been at Worley for a year or so following many years at Tekoa. Prior to that he was employed on the coast and also Lines East, his service on the Idaho Division starting in November, 1924. Agent-Operator W. R. Collar is filling in at Worley until assignment of the position.

Agent R. F. Potter, formerly of Metaline Falls and more recently operator at Manito, has resigned. The Potters intend to make their home in Portland, due to Mrs. Potter's health.

Conductor J. H. Church has applied for his annuity after serving the Milwaukee since August, 1914.

Earl Medley, former car foreman, has been enjoying his first two months of retirement but keeping very busy. He has turned his hobby of cabinet and woodworking to good use, remodeling a house into a duplex. Car department employes presented him with a parting gift.

Howard P. Jensen has been made working car foreman at Spokane following Mr. Medley's retirement, with George Covich now the equipment maintenance man at Dishman. Dick Warnke and L. J. Nelson have been moved up to carmen.

The Harry Hooks made a trip to Missouri



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for a visit with Mr. Hook's sister and friends.

Relatives of Milwaukee families recently deceased include Mrs. Mary Harring, mother of Mrs. Ralph Richardson, and Mrs. Bessie Broyles, widow of Retired Conductor Amos A. Broyles and mother of Conductor Harold Broyles of Malden.

A baby girl was born Jan. 13 to Mr. and Mrs. Mark Buerger of Malden.

The Malden Women's Club met in February with a group of 19 present, including two guests. Mrs. Wayne Ferrier presided, with Mrs. Clyde Summer and Mrs. B. Trowbridge serving refreshments. Mrs. A. J. Glay instructed the group on the art of making flowers from nylon stockings.

Spokane Chapter met Feb. 2, making plans for a card party to be given in near future.

Brakeman R. D. Sides has entered military service, while Brakeman E. M. Olsen has just returned, following two years with the Marine Corps. Both men work out of Malden.

Brakeman H. F. Stevens of Malden has returned to work after a trip east and into California.

Had a card from A. L. Boyd, retired clerk, postmarked California. After spending some time at Riverside, he will go to Sherman, Tex., to visit his son Art and family, and make the acquaintance of a new member—Carol, the youngest and the only girl of their four youngsters. Art is stationed in Texas with the armed forces.

Gregg Doty has been assigned to a clerk's job in Bellingham following reclassification

Answers to "Can You Name Them?"

1. Ann Arbor Railroad.
2. Clinchfield Railroad.
3. Chicago, St. Paul, Minneapolis & Omaha Railway.
4. Colorado & Southern Railway.
5. Central Vermont Railway, Inc.
6. Charleston & Western Carolina Railway.
7. Green Bay & Western Railroad.
8. Montour Railroad.
9. Norfolk Southern Railway.
10. Tennessee Central Railway.

of jobs in the superintendent's office. His former file clerk position is being filled by Mrs. Bette Lindstrom who since April, 1953, held the "steno" job in the chief dispatcher's office.

Roadmaster J. W. Loftus and family have moved to Yankton, S. D., where he will hold a similar position.

Elmer G. Lottes of Minneapolis has arrived in St. Maries to become roadmaster for district 66. Mrs. Lottes and two children, Sally Rose and Stephen, followed later. Mr. Lottes was active in the construction of the Bensenville "push button" yard before coming here.

Roadmaster C. E. Moore is now headquartered in Spokane instead of Othello. Mrs. Kathryn Stinebaugh is the clerk in his office, having come from Othello where she filled the same position.

Conductor E. J. Reilly is still in the hospital at this writing, due to a heart condition.

Brakeman L. B. Dunson has not returned to work but is getting along very well following his recent heart attack.

Bill Kraemer, Union Station employe who had been ill since last summer, passed away in February.

A sugar planter in Hawaii took a friend from the States to the edge of a volcano. "That crater is 70,004 years old," he explained to the friend.

"How do you get the exact age?" asked the newcomer. "I can understand the 70,000, but where do you get the 4?"

"Well," said the planter, "the volcano was 70,000 years old when I arrived, and I've been here four years."

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Iowa Division

COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

Frank Colburn, 75, retired switchman, passed away Feb. 4. Death was attributed to heart disease.

One look at Switchman Fred Dunning and Engineer Oliver (Connie) Nead, and you'd think they intended to join the House of David baseball team. Actually, they are growing those beards to celebrate the Omaha Centennial. Both have a good bush already.

Yard Clerk Bob Hastings was recently elected to the board of directors and chosen chairman of the youth committee at the YMCA.

The Women's Club recently held their regular meeting at the YMCA. The club now has a membership drive on, which will continue for some time. Mrs. Earl Smith, wife of trainmaster, is president.

Larry, 10-year-old son of Switchman Darold Waffle, is back in school after suffering extensive burns when an electric inhaler upset.

Switchman Harold DeVol, on sick leave, spent most of December and January in California.

Jack Bell has transferred from Perry and is now a carman here.

EAST END

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

W. E. Failor, chief clerk in the office of Superintendent F. G. McGinn, resumed work Feb. 16 after an absence of three weeks during which he underwent surgery at University Hospital, Iowa City.

Isaac Burgess, 73, retired bridge carpenter, died Feb. 13. Surviving are two sons, J.

Howard of Key West, Fla., and Harold of Perry, Ia.; a daughter, Mrs. Harry Larson, Marion; 18 grandchildren and two great-grandchildren.

George DeDual, retired Iowa Division machinist, has been in the Mayo hospital in Rochester for treatment.

F. G. Keenan, conductor on sick leave, died Feb. 8. Surviving is a brother, Richard, and his mother, both of Cedar Rapids.

Engineer E. J. Collins, who had worked on the Iowa Division for more than 45 years, died suddenly Jan. 21. He was visiting with friends in Perry when stricken and passed away in a few minutes. His son, Edward, who is also an engineer on the Iowa Division, was with him at the time. His wife, two daughters and two sons survive. Emmett had been on the west division Hiawatha run for some time.

Miss Etta Neal, well known to many folks on the division, is in the Madison General hospital in Madison, Wis., at this writing, following injuries sustained in a fall. Miss Neal made her home in Perry with the late Mr. and Mrs. J. B. Wallis. Mr. Wallis was for many years a traveling auditor for the Milwaukee.

Rex Parcell, who worked as second trick operator at Tama, died in the Veteran's hospital in Des Moines the latter part of January, following self inflicted gunshot wounds. Burial was at Council Bluffs.

Relief Agent Lyle Currey and wife are the parents of a daughter born in January, their first child.

Sanford Lones, retired engineer, and wife and their son, Conductor Lee Lones, and wife, are enjoying a vacation in the South at this writing. They are making the trip in their home on wheels which was formerly a school bus. Sanford and Lee did the work on the bus, installing all the equipment found in a modern trailer.

Leo Walker, father of Yardmaster George McLellan's wife, passed away at the family

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"THEY SAY THE ARTIST IS A RETIRED RAILROAD ENGINEER!"
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home in Jamaica during January.

A. C. Jacobs, who worked for 30 years on the Des Moines Division, retired in January. His railroad service started 60 years ago on the Kansas City Division and after working 15 years he resigned and went into a bank. Fifteen years later he returned to the railroad as an agent on the Des Moines Division.

Conductor R. H. Gilbert laid off Feb. 1 to spend a couple of months in California. J. S. Moore is in charge of the Storm Lake way freight crew.

Ralph Van Horne, extra passenger conductor, and wife went to Arizona and California in February when Ralph had his vacation.

Engineer Glenn Linn has been a patient in the hospital at Perry, following a fall which resulted in a broken arm and other injuries.

John Harrison, retired machinist helper who worked for many years in the shops at Perry, died as the result of a heart attack he suffered in January. A son, William, is on the Perry yard track force.

F. H. McDevitt, conductor on one of the Hiawatha assignments, has a new granddaughter, born Feb. 1 to Mr. and Mrs. Charles Cosgrove of Cherokee, Ia.

Mrs. Bernece Brulport, widow of H. E. Brulport who was yardmaster at Perry at the time of his death, has a new grandson born recently to her son and daughter-in-law.

Passenger Conductor Roy Brooks is grandfather to a girl born recently to his son Don and wife.

Doris Jean Boldra, daughter of Section Foreman Boldra of Ferguson, was married recently to Paul R. Flanigan of Marshalltown, Ia.

George Lane, train rules examiner, recently examined some brakemen for promotion. The new conductors are James Weems of the Des Moines Division and E. L. Hamman, J. K. Orman and G. F. Weems of the Middle Division.

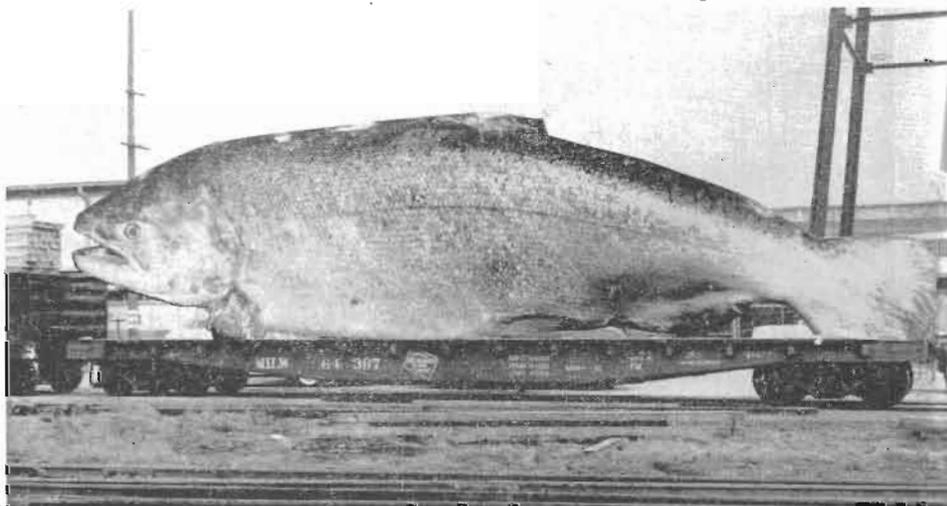
Catherine Gohman, stenographer in Division Engineer Whitford's office, slipped on the ice and broke her ankle the fore part of February.

THE KID TAKES THE COUNT. Friendliness on the job resulted in a record-breaking send-off by the customers when Conductor A. F. (Bert) Eberling retired last month. More than 300 passengers who had been riding into Chicago with him every morning from Elgin and intermediate points, gathered in the Union Station on the morning of Feb. 26 and, before a battery of newspaper and television cameramen, wished him well with a box of silver dollars and a cartoon inscribed, "To the 'Kid' who knows how to make friends along the line." As a former topnotch lightweight fighter known as "Kid Farmer," he is still the "Kid" to his friends. Shown with him, left to right: Federal Judge John P. Barnes, A. E. Casperson (a commuter for 41 years), and Miss Naomi Walter, all of Elgin. Mr. Eberling started as a brakeman with the Milwaukee in 1905 and became a conductor in 1910. In 1920 he took a leave of absence, went to Los Angeles and engaged in various occupations, including that of movie stunt man in Harold Lloyd comedies—he having made Lloyd's acquaintance when the latter was a railroad news butcher. He returned to the Milwaukee as conductor in 1938, and from 1948 was assigned to suburban service. He made his last run on Feb. 27. He and Mrs. Eberling left their home in Elgin early this month for Los Angeles, where they can be near their daughter, Mrs. Sylvia Jarvis, and family.



QUIZ answers

1. A part of a rail joint, sometimes called an angle bar.
2. A freight car used in terminals for assembling and distributing.
3. Transportation.
4. A place from which block signals are operated.
5. Missouri.
6. About $4\frac{1}{4}$ per cent—4.23 per cent to be exact.
7. Approximately 1,700—1,731 to be exact.
8. A long-distance freight train that runs from starting point to destination without dropping or picking up cars en route.
9. Rail diesel car.
10. A railroad which connects other railroads upon which most of its traffic originates and terminates.



SPEAKING OF BIG LOADS. Among the many reactions to last month's article on excessive dimension loads was this picture of an outside salmon loaded aboard a Milwaukee Road flat car, received from an anonymous reader.



SANTA STRIKES AGAIN. When a sudden fire gutted the apartment of Fireman Gene Reed in Council Bluffs a few days after Christmas, all of little Lynn Marie's gifts went up in smoke. Santa, or maybe it was the friends and neighbors, arranged for a return visit, though, and on her

third birthday in January, Lynn Marie had a double-barrelled celebration. Many of the gifts spread under the tree were even duplicates of those lost in the fire. Practically breathless, it took three puffs to extinguish the candles on this birthday cake. (Council Bluffs Nonpareil photo)



HANGING UP HIS CAP. Finishing his last run on the Southwest Limited, Engineer William Bush of Janesville, Wis., hangs up the cap which had been his engineer's trademark since 1906. He had a total of 51 and a half years of Milwaukee Road service. Since Engineer Bush worked out of Milwaukee, he was looking forward in his retirement to spending more time with his family and with the friends he and Mrs. Bush have made in Janesville since they established their home there in 1906. They have twin sons, a daughter and six grandchildren. (Janesville Daily Gazette photo)

FIVE GENERATIONS of a Milwaukee Road family. Dr. A. E. Stevens established the tradition by taking a job with the railroad when he arrived in Montevideo, Minn., in 1878—he recalls the gala celebration at the Dunn Hotel when the line was finished. His daughter, Mrs. F. H. Natzel, was the wife of a former roadmaster, and his grand-daughter, Mrs. C. Thompson is married to an HGD Division brakeman. Mrs. J. R. Madson, the mother of 'great-great-grandson Glen Alan Madson, is married to a former employe of the Minneapolis shops.



THE MILWAUKEE ROAD MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.
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The members of the J. T. Gillick Scholarship Committee which will judge the applications and qualifications of candidates for the award are:

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MEMBERS: CHARLES C. CAVENY, *Dean*, Chicago Undergraduate Division, University of Illinois
PHILLIP LOTTICH, *Director of Admissions*, Illinois Institute of Technology
ROBERT STROZIER, *Dean of Students*, University of Chicago

The sons of Milwaukee Road families who plan to enter a university or college in the fall of 1954 should communicate immediately with the J. T. Gillick Scholarship Committee and ask for an application form upon which to apply for the scholarship. Full details about eligibility requirements and the general conditions under which the scholarship award will be granted will accompany the application form when it is sent to prospective applicants.

IMPORTANT: Applicants for the J. T. Gillick Scholarship award who plan to enter college for the fall 1954 term must have their completed applications filed by not later than June 30.

*Address all communications and requests for information about
the J. T. Gillick Scholarship to:*

C. WILLIAM REILEY, Chairman • J. T. GILLICK SCHOLARSHIP COMMITTEE
356 Union Station Building • 516 West Jackson Boulevard • Chicago 6, Illinois

