

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

THE
MILWAUKEE
ROAD

A New Station for Tacoma . . . page 4

MAY 1954

MAY 1954

THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis

Manager

Marc Green

Editor

Marie Hotton

Assistant to Editor

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

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

IN THIS ISSUE

	Page
A Look At Our Own Economics By President J. P. Kiley -----	2
What Does a Railroad Cost?-----	3
A New Station for Tacoma -----	4
Refrigerator Car Cleaning at Milwaukee -----	6
Tug Milwaukee Joins the Million-Mile Club -----	8
W. E. Cooper-----	9
We Buy Results By V. E. McCoy-----	10
A Visit with the Halls-----	11
A New Safety Record -----	11
45 Years Ago This Month -----	12
How Are We Doing?-----	13
Appointments -----	14
H. B. Christianson Heads Chicago Maintenance of Way Group -----	14
Time Out for TV-----	15
Our Safety Score-----	15
Home Department -----	16
Retirements -----	19
Quiz -----	20
About People of the Railroad -----	21

A Look at Our Own Economics

IT has always seemed to me, and I have said so many times, that in an operation as big and as complex as that of The Milwaukee Road there are few things as necessary as understanding among the individuals comprising its personnel.

The honest attempt to understand *what* the other fellow is doing and *why* he is doing it, is the basis of personal and company success.

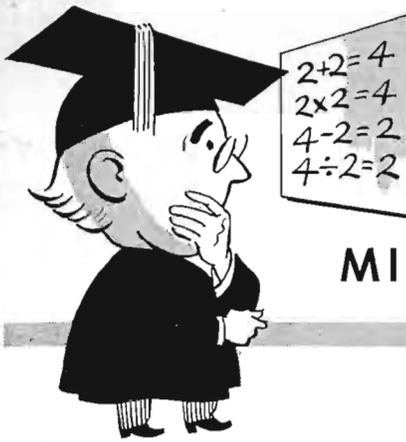
As a further attempt to achieve this end which means so much to all of us I have, from time to time, dealt with the economics of our railroad's operation, for I feel that it is in this area that understanding is so very important.

A series of articles has now been prepared with this particular purpose in mind. These articles will be printed in the Magazine for all to read and study who have an interest in the economics of The Milwaukee Road. That, in fact, is the simple title which the series has been given . . . "Economics of The Milwaukee Road". The first chapter, posing the question, "What Does a Railroad Cost?" appears on the facing page.

It is my sincere hope that everyone on the railroad will read these articles and attempt to see the importance of his own contribution to the economic factors discussed.

J. P. Kiley





Economics OF THE MILWAUKEE ROAD

CHAPTER 1

What does a Railroad cost?

SOME kinds of business can operate on a "shoestring". Others need a larger investment. Very few can compare with the railroads in the tremendously costly plant they must have before they can earn a penny.

The Milwaukee Road owns 14,318 miles of main, side and yard tracks, 851 locomotives, 56,295 revenue freight cars, 975 passenger train cars, as well as other rolling equipment, buildings, bridges and other structures, the real estate the plant stands on, and the supplies and cash needed to operate.

All this cost almost a billion dollars.

Dun & Bradstreet, the business analysts, have compiled figures comparing the gross annual sales of different businesses to their basic investment. Department stores annually sell more than two and a half times their net worth, grocery stores from seven to twelve times, auto accessory stores three and a half times, the packing industry about eight times, hardware stores more than two and a half times, and the cigarette industry more than twelve times.

In 1953 our gross sales (revenues) were about one-third the value of the property—and this is typical of the whole railroad industry.

Most businesses that operate on inventory—things manufactured or purchased for resale—have an advantage over the railroads. They can adjust their inventories to the demand. Such industries as steel mills can bank their furnaces and thus close down all or part of their plant. A railroad must maintain its plant and equipment in good condition and operate its trains whether traffic is heavy or light.

Maintenance of track, bridges, buildings, and other structures on our rail-

road took a large portion of our revenue in 1953. Maintenance of rolling equipment—locomotives, passenger and freight cars—took another large portion. Both items together consumed more than one-third of all the money our railroad took in last year.

Wages and materials—the principal items of maintenance costs—have both gone up a good deal since 1940. In that year it cost the Milwaukee \$1,654 to maintain each of our average miles of road including yard and way tracks, stations, shop buildings and other pertinent structures. In 1953 it cost \$4,008. Higher wages and material prices account for the difference.

The drawing below compares today's prices of materials and equipment shown

with 1940 prices.

Last year our railroad paid approximately \$90 per ton for each ton of new rail, amounting to about \$69 per 39-foot rail weighing 115 lbs. per yard. In addition, of course, was the cost of laying it.

Ties were another big expense. Hundreds of thousands of them are used annually, and last year they cost \$3.00 each. Again, of course, we must add the cost of putting them in the track.

When you look at the cost of a single track spike or tie plate, it doesn't seem very much. The cost mounts up, however, when you consider that we have to buy several million pounds of them each year.

Another way of putting it is this. We take in a little over one and one-third cents for every ton of freight hauled one mile. A track spike costs about six cents, so we had to haul that ton nearly four miles to take in enough to buy one spike.

And, as stated, a 39-foot length of rail weighing 115 lbs. per yard costs about \$69. To buy one we had to haul a ton of freight almost 4,800 miles.

The Milwaukee buys about 220,000 items, large and small, to maintain the plant and run the railroad. You can see how much transportation service we must perform to get the money to buy them.

Next month—*HOW MUCH MONEY DOES A FREIGHT TRAIN TAKE IN?*

Comparative Costs of a Railroad Track

	1940	1953
Joint Bar Assembly—each	\$4.32	\$7.28
39 ft., 115 lb. Rail, each	\$28.00	\$69.00
Track Spike—each	\$.03	\$.06
Rail Anchor—each	\$.22	\$.35
Tie Plate—each	\$.44	\$1.03
Tie, Treated Hardwood—each	\$1.55	\$3.00

A New Station for Tacoma

HAILED as an important asset to the growing industrial development of the Port of Tacoma, the Milwaukee Road's new \$150,000 passenger station in that city was opened on Apr. 20. Service was inaugurated with the arrival of the Columbian from the east at 9:35 A.M. and the 2 P.M. departure of the Olympian Hiawatha.

A formal dedication followed on Apr. 22 when the public viewed the new facilities at an all-day open house. About 1,500 Tacomans accepted the invitation to inspect the beautiful modern building at East 11th and Milwaukee Way. In connection with the dedication ceremonies, L. H. Dugan, vice president and western counsel, presented a symbolic key to the station to Mayor Harold L. Tollefson.

The new structure replaces the station at South 25th and A Streets which was used for many years and which is now one of the city's landmarks. This build-

ing was acquired when the Road extended its operation to the Puget Sound country and bought the old Tacoma Eastern Railroad Company, a line built in the early days to serve logging operations in the vicinity of Mt. Rainier. The Tacoma Eastern station was remodeled and became the Milwaukee's terminal.

The new station, designed in the office of K. E. Hornung, Milwaukee Road architect, Chicago, is of masonry construction with an exterior finish of Red Roman type brick. The main depot portion is a roomy structure 40 feet wide and 100 feet long. A marquee along

two sides of the building protects patrons arriving and leaving by car, and a canopy at the east end extends 500 feet to cover patrons going to and from trains.

The design is in the modern motif, with large glass areas along the northeast, facing Milwaukee Way, and on the southeast facing the train shed area. All doors and glass settings are of extruded aluminum and glare reducing tinted glass. The feature of the exterior is a masonry pylon rising 32 feet and topped by a stainless steel silhouette-type sign reading, "The Milwaukee Road." Neon tubing illuminates the sign at night.



An interior view of the station, taken just prior to the open house on Apr. 22. Shown are the club-type furnishings, the ticket office, gold-tone photo murals and the large window areas designed to create an informal atmosphere.

Reversing the usual procedure of receiving the key from the mayor, L. H. Dugan, vice president and western counsel (right) and District Passenger Agent A. J. Knaff (left) present Mayor Harold L. Tollefson of Tacoma with a king-size key to the new station.



The Cover

By night, as by day, the new station at Tacoma presents an attractive picture of modern railroad passenger service. At the left, alongside the loading platform, stands one of the bipolar electric locomotives which have become an envied symbol of Milwaukee Road passenger service in the Northwest.



The outstanding feature of the exterior is the 32-foot masonry pylon. The sign, "The Milwaukee Road," is carried on both the north and south faces of the pylon, thus identifying the building in both directions. At the left, a bi-polar electric locomotive.

The interior layout consists of a waiting room, ticket office, women's lounge, men's and women's toilet facilities, a baggage room, and accommodations for employes. Wall surfaces here are of ceramic glazed tile in pastel green, with harmonizing terrazo floors in the waiting room and lounge areas. The ceilings are of suspended fiber glass acoustical tile, in which are recessed fluorescent lighting fixtures.

The waiting room, furnished with lounge type aluminum furniture upholstered in plastic material, has a club-like atmosphere. This is accented by planter areas located in the room and outside the large windows. A striking feature of the decor is a gold tone photo mural of the Chicago skyline which forms an ornamental frieze above the ticket windows. Comfortable furniture, mirrors and vanity tables have also been installed in the women's lounge. Thermostatically controlled ventilating and heating systems throughout the building provide year-round comfort.

Handily adjacent to the shops and yards, the new station will serve to facilitate repairs and service on equipment. The new location also has the advantage of ample parking space and of being easily accessible by automobile from all directions. A taxi stand is located immediately north of the station and the Tacoma Transit Company provides bus

transportation. Bus service will be supplemented whenever unusually heavy arrivals or departures are scheduled.

Milwaukee Road officials who had a hand in the dedication of the new station included, in addition to Mr. Dugan, Paul Wilson, western traffic manager, and O. R. Anderson, general passenger agent, Seattle; Agent O. R. Powels, District Passenger Agent A. J. Knaff, Division Freight Agent J. H. Agner, Tacoma, and Division Superintendent J. T. Hansen.

Since it is predicted that Tacoma's next big growth will center in the Port of Tacoma development, the construction of the new station in that locality

has been of great interest to civic leaders. The Milwaukee Road payroll in Tacoma is four and a half million dollars a year, and the Road provides employment for more than 1,000 persons.

At the dedication ceremonies and the reception attended by Mayor Tollefson, Mr. Dugan gave a brief talk in which he outlined the history of the Road since it made Tacoma its western terminus a half century ago. With the new, modern passenger station in a convenient location, the Milwaukee will be in a better position to continue to deliver the type of service which has made it an important factor in the growth of the Puget Sound country.

A night view of the station, showing a section of the attractive waiting room and the canopy extending eastward where passengers board and alight from trains.





Angelo Ciofiani, car checker, disconnects hot water hose as crew prepares to move down track to other refrigerator cars. Connections are located at intervals of every two car lengths along the cleaning track. Note hot water pouring from car bunker and body of the car.

Refrigerator Car Cleaning at Milwaukee

A NEW development in the thorough and speedy cleaning of refrigerator cars, the most modern facility of its kind to be found on any railroad, has been installed at the Milwaukee Road's Bluemound yard in Milwaukee. In service for more than two months, this car de-icing and cleaning system has already shown a marked improvement in the availability and clean condition of refrigerator cars.

Few aspects of railroading are more dramatic, or more complex, than the providing of "reefer" service for the many perishable products requiring refrigeration, heat or ventilation in transit. In such cars the railroads transport during the month of May alone an average of almost two pounds of fresh

fruits and vegetables for every American. This is in addition to the many other products which for various reasons must also be carried in refrigerator cars. Being a very important factor in this special traffic, it was only natural that The Milwaukee Road should play a pioneer role in seeking methods for further improving its refrigerator car service.

Basically, the need was for a fast method of clearing ice from the bunkers of the cars in the late fall and winter, when many shipments require the placement of heaters in the space at the ends of the cars which is normally filled with ice during warm weather. Working in crews on a kind of assembly-line basis, men operating the new facility clear away the ice with water heated to a

temperature of 190 degrees F. The water is forced through long hoses under pressure and ejected through flattened nozzles. Meanwhile, the interior of the car is swept and also hosed out if ice has been used in the body, or if decayed vegetable matter has been left from the previous load. With hose connections at convenient intervals along the cleaning track, the crews move at a steady pace from car to car, virtually "scrubbing" them as they go.

The cleaning track, the most easterly of those in Bluemound yard, has a capacity of 67 cars. The expectation is that during the peak season, beginning about December, those 67 cars can be de-iced, completely swept and washed, if necessary, and pulled onto a storage

track during the morning hours. Another group of 67 cars can probably be similarly worked during the afternoon for a total of more than 130 refrigerator cars daily.

Ralph D. Claborn, special assistant to operating vice president, laid the basic plans for the new system. Its operation comes under the jurisdiction of Roadmaster F. V. McLarnon, and under the immediate supervision of Foreman A. S. Crivello. At the end of March a force of seven hosemen and three laborers were employed at the cleaning track.

A study made in 1952 revealed that a total of 32,863 cars were cleaned at various locations in Milwaukee, of which 15,391 were cleaned during the de-icing months of January, February, March, April, November and December. Of these, 8,570 were "wet" cars, containing either bunker or body ice, or both. During the same period, 2,080 refrigerator cars were cleaned at outlying points on the Madison Division, and several hundred were cleaned on the LaCrosse & River Division and the Milwaukee Division. It is expected that virtually all of these cars can now be

cleaned at the special facility in Milwaukee and made available throughout the area more quickly. It is also expected that the new system will practically eliminate damage to cars, especially to the floor racks.

Bluemound yard is strategically located for this operation, as it is near the several famous Milwaukee breweries served by The Milwaukee Road, principal users of refrigerator cars on a year-round basis. It is interesting to note, however, that beer is not ordinarily shipped under refrigeration, although extremely cold weather or the threat of it sometimes necessitates the use of heaters in the bunkers.

As a matter of fact, about one-half of the perishable traffic moving in refrigerator cars does not use refrigeration of any kind. Approximately one-third of such traffic moves under ventilation only, and another tenth requires heater service.

By mid-April the new facility had already set a record of 163 cars cleaned in one day. As the weather became warmer, of course, there was less need for removal of ice and the operation



Taken last fall when work began on the de-icing project, this picture shows the unique method devised for pouring insulating concrete around the hot water pipes. Due to lack of space, the concrete mixer and materials were mounted on a flat car and moved slowly along the track as the concrete flowed into the forms.

became one principally of cleaning the interiors of the cars. Whatever the type of cleaning involved, however, the crews operating the new facility have proved their ability to better serve shippers in the Milwaukee area by providing them with the clean refrigerator cars they need, when they need them.

View along the cleaning track in Milwaukee's Bluemound yard as the crews make their way along the line of refrigerator cars. Bill Vaughn, hoseman, is shown atop one of the cars, while Anthony S. Crivello, foreman, appears in the foreground.



Foreman Anthony S. Crivello (left) and Roadmaster Francis V. McLarnon in the building constructed alongside the cleaning track for housing various facilities including the steam and hot water pipes and tanks containing hot water under pressure. Water is heated by steam from the shops located just across the Menominee River.

Tug **MILWAUKEE** joins the Million-Mile Club

By  **HIS MARK**

For the article below the Magazine is indebted to The Seattle Times and to its staff writer, Byron Fish, for an interesting sidelight on one of The Milwaukee Road's most colorful operations. The cartoon accompanied the article, which appeared in that newspaper on Mar. 23.



The "Milwaukee" presents a trim appearance as she prepares to dock at Seattle. Her actual mileage is estimated at something in excess of 1¼ million miles. (Seattle Times photo.)

AT LEAST four vessels on Puget Sound are members of the Million-Mile Club. We make no guarantee there aren't more, because several others are close to qualifying.

The "club" was founded when T. E. Cooke, 1220 Second Av. N., wondered if the tug Milwaukee might not have the greatest mileage record of any vessel in these parts.

The Milwaukee apparently is the only steam tug left in regular service on Puget Sound. Assuredly she has the distinction of being part of an odd transportation system, a seagoing railroad.

The Milwaukee Road has no tracks from Seattle to Port Townsend and Port Angeles, nor to Whatcom County, but it serves those areas nonetheless. The railroad cars cross the water sections on a barge.

For 41 years, without a rest, the tug hauling the barge has been the Milwaukee.

When we checked, the tug's log showed she had made 7,176 round trips (76 miles each) to Port Townsend, 3,948 round trips (156 miles) to Bellingham and 576 round trips (16 miles) to Eagle Harbor, for a total of 1,170,480 miles.

In addition, the tug called at Port



(The Times' artist apparently exercised cartoonist's license in loading his barge with three cars instead of the usual 15.)

Angeles 288 times, and in the Second World War made numerous trips to Bremerton. These, and miscellaneous trips, may account for 100,000 more miles.

In all her life, the only major repairs on the tug have been the replacement of a boiler. That ought to bring cheers from the steam fans who have written in lately, sneering at diesel engines.

The writers should save a cheer for Clifford Rowe, chief engineer, who undoubtedly gets some credit for encouraging such faithful service. He has been with the Milwaukee 38 years.

The three other 1,000,000-milers are ferries.



The Milwaukee Road Magazine

Large Object Dead Ahead

The following story from the U. S. Naval Institute Proceedings for January, 1954, was written by Lieutenant Commander J. L. McGehee, U. S. Naval Reserve, and sent to The Milwaukee Road Magazine by Edwin W. Zimmer of Deerfield, Ill.

IN THE days before radar lent its magic to navigation, every commanding officer waged an unremitting campaign for alertness and accuracy on the part of his lookouts, especially those men stationed in the eyes of the ship in time of fog.

One pea-soupy morning found U.S.S. *Idaho* proceeding cautiously up Puget Sound. Fog horns, squealing tugboat whistles, the booming fog signals of ocean-going ships made piloting a nightmare. Suddenly, the bridge talker's ear-phones crackled into life; he repeated his telephonic message: "Sir, the bow lookout reports a large object dead ahead, and very close!"

The OOD grabbed the engine order telegraph and signaled for Emergency Stop. He sounded the whistle; he called

the commanding officer—who, in turn, shouted excitedly into the bow-lookout's telephone circuit: "This is the captain. What the hell do you see up there? You know we want accurate reporting to the bridge!"

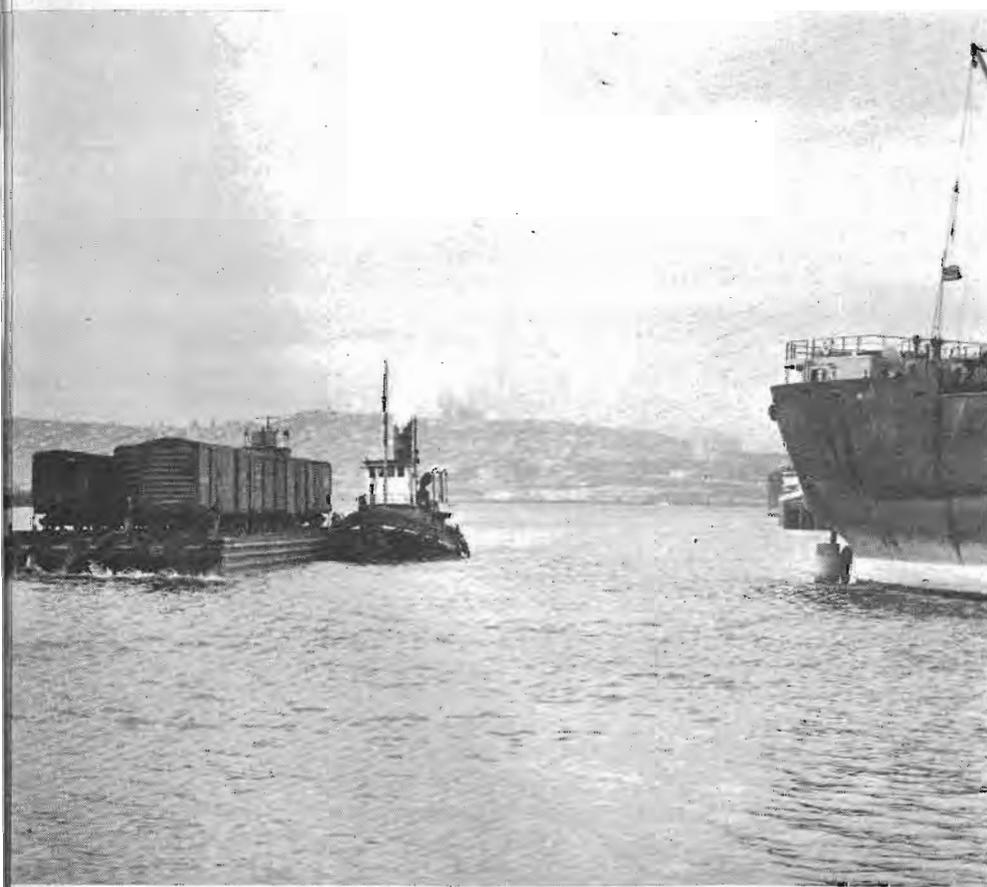
"I can't tell", came back the lookout's frightened reply.

"Well, describe it, then", barked the captain.

The lookout, a new recruit from the Middle West, totally ignorant of the existence of car ferries, and badly shaken by conversation with the captain himself, took a deep breath and replied:

"You won't believe me if I tell you, sir, but it looks to me like a Milwaukee Road freight train."

The "Milwaukee" heads north up Puget Sound, bound for Port Townsend on the Olympic Peninsula with a three-track barge loaded with approximately 15 cars of freight.



W. E. Cooper

WALTER E. COOPER, retired assistant to passenger traffic manager, died in the Englewood Hospital, Chicago, on Apr. 10. He was 74 years of age.

Mr. Cooper's retirement on Oct. 31, 1949, brought to a close an outstanding record of 57 years of service, all in the employ of The Milwaukee Road. He started in 1892 as a messenger in the office of the general passenger agent in Chicago, where he was advanced to various positions and assumed the duties of chief rate clerk in 1918. He was promoted to assistant general passenger agent in 1940 and served in that capacity until he was appointed assistant to passenger traffic manager on Jan. 1, 1948.

Since his retirement Mr. Cooper had continued to live in Chicago. Funeral services were held there, with interment in Mount Hope Cemetery. He is survived by his widow, Marie, and a brother, Ivan.

Milwaukee Shops Blood Bank To Hold Mid-Year Drive

MEMBERS of The Milwaukee Road Blood Donors Club, the blood bank maintained by employes at the Milwaukee, Wis., shops, will engage in their sixth annual mid-year drive on May 20. The goal set to meet the requirements of the coming year is 400 pints of blood.

In connection with the drive, Mrs. F. T. Ross, wife of the supervisor of telegraph offices—system, who serves as director of the blood bank, issued a statement regarding activities since the club was organized in April, 1949. It stated that at the close of 1953, deposits totaled 1,701 pints. From this bank, employes and their dependents received 1,065 transfusions at a monetary saving of \$36,180. In addition, 100 pints of blood were donated to the Red Cross "Blood for Defense" drive in 1952, and 86 pints in 1953.

Accompanying the statement was a commendation from Margaret T. Sharp, executive director of Milwaukee County Chapter of the Red Cross, and Dr. T. J. Greenwalt, medical director of the Junior League Blood Center. Referring to the ending of the Blood for Defense program as a result of the Korean armistice, they said, "We cannot end it without words of praise to . . . those in your organization who were so faithful about giving. Far more important than the record was the fact that the boys who were fighting in Korea were saved from death by your contributions."

We Buy Results

by V. E. McCoy

CHIEF PURCHASING OFFICER

THE procurement of supplies for The Milwaukee Road may seem complex to many of us, involving as it does the buying and storing of some 100,000 items ranging from large units such as diesel locomotives to everyday things like paper towels (of which we purchase over 15,000,000 each year).

Infrequent contact with operations which are not well known may lead to misunderstandings and even to complaints when a person suddenly comes up against a problem which he feels might readily be solved if only the purchasing department would cooperate.

When we buy diesel fuel oil, for instance, we do not think of it only in terms the chemist would use, although such terms are freely used in setting up the specifications which experience has shown will produce the maximum draw-bar horsepower with a minimum of maintenance expense. In buying diesel fuel oil, we are buying something which will move trains. We are vitally interested in getting a product which will move trains efficiently, be safe to handle and readily usable under adverse weather conditions. We encounter temperatures as low as 40 degrees below zero on part of our line. Therefore, we must have a diesel fuel oil which will not go solid at such low temperatures. In summer we get temperatures well above 100 degrees, so we must have a fuel which will not easily flash into flames under such conditions. Most diesel fuel oil contains sulphur, and this is known to cause wear. Consequently, we limit the sulphur content, and there are many such factors to be considered in procuring this and other supplies.

Specifications Set Up With Using Department

So, in general, we buy the *benefits* we expect to get from the use of any product. We set up specifications with the using department and with the test department. These specifications, when fully met, should guarantee the railroad's obtaining the desired benefits.

Having determined the exact benefits we expect to get from a product, we next concern ourselves with finding a reliable source of supply. Here, too, there are

The accompanying statement on purchasing procedure was prepared by Mr. McCoy as basic information for other departments of the railroad in their cooperation with the purchasing department. It is presented here in the thought that it will make interesting reading for all members of The Milwaukee Road Family. —Editor

many factors to be considered. The railroad has to operate 365 days in the year. We must be sure that we can get our needs satisfied on any of these days *without fail*. This means that we must consider very carefully the reliability of our sources of supply and their willingness to supply us on a year-round basis in large or small quantities as we may require.

Other factors we consider are as follows:

- Uniform Good Quality
- Safety
- Suitability of Design
- Service Life Expectancy
- Delivery
- Standardization
- Service Assistance
- Packaging

Having assured ourselves of all of the above, we come to the matter of price. Many people may think the sole purpose of the purchasing agent is to drive a hard bargain.

Actually, as you see, the price consideration, while of great importance, follows other factors in approximately the order we have given. We usually have several sources which may be equally well qualified to supply our needs, and this element of competition is very important in helping us to get the best price. Under price consideration we have to know how much off-line freight we have to pay, whether or not there is a cash discount allowed for prompt payment, and what freight allowances there are, if any.

We give due weight in our price con-



V. E. McCoy

sideration to differences in performance. If one product will last twice as long as another in a given service, it naturally follows that it is worth at least twice as much from a dollar standpoint, assuming that we have need for and can eventually use up all the service-life such a product offers. Usually, when there is this much difference in service-life the price may be only 10 to 20 per cent higher per unit. Generally, free competitive bidding brings prices well in line and we have a choice between at least two sources of supply.

Reciprocity Not a Primary Factor

There are some who may feel that reciprocity plays a large part in purchasing policy, but we have tried to show here that it is considered only after every other factor concerning a product has been investigated. Almost universally, our suppliers feel that their products are worth their price entirely on their own merits and without regard to any other factor. We, in turn, are entitled to feel that our transportation service is second to none and worth every cent paid us in revenue.

Many of the shippers on our railroad never solicit business from us, while the business of certain others is very closely related to railroading. The volume of our purchases is usually so large that we can satisfy several suppliers by a fair division of our buying, price and delivery conditions being equal.

To complete the story, perhaps we should describe how we develop our

sources of supply. Of course, since this railroad has been in existence for over a hundred years, many of our suppliers have grown up with us. For example, we are a very large user of forest products, and have access to the largest producers, which means that we are able to buy at the lowest possible mill prices. Even the largest lumber dealers on our lines probably cannot buy at as good an advantage as we do. The same thing is true of coal and petroleum products. On occasion, we are approached by dealers in these commodities but, in general, they recognize and accept the fact that they cannot compete for our business except for an occasional supply of small quantities required on a local non-repetitive basis.

Changing conditions and advancements in technology have very nearly revolutionized the railroad industry. The more foresighted suppliers have been able to anticipate such changes and have kept abreast of developments. Many suppliers (and, we might add, the more reliable ones and certainly the ones we most appreciate) maintain extensive research facilities to help them improve old products or to develop entirely new ones.

While the railroads, both collectively and individually, have, over the years, carried on extensive research and development programs, we recognize that the supply industry has been by far the largest contributor to advancement through research and development.

We learn of these developments from articles in trade publications and from advertisements, but our very best sources of information are the salesmen and the service men who call on us. We welcome these representatives and give them every opportunity to give us their ideas, as through this means we learn and develop and are able to help our railroad do a better job.



The group in front of the Hall home. Left to right: L. H. Dugan, vice president and western counsel, Seattle; Mr. Hall; J. E. Marshall, general freight agent, Seattle; President Kiley; D. J. Sullivan, traveling freight & passenger agent, Spokane; Mrs. Hall; E. E. White, division freight & passenger agent, Spokane; Paul Wilson, western traffic manager, Seattle; A. L. Sedgwick, industrial commissioner, Seattle; S. E. Herzog, superintendent, Idaho Division; and W. C. Whitham, division engineer, Spokane. C. E. Crippen, general manager, Lines West, took the picture.

A Visit with the Halls

EVAN W. HALL, retired agricultural agent and one of the friendliest men who ever worked for The Milwaukee Road, enjoys nothing quite so much as having Milwaukee Road people drop in for a visit at his new home in Warden, Wash.

A few weeks ago the Magazine's mail included the above picture, indicating that President J. P. Kiley and party had taken advantage of the Halls' "open door policy" and dropped in for a visit while touring the Columbia Basin recently.

A note to Mr. Hall, inquiring about the party and his retirement activities, brought this reply:

"President Kiley and his party stopped right on the coffee hour, 10 A.M., Mar. 24. On time, too! Mrs. Hall was prepared with plenty of real coffee that I gave her as a Valentine on Feb. 14. She was glad to share her 'treasure' with our friends of the Milwaukee party. We enjoy the many good folks who stop to see us.

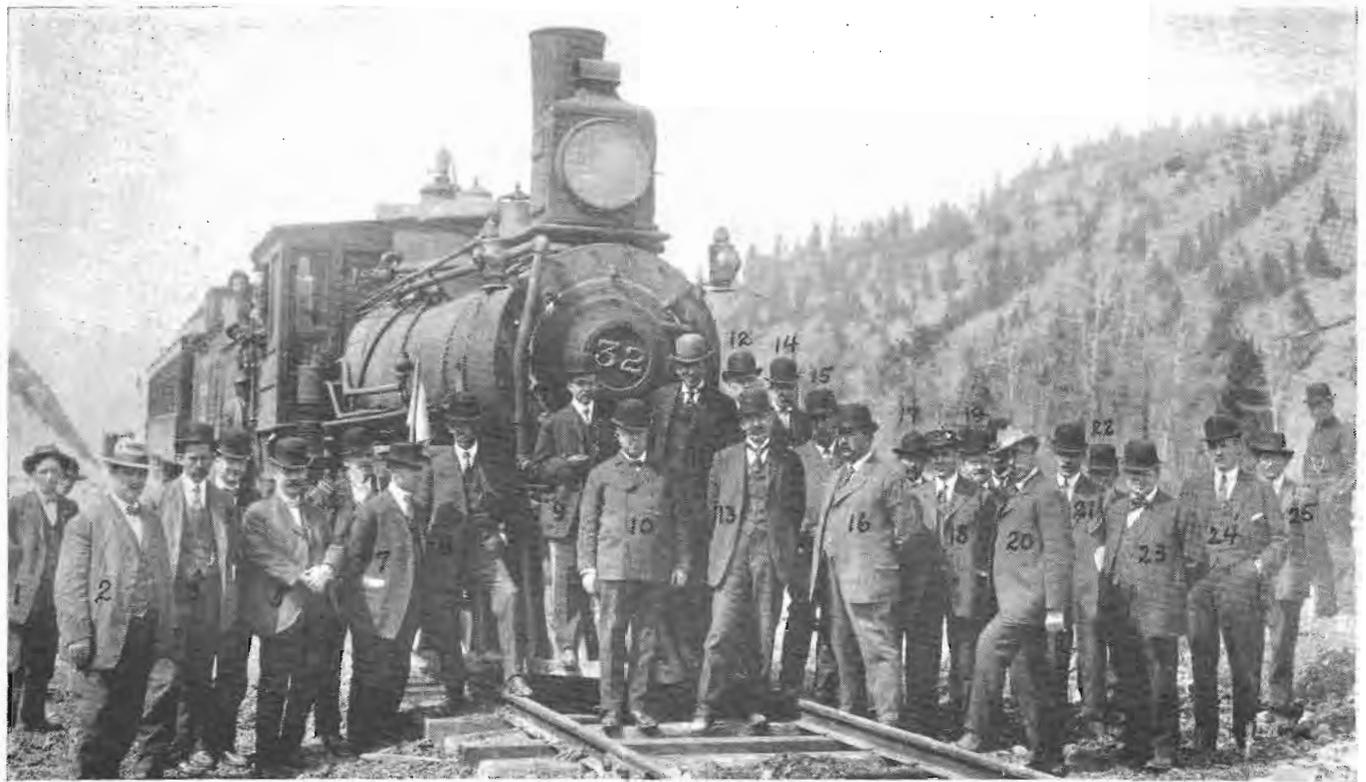
"Our house is small, and when a big party leaves, anyone watching from the outside would wonder where they all stood (to say nothing of sitting). We do have room to seat 16, however, with two on the piano bench.

"My jobs are numerous—member of the Grant County Farmers Home Administration Committee, which passes on loans to settlers on the new irrigated farm units, secretary of the Warden Chamber of Commerce, and treasurer of the Warden Community Congregational Church. Mrs. Hall teaches piano and works in several organizations.

"We are glad to see the interest of The Milwaukee Road in our community and were certainly happy that President Kiley and his party could stay with us for over a half hour while on a hurried trip through the Columbia Basin."

A New Safety Record

The Milwaukee Road, whose safety standing at this time last year was 10th among the 16 Group A railroads, was in 3rd place for the first three months of 1954. This is an improvement of 43 per cent. Still better news is the fact that at the end of April we had gone for nine months, or a total of 260 days, without a fatality anywhere on the railroad.



The official group which was present for the "golden spike" ceremony: 1. Conductor; 2. W. R. Lanning, general foreman, B&B; 3. Mr. Copland, general foreman B&B; 4. J. W. Fry, general foreman telegraph; 5. U. J. Fry, superintendent of telegraph; 6. R. F. Weeks, DF&PA; 7. J. F. Pinson, district engineer; 8. C. H. Marshall, superintendent; 9. Dr. Spottswood, Missoula; 10. E. J. Pearson, chief engineer, CMPS; 11. J. H. Ellison, superintendent of contractors; 12. C. H. McLeod, Missoula Mercantile Co.; 13. C. F. Loweth, chief engineer CMStP; 14. W. O. Winston, contractor; 15. Frank Conley, warden Montana state penitentiary; 16. Fred Sterling, Missoula Mercantile Co.; 17. George Nick, district engineer; 18. Mott Sawyer, assistant trainmaster; 19. W. H. Davidson, assistant engineer; 20. H. E. Stevens, Winston Bros.; 21. J. D. McVicar, district engineer; 22. J. J. Harding, engineer, B&B; 23. A. L. Stone, editor, Missoula; 24. W. P. Warner, DF&PA; 25. Eugene Greenwald, B&B foreman.

45 Years Ago This Month

A PROUD anniversary in Milwaukee Road history was established on May 19, 1909, when construction forces from the east and west met at Gold Creek, Mont., and drove the last spike in the extension to Puget Sound and the Pacific coast.

The construction of the coastward line in less than three years was a feat which dwarfed the progress of all earlier transcontinental roads. Company engineers had every reason to be proud of their accomplishment, since the entire route presented construction problems. For instance, many sections lay in country without population or roads, others in regions with unusual numbers of river and creek valleys and constantly threatened by floods. Between Harlowton and Seattle alone, the road had to cross five mountain ranges.

Despite these difficulties, work went on regardless of season, with thousands of men pushing construction from the east while another force advanced from Puget Sound. The site of their historic meeting is now marked by a large yellow-painted spike located on the south side of the track about five miles west of Garrison, Mont., between mileposts 1577 and 1578.

Rails in the Sky

HIDDEN away in the craggy mountain country of Peru is one of the railroad industry's outstanding statistics. At one point, the Central Railroad of Peru reaches a height of 15,865 feet, the highest elevation of any standard-gauge railway in the world. The construction of this 259-mile railroad was a famous engineering feat. Between Lima and Oroya there are 65 tunnels and 67 bridges.

OF DOLLARS AND SENSE

Reduce damage claim costs
from \$ with *sense!*

—Carl Hemness,
foreman, Sioux City, Ia.

how are we doing?

	MARCH		THREE MONTHS	
	1954	1953	1954	1953
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$20,435,798	\$22,044,687	\$55,979,935	\$63,289,712
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS).....	(48.8)	(51.1)	(51.7)	(49.6)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	542,311	590,224	1,638,113	1,774,244
PER DOLLAR RECEIVED (CENTS).....	(2.7)	(2.7)	(2.9)	(2.8)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest.....	9,231,627	9,396,684	26,261,620	27,756,747
PER DOLLAR RECEIVED (CENTS).....	(45.2)	(42.6)	(46.9)	(43.9)
NET INCOME	686,628	802,689		2,381,010
NET LOSS			869,975	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	114,248	128,511	319,527	368,808
Decrease 1954 under 1953.....	14,263		49,281	

B. H. Perlick, Namer of Super Domes, Retires

BERNARD H. PERLICK, head of the tie bureau of the purchasing department, Chicago, retired at the end of April because of illness, after almost 48 years of service with The Milwaukee Road.

As winner of the contest sponsored in 1952, Mr. Perlick had the distinction of naming the Milwaukee's famous Super Dome cars.

"Ben" Perlick entered the service of the railroad as a car record clerk at the Yard I repair track, Galewood station, Chicago, on July 13, 1906, and transferred three years later to the office of Chicago Terminals superintendent, where he later was promoted to chief clerk. He also served in the offices of assistant general manager and maintenance of way engineer before joining the purchasing department force as a tie clerk on May 1, 1924, the day the new Chicago Union Station opened. He became bureau head in 1944.

"A fellow must like his work to stay with it for 48 years", he remarked on his last day. "There is a real family feeling in the purchasing department."

Reviewing his work, he pointed out



Mr. and Mrs. B. H. Perlick are shown as they were presented with gifts by L. R. Thelander (light suit), chief clerk and office manager of the purchasing department, at a luncheon given in their honor by the purchasing department group. V. E. McCoy, chief purchasing officer, appears in the background between Mr. Perlick and Mr. Thelander.

that the Milwaukee does not have to replace anything like as many ties today as it did in former years. The newest method of treating them, involving the use of creosote and petroleum, has extended tie life tremendously.

Mr. Perlick maintains that his wife is really entitled to a 45-year button like the one he wears, considering that she got him up and off to work every morning. He proposes to make a retirement project of helping her as much

as possible with the work about their home in the Portage Park section of Chicago.

The Perlicks' only son, Bernard, an Air Force lieutenant, who was credited with many improvements in the design of instruments which are now standard equipment on airliners, was killed in the Mediterranean area while on duty as a pilot with the North Africa Ferrying Division of the Air Transport Command in 1945.

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

Traffic Department

Effective Apr. 16, 1954:

L. H. Hinrich is appointed chief clerk to the western traffic manager at Seattle. Mr. Hinrich who started in the operating department at Tacoma in 1945, has been in the traffic department at Aberdeen and Seattle since 1948. Most recently he has been city freight agent at Seattle.

W. F. Findley is appointed city freight agent at Seattle, succeeding L. H. Hinrich. Mr. Findley, who started his service in the operating department, transferred to the freight department in September, 1950. He has since been employed at Vancouver, B. C., and at Seattle.

Thomas Parsons is appointed city freight agent at San Francisco, Calif., succeeding David Davie, who has resigned. Mr. Parsons has been chief clerk in the Road's San Francisco traffic department since August, 1951.

Finance and Accounting Department

Effective May 1, 1954:



E. H. Sowle

F. H. Joynt

E. H. Sowle is appointed paymaster, succeeding H. D. Fletcher who retired at his own request. Mr. Sowle started his Milwaukee Road service at the Tomah shops, later transferring to the accounting department in Milwaukee. He was chief clerk to the supervisor of payroll taxes in Chicago from 1936 to 1946, when he was appointed supervisor. He has been auditor of machine accounting since January, 1952, when that position was created.

F. H. Joynt is appointed chief traveling auditor of the station accounts and overcharge claims office, Chicago, following the death of E. B. Wright. Mr. Joynt started with the Road in 1924 as a clerk in the operating department on the I&D Division. Since April, 1944 he has been traveling auditor with headquarters at Albert Lea.

Mechanical Department

Effective May 1, 1954:

C. M. McMullin is appointed general car foreman at Tacoma. Mr. Mc-

Mullin has been with the Road since 1917, starting as a carman and apprentice at Miles City and serving later at Mobridge and Deer Lodge. He was assistant car foreman at Miles City from 1943 until 1951 when he was appointed car foreman at Deer Lodge.

Effective May 16, 1954:

F. W. Howe is appointed traveling engineer of the Dubuque & Illinois Division First District with jurisdiction between Chicago and Savanna, and headquarters at Elgin, succeeding H. E. Kveli who has resigned. Starting as a fireman on the old Kansas City Division, Mr. Howe has been in Milwaukee Road service since 1922.

H. B. Christianson Heads Chicago Maintenance of Way Group

H. B. CHRISTIANSON, special engineer with headquarters in Chicago, was installed as president of the Maintenance of Way Club of Chicago on Apr. 26. He succeeds F. E. Austerman, assistant chief engineer of the Chicago Union Station Company. Mr. Christianson was first vice president in 1953.

The maintenance of way club, organized in 1921, has a membership of about 750 among railway men and supply men interested in railway maintenance and structures, and among railroad affiliates. The retiring president, Mr. Austerman, is a former Milwaukee Road man, having been an assistant engineer in the Chicago office before joining the Union Station staff.

Mr. Christianson has a wide background of experience in railway engineering. A native of Minneapolis, he was graduated from the University of Minnesota in 1915 and started his railroad service that year with the Northern Pacific at St. Paul. He has been with the Milwaukee since 1917, starting as a field draftsman in the valuation department. Transferring later to the engineering department, he has held about every position—instrumentman, draftsman, assistant engineer and division engineer. In 1946, following three years on military leave



H. B. Christianson (left), president of the Maintenance of Way Club of Chicago, receives the gavel from his predecessor, F. E. Austerman.

in the South Pacific, he returned to the railroad as assistant to chief engineer. The following year he was appointed principal assistant engineer, system, and in 1950 assistant chief engineer, the position he held at the time of his recent appointment as special engineer.

On Apr. 22 Mr. Christianson was the speaker at a dinner meeting of the Northwest Maintenance of Way Club in St. Paul. His talk, "Modern Retarder Yards," described the "push button" operations in the Road's new yards at Milwaukee and Bensenville.

The Milwaukee Road Magazine

It is well to remember that the end of business is happiness, and all that we gain on the road is so much clear gain. Much of life is necessarily passed in business pursuits, and all have an interest in making its transactions as pleasant and agreeable as possible.—Sir John Lubbock in "Tact"

did you know?

An abandoned railroad tunnel in South Carolina is helping to finance a college. Several years ago cheese makers discovered this 1,600-foot tunnel, bored through solid granite in the Stump-house Mountain near Walhalla, had the right climate for the seasoning of blue cheese. A recent report is that Clemson College, which owns the tunnel, expects to produce 500 to 600 pounds of the cheese a week with milk supplied by a 650-head dairy herd. The unfinished tunnel was dug before the Civil War when the Blue Ridge Railroad attempted to cross the mountains to Knoxville.

Unemployment benefits under the Railroad Retirement Act have been increased in the last 15 years by 204 per cent in maximum weekly payments, by 62½ per cent in the maximum number of days for which benefits are payable during a year, and by more than 300 per cent in the total benefits payable to an individual during a benefit year.

Mineral County, most sparsely populated county in Montana, received a total of \$215,507 in 1953 taxes from The Milwaukee Road and the Northern Pacific (of which the Milwaukee paid \$122,764). That comes to more than \$100 per capita for the little more than 2,000 persons who reside in Mineral County. The Miles City Star nominated for "understatement of the year" the one it credited to Max L. Boydston, Milwaukee Road tax commissioner, in connection with those figures. Mr. Boydston is quoted as saying, "Preaching government ownership of the railroads in Montana's Mineral County would probably prove unpopular."



Standing before the diesel which starred in the television show, Gordon Thomas interviews (left to right) John Dombrowski, superintendent of Milwaukee Terminals; Donald E. Miller, traveling engineer; P. J. Lucas, general road foreman of engines; and R. A. Hummer, trainmaster.

Time Out for TV

A MILWAUKEE Road diesel electric road locomotive was paraded before the television cameras on the "Time Out With Thomas" program over station WTMJ-TV in Milwaukee early this month. The show was the first of a series featuring Milwaukee Road equipment and service which will be presented each Friday morning from 10 to 10:30 Standard Time on the Milwaukee channel.

"Time Out With Thomas" is an interview type of program conducted by Gordon Thomas, popular radio and television personality. Milwaukee Road per-

sonnel who appeared on the program to assist him in discussing the diesel's features included J. J. Dombrowski, superintendent of the Milwaukee Terminal Division; P. J. Lucas, general road foreman of engines; D. E. Miller, traveling engineer; and Trainmaster R. A. Hummer.

The diesel was located on a track about 300 feet west of the studio building and two cameras were used, one in the cab and the other some 60 feet away. With Mr. Thomas asking the questions, the experts furnished the viewing public with a detailed description of its mechanical features, together with their functions and purposes.

During the description the locomotive was moved forward about 30 feet and then backed, to give viewers a close-up of the use of the controls. The program closed with Mr. Hummer giving the engineer a back-up signal and the locomotive moving slowly down the track.

A sky-top parlor car as a pattern of Hiawatha passenger service was to be featured on the May 14 broadcast. The U. S. Post Office Department Railway Mail Service will participate in the third show of the series, in which the cameras will focus on a "post office on wheels."

our safety score

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

Month	1954		1953		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	20	2	41	-100	-51
February	16	..	19	-16
March	12	1	29	-100	-59
April	16	..	26	-38
TOTALS	64	3	115	-100	-44
Casualty Rates	3.49*	.14	5.55	-100	-37

*Estimated

If your little girl has a lot of fun testing new recipes in the kitchen, write and tell us about it, or better yet, send a picture. Or perhaps the Cub Scout of the family makes a hit with his hunter stew and hamburgers. In either case, we would like to hear about our grade-school cooks and their adventures in the kitchen.—Editor



Good Cooks Start Young

How soon can a child start to cook? A child is ready for the first lesson as soon as she (or he) begins to show curiosity about the kitchen, and this enthusiasm can be aroused at an astonishingly early age.

Cooking and baking are excellent occupations for idle hours, as well as stimulating outlets for childish imaginations. But start with a recipe that is both simple and satisfying, and "special" looking in its completed state. There are many such in cook books, but here's one that serves the purpose to perfection. The part that will intrigue the young cook is serving it up later for a snack, with the

proud comment, "I made them myself".

Coconut Praline Toast

2 tbsps. butter
1/4 cup brown sugar, firmly packed
2 tbsps. light cream
1/4 tsp. vanilla
1/4 cup shredded coconut, cut
8 slices bread, crusts removed

Melt butter in saucepan. Remove from heat and add sugar, cream, vanilla and coconut. Mix well. Let cool 5 minutes. Meanwhile toast bread on one side under broiler. Spread mixture to edge on untoasted side, return to broiler and broil until mixture is lightly browned—about 3 to 5 minutes. Cut each slice diagonally into thirds. Serve hot. Makes 24 pieces. (Kellogg All-Bran recipe)



Make Your Own Spumoni

WHAT better dessert for a spaghetti dinner than cool, smooth, delicious Spumoni? Here's one that can be made at home, and without cooking.

The secret of this homemade Italian favorite begins with a package of instant pudding mix, vanilla flavor. To a cup of chilled milk, add pudding and beat until smooth. Stir in 2 tbsps. rum or 2 tsps. rum extract. Grate a square of unsweetened chocolate, chop 3 tbsps. candied fruit, crumble 3 macarons. Add to the pudding. Beat 1 cup heavy cream until stiff; fold into pudding. Spoon mixture into fluted paper cups placed in muffin pans or into individual custard cups. Freeze about 2 to 3 hours. (Specified product, Royal Instant Pudding)

books for little "Rails"

A RECENT book of special appeal to juvenile rail fans is The Golden Book of Trains, by Jane Werner with illustrations by Robert Sherman. Included are 88 pages of trains of the past, present and future, features on model railroading, quizzes and other railroad activities. The publisher is Simon and Schuster, 1230 Sixth Avenue, New York 20, N. Y.;

price, 50 cents.

Children of pre-school and kindergarten age will enjoy The Animal's Train Ride, a pocket-size Rand McNally Book-Elf Junior by Miriam Clark Potter; published by Rand McNally & Company, 536 South Clark Street, Chicago 5, Ill.; price 15 cents.

THE TEEN-AGE SCORE

who mentioned overweight?

IN the teen years, overweight haunts girls and bothers some boys, causing them to do all kinds of weird things in the name of dieting.

As to the cause of overweight, let's get one point straight before going any further. Excess weight does not mean that something is wrong with your glands. Too many pounds in comparison with your height usually means too much food. And when the doctor tells you to push yourself away from the table, he really means don't overeat *certain kinds of food*.

No foods should be cut out entirely. "Cut down" is a better phrase. You can safely cut down on things such as starchy vegetables, rich desserts and confections that provide little but calories. Whatever you do, don't go to extremes. Potatoes in a moderate amount still belong in the daily diet. If they are eaten with their skins, they carry minerals and protein as well as carbohydrates. And ice cream, custards, simple fruit desserts are full of important nutrients you need.

Snacking may be your real problem.



You go without breakfast to improve your figure, then have a mid-morning snack to fill the aching void. This makes no sense. The real idea is three well balanced meals a day, rich in the things you need but short on extra-pound builders. If you must nibble, eat some raw fruits or carrots, or have a glass of milk.

As you "meal plan," make a note that fat does not necessarily make you fat. Fat is an essential food that belongs on your list to promote growth, to help you fight off fatigue and to keep your skin and tissues in good condition.

Boys, by the way, can handle much more of every kind of food than girls without courting overweight. They are bigger, frequently much more active, and they grow faster. What is more, they usually keep on growing a year or so longer than their sisters.

Good Posture May Cure That Backache

A **HOMEMAKER** may often eliminate a nagging backache simply by paying attention to and correcting the way she sits, stands, bends, lifts and lies.

Although she may think she is on her feet all day, the homemaker does a considerable amount of sitting—to feed the baby, mend, prepare food, and perform numerous other daily chores. She should select a chair of a height that allows her to work without bending or stretching, and sit well back in it with her spine straight, head up, and her feet resting comfortably on the floor.

Since standing constitutes the greater part of the daily routine, she should see that she stands erect, but not tense. To assume a correct standing posture, she need just kick off her shoes and push back against a wall until the entire length of her spine is as close to the wall as she can get. Imitating this stance throughout the day will help her to look better, feel better, and be less prone to backaches.

The homemaker probably does more bending than a professional acrobat. With beds to make, toys to pick up, dusting to do, she bends over countless times each day. To avoid strain on her spinal column she should keep her back straight and let her hips and legs do the bending.

A wrenched back is apt to result from lifting a heavy object such as a filled laundry basket, unless the homemaker stoops down so that legs, thighs, shoulders and arms can share the load. She should never bend from the waist, extend her arms, and grab a heavy object from above.

Other ways to avoid backaches are to see that work surfaces are at proper heights and that shoes fit so the bones and muscles have proper support. It is always wise to check bedding and make certain that mattresses and bed springs provide a firm surface that gives adequate support to the backbone, so the weary back muscles won't have to work overtime at night.

It's an Idea!

PLASTIC can help you extend your garden season according to *Better Homes & Gardens* magazine. Strawberries will give earlier fruit when they are covered with a plastic sheeting. Plastics protect the plants from late frost and retain heat to speed up blossoming.

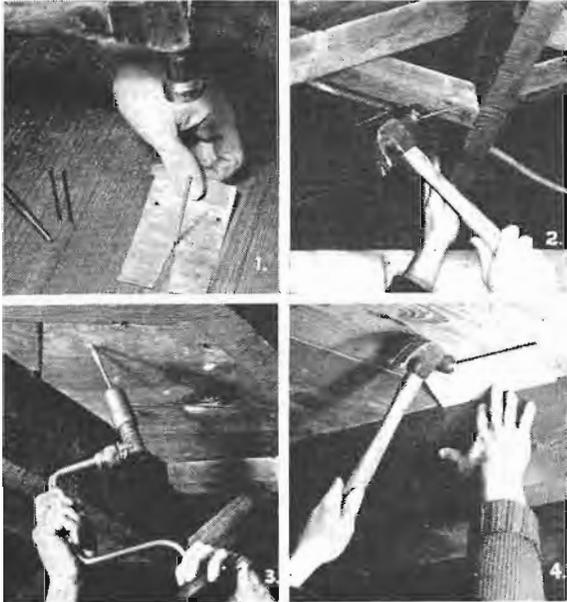


THE MODERN LOOK. Feel the urge to redecorate this spring? Here's an opportunity to make your own modern accessories at budget prices. The curtain-drapes are made of hairpin lace in a double thick cotton that lends them a rough textured appearance. You can crochet sofa pillows with the same textured look. Hairpin lace also makes the modern lamp—rows of the lace stitched together and sewed over the old lampshade.

If you know the basic steps of making hairpin lace, you can undertake all sorts of attractive variations. How-to-do-it instructions are included in the direction leaflets for both **MODERN DRAPERIES AND PILLOWS** and **HAIRPIN LACE LAMP SHADE COVER**. For your free copies, write to *The Milwaukee Road Magazine*, Room 356 Union Station, Chicago 6, Ill.

How to End SQUEAKING FLOORS

It's usually easy to end the annoyance of floor squeaks caused by loose boards rubbing against each other or against the subflooring or joists. These pictures show four possible remedies. (Courtesy Home Modernizing magazine).



1.—Driving nails at an angle through the loose board into subflooring often does the trick. To avoid marks, use a piece of metal.

2.—It's sometimes easier to attack the squeak from below. Loose bridging between joists may be the cause. Renail if necessary.

3.—If a subfloor board has worked loose, drive short screws up through it to pull it tight to the finish flooring.

4.—If a joist has sagged slightly, drive a shim between the joist and the subfloor to take up slack and end squeaking.

beauty care for upholstery leather

Mildew: Leather that is kept dry will not mold. Since molds prefer acid conditions, apply soap suds to discourage mold. Wash with a mild soap and allow to dry in the sun. Molds do not damage leather but may affect the finish.

Perspiration: Wash with mild soap. If perspiration is excessive, wash with baking soda, one teaspoon to a glass of water.

Oils: Clean off; then apply mild soap suds.

Acids: Immediately apply a mild alkali; a teaspoon of baking soda to a glass of water is ideal. Wash with mild soap after acid is neutralized. Acid damage to leather can be permanent, so be careful.

Blood: Remove with *cold* water; soak well and remove with clean soft cloth. Then wash with soap.

Alcohol: Wash off at once with mild soap suds.

Dog Accidents: Wash with soap and water as quickly as possible.

PIE CRUST in 4 minutes flat

WOULD you bake pie oftener if it didn't mean washing a lot of dishes afterward—the bowl, blender, rolling pin and board? It's possible to avoid that chore now, with the new Easy-As-Pie Kit.

Here's how it came about. A Massachusetts housewife who has a pie-loving family got bored with the constant washing up and decided all the mixing and rolling could be done an easier way. After many experiments, she found the answer to her problem in a sheet of plastic, grease resistant and strong, which makes pie baking both easy and fast.

The kit contains, besides the special plastic sheet, a rubber spatula and a booklet of pie recipes. You mix the crust ingredients in the sheet, squeeze it gently a specified number of times, add water, squeeze again, and roll out the dough—a tender, flaky crust in just four minutes flat! And there's nothing to wash but the sheet itself, and that needs only a quick wipe with a damp cloth or a swish through detergent suds.



springtime is Rhubarb Time

RHUBARB, or old-fashioned pie plant, was introduced in America in 1790. At that time it was used mainly for pies and tarts. Later recipes came along using it in jellies, sauces and puddings. The pudding recipe given here utilizes the tart fruit in all its piquant flavor. A cake-like batter is poured over cut, fresh (or frozen) rhubarb and the dish baked about one hour. It's excellent served either warm or chilled with cream.

Rhubarb Surprise Pudding

4 cups (1 lb.) cut rhubarb
3/4 cup sifted flour
1 tsp. baking powder
1/4 tsp. salt

1/2 cup ready-to-eat bran cereal
1 1/2 cups sugar
1/4 cup butter or margarine
1/2 cup milk
1 tbsp. cornstarch
1/4 tsp. salt
1/2 cup boiling water

Spread rhubarb evenly in bottom of greased 8 x 8-inch pan. Sift together flour, baking powder and salt; combine with bran cereal. Blend 3/4 cup of the sugar with butter. Add sifted dry ingredients alternately with milk, mixing well after each addition. Spread over rhubarb. Combine remaining 3/4 cup sugar with cornstarch and salt; sprinkle over batter. Pour boiling water over all. Bake in moderate (375°F.) oven about 1 hour. Serve warm or cold with cream. Yield: 9 servings.

r e t i r e m e n t s

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

ANDERSON, CARL R.
Claim Investigator Chicago, Ill.
BENSON, MARTHA W.
Clerk Chicago, Ill.
BLUHM, MAURICE L.
V. P. & Gen. Counsel Chicago, Ill.
MEIER, CARL
Aud. Equipt. Accts. Chicago, Ill.
WICKSTRAND, MYRA A.
Switchboard Oper. Chicago, Ill.
WILLIS, JACK
Porter Chicago, Ill.

CHICAGO TERMINALS

CREW, RICHARD A.
Supervisor Bensenville, Ill.
FERNANDES, ANTON
Sec. Laborer Galewood, Ill.
PIERUCCI, FIERENELLO
Mach. Helper Chicago, Ill.
SHERRY, FRANK E.
Switchman Chicago, Ill.

DUBUQUE & ILLINOIS DIVISION

DULANEY, FRED H.
Boilermaker Ottumwa, Iowa
HENRY, ALBERT J.
Sta. Fireman Marquette, Iowa
PAULEY, ROBERT W.
Water Service Newtown, Mo.

HASTINGS & DAKOTA DIVISION

BOHLE, THEODORE
Sec. Laborer Eureka, S. D.
SCHMIDT, WILLIAM H.
Fireknocker Milbank, S. D.

IDAHO DIVISION

REYNOLDS, LOREN V.
Electrician Othello, Wash.

IOWA DIVISION

FULLHART, FRANK N.
Machinist Perry, Iowa
GRANT, DAVID E.
Loco. Engineer Savanna, Ill.
GRASSFIELD, WILLIAM E.
Clerk Marion, Iowa
HOES, FRANK R.
R H Foreman Perry, Iowa
IZER, CHARLES F.
Conductor Davenport, Iowa
VISHEK, WES
Crossing Watchman .. Cedar Rapids, Iowa

IOWA & DAKOTA DIVISION

JACKSON, EDWARD C.
Conductor Sioux City, Iowa
LATURNO, JOSEPH F.

Conductor Sioux City, Iowa
OBEREMBT, ANTHONY H.
Sec. Laborer Parkston, S. D.
SMITH, CLAUDE E.
Conductor Sanborn, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

GLEASON, WALTER A.
Agent Cresco, Iowa
NEELINGS, HOWARD D.
Trav. Engineer Austin, Minn.

LaCROSSE & RIVER DIVISION

ALLAIN, FRANK P.
Conductor Milwaukee, Wis.
ANDERSON, EDWARD
Ex. Gang Laborer Red Wing, Minn.
ANDRES, EARL F.
Agent-Oper. Sparta, Wis.
KVAM, OLE
Inspector LaCrosse, Wis.
MACFARLANE, DAVID T.
Machinist Tomah, Wis.
MATZEK, EDWARD B.
Sec. Laborer Red Wing, Minn.
MILLER, OTTO P.
Conductor LaCrosse, Wis.
SCHROEDER, ALBERT M.
Blacksmith Helper Tomah, Wis.

MADISON DIVISION

SCHLOUGH, JOHN M.
Sec. Laborer Mazomanie, Wis.
STEENSRUD, ALFRED
B&B Carpenter Madison, Wis.

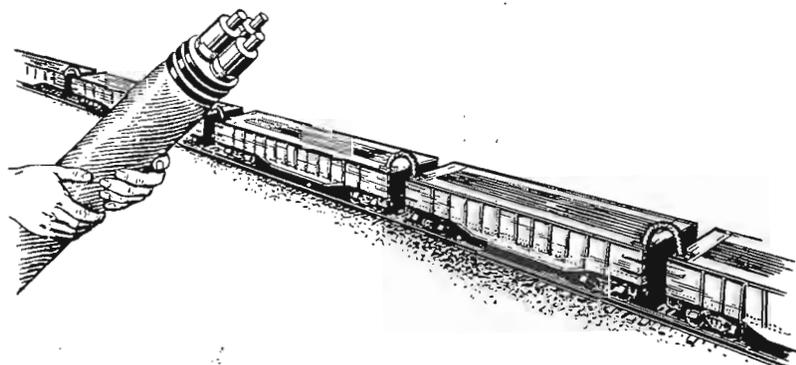
MILWAUKEE DIVISION

CRIM, EDWIN D.
Ticket Agent Green Bay, Wis.
FREINWALD, JOHN W.
Loco. Engineer Horicon, Wis.
KELLEY, LEROY E.
Loco. Engineer Milwaukee, Wis.
KING, ROBERT D.
Loco. Engineer Green Bay, Wis.
VILLENAUVE, EDWARD H.
Motor Car Oper. Green Bay, Wis.
WATERMOLEN, ALPHONSE
Engr.-Fireman Green Bay, Wis.

MILWAUKEE TERMINALS & SHOPS

AWE, THEODORE C.
Laborer Milwaukee, Wis.
BERTRAND, RANDOLPH J.
Switchtender Milwaukee, Wis.
BRAND, THURMAN J.
Material Insp. Milwaukee, Wis.
CLER, GEORGE
Boilermaker Helper ... Milwaukee, Wis.
DEC, FRANK
Blacksmith Helper Milwaukee, Wis.
FARKAS, JOHN
Carman Milwaukee, Wis.
FARMER, GEORGE K.
Civil Engineer Milwaukee, Wis.
MILKOVEH, MIKE
Laborer Milwaukee, Wis.
O'GORMAN, JAMES G.
Crane Oper. Milwaukee, Wis.
POOLE, ELMER
Sec. Laborer Milwaukee, Wis.
SCHMIDT, PAUL A.
Clerk Milwaukee, Wis.

it happened on the Milwaukee



Loaded in nine gondola freight cars, an underwater cable 39,000 feet long was recently shipped from New Jersey to Puget Sound . . . all in one piece. 4½ inches in diameter, the copper cable weighed 700,000 pounds.

STAHL, WILLIAM H.
Carpenter HelperMilwaukee, Wis.
STAWELL, CHARLES
Laborer-Steel GangMilwaukee, Wis.

ROCKY MOUNTAIN DIVISION

ATHEARN, JOHN F.
Load AdjusterDeer Lodge, Mont.
BLEICHNER, CHARLES G.
Chief DispatcherButte, Mont.
DUMONT, ROBERT J.
MachinistDeer Lodge, Mont.
HENDRIX, HOMER P.
Warehouse ForemanMissoula, Mont.
JOHNSON, GUS A.
Sec. ForemanHilger, Mont.
SHARP, LUTHER A.
Boilermaker HelperAvery, Ida.

TERRE HAUTE DIVISION

JONES, CLARENCE L.
ConductorW. Clinton, Ind.
LUECKE, ALBERT H.
Loco. FiremanFaithorn, Ill.

TRANS-MISSOURI DIVISION

HOBBS, SAMUEL T.
Loco. EngineerMiles City, Mont.
STORDAHL, STEN O.
BlacksmithMiles City, Mont.
WILLIAMS, FRANK C.
AgentMobridge, S. D.

TWIN CITY TERMINALS

ACKERMAN, ELMER H.
CallerSt. Paul, Minn.
AUNE, ENOCH
CarmanMinneapolis, Minn.
KNOLL, THOMAS
Mach. HelperMinneapolis, Minn.

Railroad Retirement News

**Retirement Tax Not Refundable;
Credited to Future Benefits**

A RAILROAD employe who leaves the industry cannot get a refund of the retirement taxes he paid into the railroad retirement system for the reason that neither the Railroad Retirement Act nor the act under which the taxes are collected provide for a refund, unless the taxes are collected in error. However, the Railroad Retirement Board points out that no employe who ever works in the industry will lose the money he paid in. Eventually he or some member of his family will receive the benefits.

If an employe leaves the industry after 10 years (120 months) of service, he is permanently insured under the Railroad Retirement Act and can qualify for an annuity at age 65, or earlier if he becomes permanently disabled. If, however, he leaves before 10 years, his railroad credits will be transferred when he retires or dies to the Social Security Administration, and any benefits coming to him or his family will be paid by that agency.

The guarantee that none of the employe's taxes are lost is made good by a

payment after the employe's death to some member of his family. This payment will be equal to four per cent of the employe's taxable earnings during 1937 through 1946, plus seven per cent thereafter, minus the retirement benefits paid to the employe on the basis of his railroad service, and any benefits paid to his survivors on the basis of his railroad and social security service combined.

Two reasons why the law does not provide for a refund are: First, many employes who leave the railroad industry with no intention of returning, actually do return. In this case, any taxes which had been refunded would have to be paid back, or the employe would lose credit toward future benefits. Second, if the employe withdrew his contributions whenever he shifted from one system to another, his protection under each system would end, and he might find when his working days are over that he is without the protection of any social insurance.



**test your knowledge of
railroads and railroading**

(Answers on page 33)

1. In what state is the Lucin Cut-Off—Utah, Louisiana, or Missouri?
2. What is a Class Two Railroad—a privately-owned logging or mining railroad, a railroad which does not operate passenger trains, or a railroad with annual revenues between \$100,000 and \$1,000,000?
3. What metal is most commonly used in the wheels of railway passenger cars—wrought steel, chilled iron, or cast steel?
4. Is the capacity of a railway tank car usually expressed in pounds,

- gallons, or barrels?
5. How much did the railroads receive in 1953 for hauling the average ton of freight one mile—about 1½, 2½, or 3½ cents?
6. Have the railroads of the United States as a group increased or decreased their funded debt in the last 20 years?
7. Is the Pocahontas region (referred to in railroad statistical reports) in the Eastern, Southern, or Western district?
8. Approximately how many passenger and freight trains are operated daily on the American railroads—15,000, 20,000 or 25,000?
9. Did railway taxes in 1953 amount to more or less than one billion dollars?
10. Where is the Cascade Tunnel—in Washington State, Colorado, or Massachusetts?

EDITOR'S NOTE: A question and answer presented in the "Quiz" feature last month left the impression that in train operations a white signal is used on all

railroads for stopping a train at a scheduled flag station. While that is true on some lines, it is not the case on The Milwaukee Road.

The Consolidated Code of Operating Rules and General Instructions, the operating man's authority on The Milwaukee Road and certain other northwestern carriers, states:

"A green and white signal will be used to stop a train to receive traffic only at the flag stations indicated on its schedule. When necessary to stop a train for other purposes or at other stations, a red signal will be used."

On The Milwaukee Road white flags are used as classification signals at the head end of a locomotive to indicate (during daylight) that it is running as an extra train.

This error was called to the Magazine's attention by C. S. Pack, retired chief train rules examiner; P. L. Kizer, stationary fireman, Ottuma, Ia; H. C. Heck, agent at Andres, Ill.; and R. F. Ellsworth, adjuster, Aberdeen, S.D.

about people of the railroad

Chicago General Offices

OPERATING DEPARTMENT

W. R. McPherson, Correspondent
Asst. to General Supt. Transportation

From the office of claim prevention, refrigerator and merchandise service R. W. Weber reports . . .

Ruby Russell Wallen is enjoying having her son Klyver home for a while. He is serving with the Marines, stationed at Barstow, Calif.

Mrs. John Werden is recuperating and getting along well following the serious operation performed at Mayo's last December.

We hope that Esther Mercurio and Edwin Pluta, our newest recruits, both enjoy their work in the department.

Bob Weber is looking forward to more visits from his son on Long Island, who recently bought an airplane.

In the transportation department . . .

Joe Kowal, a very active member of both cafe and sport society, is ready for the new season with a set of very good golf clubs. Joe shoots in the low 80's, he says.

Mildred Nelson has moved from an Oak Park apartment to one in Berwyn. Says there are more restaurants nearby serving Swedish meatballs.

Mrs. Dorothy Hallwachs left May 14 for a week at the national convention of the Railway Business Women's Association in Miami. Jessie DiMeo is also attending.

Shirley Guettler of the office of assistant to vice president-personnel, is planning on tripping to the altar on June 26 at St. John's Evangelical Lutheran Church.

Our sympathy is extended to Mary Brower of the same office, and to her mother, upon the death of her father on Apr. 14.

Ted Livas, clerk in the office of assistant vice president, recently became the proud father of a boy. At last report Mrs. Livas and son James Thomas were both fine.

Kon Hagen, formerly secretary to the general manager and now traffic manager of the Mason City & Clear Lake Railroad Co., stopped in recently for a brief visit.

FREIGHT TRAFFIC DEPARTMENT

Russ Mau, Correspondent

It has been quite a while, but the freight traffic department is back in the news. We feel that the readers of the Magazine must be anxious for news concerning the finest department on the railroad.

Several of the boys attended the first city series game between the Cubs and Sox at Comiskey Park in mid-April, and Fran Burke became a television star when he grabbed a foul ball. After the game we were fortunate enough to be granted an exclusive interview with our hero, at which time he informed us that his great feat was accomplished by clean living, keeping regular hours, attending

church frequently, and a fellow in the row ahead who fumbled the initial catch.

Nice to see Phil Schlieter back at his desk after an absence of several weeks. Phil was confined to Hines Hospital twice in the last year.

Mike Doyle, assistant chief clerk in Mr. Murphy's office, is the owner of a new Bel-Aire (turquoise body yet!). The gang who ride with Mike are very happy with his new purchase because we were getting a little tired and embarrassed riding in that 1917 hearse. We kept sliding out of the back door!

Does anyone know what the question was that Art Gardner (coal traffic) missed in the recent freight rate correspondence study? He made the highest grade of the 928 graduates by missing only one question in 800.

Jim Tobin, a newer member of the general freight department, took to himself a beautiful bride Apr. 24 at St. Margaret Mary's Church. The bride's name was Martha Ann Johnston. And on the same day Pat Hines, an attractive import from Mr. Beem's office, took the fatal step with Ray McDonald of the same office.

In case anyone on the system is interested in the outcome of the American League pennant race, Bob Fleming has made his annual prediction, which is absolutely and positively written on paper and on file. Here it is, fans: Red Sox, Yankees, Indians, Senators, White Sox, Tigers, Orioles and Athletics.

The agricultural and mineral development



HONORED FOR SERVICE. Neal F. Snellgrove of Elgin, Ill. (right), assistant chief statistician, Chicago, who holds the rank of lieutenant colonel in the Retired Reserve, Army of the United States, was presented with a certificate last month honoring his service in the armed forces and his "continued interest in the defense of the nation". He is shown with Lt. Col. Herbert E. Sevall, receiving the certificate and a letter of appreciation from Brig. Gen. Oliver W. Hughes, chief of the Illinois Military District, at a ceremony in Elgin. Mr. Snellgrove was chief accountant with the 3rd Military Railway Service in Iran during World War II. [Elgin (Ill.) Daily Courier-News photo]

department welcomes Henry J. (Hank) Wood as its new chief clerk in the Chicago office. Mr. Wood, a University of Wisconsin graduate in agriculture and education, is a World War II Marine veteran who spent several years in farm machinery education work. He and his wife and two young daughters will live in the village of Addison, near Bensenville.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Due to a change in personnel and reassignment of work, our former correspondent, Bruce Mitchell, will not be able to cover the news for our department. So we ask for your help in this new assignment. "Mitch" wrote an interesting column and we always looked forward to reading it.

C. E. Morgan's son, Cadet Rex R. Morgan, who has been at U. S. Coast Guard Academy for four years on a self-earned scholarship, will receive the degree of Bachelor of Science in Engineering and be commissioned an ensign on May 28 at New London, Conn. Immediately after graduation, he will have a 30 day vacation and on June 12 Rex will be married to Miss Natalie Handrup, a graduate of the Iowa State Teachers College at Cedar Falls.

Rex was lucky enough to get his first choice of assignments which was Juneau, Alaska, where his roommate also will be stationed. The roommate will be married in the chapel at New London on May 29. The two new ensigns will tour the West with their wives enroute to Alaska.

W. H. (Howard) Donald, retired motor car inspector, sent us an invitation to the hobby show of the Chicago All Hobbies Club which was held on Apr. 10 at Northwest Hall, 2401 W. North Ave. Howard, whose speciality is handcraft, won a blue ribbon on his display and also a special award on his work. In the basement workshop of his home at 2518 Nordica, he makes and sells wagon wheel lamps, letter racks and many other useful and decorative items for the home.

Mr. and Mrs. T. H. Strate (retired division engineer) have completed their round-the-world tour and are now visiting relatives in Chicago and the suburbs. Understand location of their permanent home has now narrowed down to either California or Hawaii.

Paul Buettell, retired fuel supervisor, called on us Apr. 13. He looked fine and we know he is enjoying his retirement in Albuquerque.

Donald Trenning, a draftsman in the B&B department, was married to Joanne Meyer on Apr. 9 in the "Old White Church" in South Holland, Ill. The couple spent their honeymoon touring the Missouri hills. Mrs. Trenning is presently employed by the Pullman Company as a clerk and typist.

Almost every child would learn to write sooner if he did his homework on wet cement.—English Digest

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

B. H. Perlick, head of the tie bureau, retired at the end of April, after having been confined to his home since the middle of March, due to a heart condition. An article and picture appear elsewhere in this issue.

C. B. Hanover, purchasing agent, returned to work on Apr. 19 after an emergency appendectomy several weeks earlier. He is quite streamlined now, but we all agree that it is the hard way to do it.

T. H. Patrick, chief treatment inspector, was stricken with a sudden seizure at the office on Apr. 5 and taken to the hospital where it was diagnosed as a heart attack. At this writing he is home and doing fine.

B. B. Melgaard, assistant to chief purchasing officer, took an early vacation. He went south and returned looking sun-tanned and rested.

Ann Donovan, clerk-receptionist, felt so lucky that she went to the Kentucky Derby.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

The American Railway Bowling Association's 30th annual tournament was held at the Marigold Arcade from Mar. 6-28. The Milwaukee boys did all right for themselves. Mike Schlee of the auditor of expenditure's office placed second in the singles with a score of 689. J. Canty of the auditor of station accounts and O/C claims office finished third in the All Events. Bob Albrecht and W. Vukovich of the auditor of expenditure's finished fifth in the doubles. A number of others also finished in the money.

Mary Holmberg Walsh of the keypunch bureau left on Apr. 27 to raise a family in St. Louis where her husband was transferred. She received lovely gifts for her little blessed event.

The bowlers in the keypunch bureau went to the Svithoid Club for dinner on their "kitty money". They made it a two-fold event, in that it turned into a surprise dinner for Helen Jendryk who will be married in May.

Sol Vandegna has returned from a two-week stay in Florida. We still haven't found out whether it was vacation or spring training for his baseball career. Frances Prenavol of the disbursement accounts office

spent her vacation in Los Angeles and San Francisco, visiting relatives and attending the R.B.W.A. organization meeting.

Louise Yochum of the computing bureau is starry-eyed over the engagement ring given to her by Fred Roth.

Bernice Anderson of the computing bureau was married to Edward Flemming in the Zion Lutheran Church on May 1.

OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

Sympathy is extended to Mary Fitzpatrick on the loss of her father, and to Ben Reinert on the loss of his brother.

Patricia Ann entered the life of Terry Thomas on Mar. 29. Art Wachowski became a papa on Apr. 11 when Linda Susan was born.

Mary Fitzpatrick received a diamond from Michael Doody on Apr. 1.

Irene Moore became Mrs. Lyle Taesen on Apr. 24.

Alma Van der Loch is back at work again but is still dreaming of her month in Florida. While Lucille Carson was vacationing in Canada, Mertis Godee and Mae Schuler were enjoying the sun in Florida.

We have quite a bowler in our midst, Marion Klewer who rolled a 245-game.

At this writing Vita Verden is hospitalized. Our sincere hope is for a speedy recovery.

The Bill Condons entertained Frankie Laine while he was in Chicago.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Emily Trezek

Bill Tidd has asked to use this medium to thank all of his friends for their good wishes, letters and cards during his illness.

Roy Tiedje became ill at the office recently and will be off on furlough for a while.

Lucille Miller was hospitalized, but like Flo Hurlless and Bill Tidd, is back on the job.

Enjoying the life of a housekeeper for a month is Marge Wagenknecht.

The office was saddened to hear of the death of Mabel Bengtson.

Our loss is the depot's gain, while Mary Kelly and Elvira Ahberg have deserted us to

work temporarily "downtown."

Violet Salonen is wearing an engagement ring and planning a winter wedding.

One of our Irish lassies, Kathleen Moran, was married to Thomas Hoey on May 1 at Queen of Angels Church. Her friends in the computing bureau presented her with a set of dishes.

The vacation list covers pretty much of our country. Mr. and Mrs. Dryer went to Florida, as did Kitty McCants. Irene Buller visited in Detroit, and Hedwig Kohler with her sister in Phoenix, Ariz. Joe and I gave the Moffetts advice on raising their broilers in Arkansas.

Nell Shea recently attended a testimonial dinner at Joliet, Ill., celebrating her brother's 20th anniversary as president of Will County's labor unions.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

A concert will be given at the Logan Square Methodist Church, 2611 N. Kimball, on June 9 at 8:15 P.M.

In the absence of Director Glen Jorian, who had a concert engagement in Toronto, Canada, Mrs. Evelyn Stoll, assistant director, presided at the Apr. 21 program, and did an excellent job. We were delighted to receive a letter from the Ravenswood Chapter, Order of Eastern Star, expressing their deep appreciation for the program presented on that date.

Rosebud Wennerberg has been released from the hospital and is recuperating at the home of her sister.

Club members and their families will be on hand for the Deer Grove camp outing on June 19. Ever do a square dance and hear that fiddle? If you're in the mood for some fancy dancin', just don your dancing shoes and grab your partner. This outing will actually be "country style." There'll be softball, horse shoes, baseball, and a variety of entertainment for all. If it's exercise you're looking for, you might assist by pumping and hauling water for the kitchen, filling up the woodbox, etc. There'll be someone in the kitchen strumming on the old banjo to entertain our capable chef, Phil McDonald, and his K. P. committee. There is an outdoor fireplace on the grounds, and in the evening we will gather around it for an old-fashioned wiener and marshmallow roast, and a songfest. We assure you, there won't be a dull moment. See you at the Prairie Club's Deer Grove camp for a rollicking good time.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Margaret Gallagher who has been on furlough for some time on account of ill health, is reported as slowly improving.

John Meyer is the proud great-grandpa of a baby boy.

Madalaine Koehler recently attained the title of grandma.

Baby showers were held for Kath Cuney, Jane Kurek and Joan Eggersdarfer, upon their retirement for the blessed event.

New additions to the key punchers are Joan Leidolf and Rose Marie Balch.

RIDING THE WAVES.

It was bon voyage for Martha Benson of the auditor of disbursement accounts office, Chicago (seated third from left), as she retired Apr. 16. Mrs. Benson was leaving shortly for Europe, to tour Norway and Switzerland and to stay for the next year with her son, Col. Dean Benson, who heads the Army of Occupation at Augsburg, Germany. Before the accounting consolidation in Chicago in 1940, Mrs. Benson was with the railroad in Minneapolis.



AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Paul F. Jacobsen, chief station accountant, reports he is the grandfather of a six and a half-pound boy born Apr. 7.

Sympathy is extended to Art and Thelma Petri on the death of Mr. Petri's mother Apr. 13.

William P. Mullen reported for duty to Uncle Sam Apr. 29.

James J. Walsh resigned recently to accept employment elsewhere.

PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent
City Ticket Office

Job changes are the dominant news in the department since the last appearance of this column.

But first off, the "welcome" mat is dusted off for Agnes Schubert, who has returned to the general agent's office after a brief leave. Looks in fine fettle now.

In Passenger Rate, Wesley Graham has come back from Milwaukee and is now processing refund claims. The ticket stock that Wes used to have charge of is now in the hands of Al Pope, returning to the department after several seasons in the general manager's office. Stenographicwise, Elda Ranieri replaces Bernie Fenlon, currently in Passenger Information.

Jim Corcoran is now helping Ed Lange with the passenger solicitation detail, and Don Piette has hied himself off to the Reservations.

A new man enters the department in the person of Robert Connors. Bob, who is working for Mr. Schilling in Travel Promotion, is a graduate of Leo High School and Fox College, here in Chicago. Previously he worked for IBM, plus a few other companies. He is a naval reservist and his favorite sports are bowling and swimming.

Jessie Berg, daughter of our ACTA, Sigurd Berg, and a student-ballerina, will be in a recital May 22-23, in the Elgin High School auditorium, dancing to music of Paderewski and Strauss.

Anybody interested in a short essay on crew cuts? About this time every year, someone in the passenger department decides to undergo a drastic shearing. It started off this year in the city ticket office with Johnny Black sporting what he said was a "semi-crew." The ticket sellers winced, and Johnny admits that it met with a frosty domestic reception. A week or so later, Howard Ahrens climbed into a barber chair, ready for "the works." Howard is an old hand at crew cuts, and is sporting a neat version of those cuts he used to get in his pre-army days. Meanwhile Johnny invested in another crew, and this one, we are happy to report, turned out all right. The next candidate in line is your correspondent, who is the target for expectant looks from some of the staff and apprehension from others.

If you think old soldiers just fade away, try getting into your old Army uniform.—Bradenton, Fla., Herald

May, 1954



FIELD TRIP FOR 1,600. The start of an eventful trip for 1,600 children of the Rock County, Wis., schools who entrained at Janesville, Wis., Apr. 9 for an all-day educational sightseeing tour of Chicago. Shown discussing the arrangements are Agent J. M. Brown (wearing hat) and D. E. Upson, superintendent of the Rock County schools. This was the largest of many similar trips undertaken by school groups this spring. The itinerary of the Rock County tour included Chicago's famous Museum of Science and Industry and the Brookfield Zoo.

Off Line Offices

DENVER, COLO.

L. E. Overland, city freight and passenger agent with headquarters in Denver, has been elected a member of the board of directors of the Traffic Club of Denver, as well as secretary-treasurer of the club. Mr. Overland has been with the Road in Denver since 1945 and has been city freight and passenger agent since February, 1952.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Spokane Chapter of the Women's Club honored Mrs. R. G. Scott at the April meeting and presented her with a gift. Mr. and Mrs. Scott will make their home in Aberdeen, S.D. On Apr. 20 a public card party was held at the Carnation Club Rooms in Spokane, sponsored by the Women's Club. A good crowd attended and it is hoped the treasury was swelled a bit. Lunch was served prior to the card playing.

Trainmaster R. G. Scott has been transferred to Aberdeen, with E. A. Duszak succeeding him at this point. A dinner was given for Mr. Scott with officers and friends on the Idaho Division in attendance.

Switchman Fred P. Hoover suffered injuries recently and is confined to the hospital at this writing.

Engineer Kenneth A. Gouyd passed away Apr. 1 at his home. He is survived by his wife Helen and their five children, and by his parents, Mr. and Mrs. Alvin W. Gouyd of Avery.

Mrs. Inez Schlatter, wife of Agent Schlatter

of Warden, passed away Apr. 11 at St. Maries where she had been ill for some time. Funeral services were held at Worley, Idaho, where they had made their home for many years before moving to Warden within the past year.

Orlie Melhuish, machinist at Othello, was married to Georgia Arndt of Tacoma, the wedding taking place in the home of Mr. and Mrs. Charles Hook of Tacoma.

A tie and tamping gang was organized to start work May 1 with Vincent Perrone as foreman. The section forces at Spokane have completed work on crossings and switches in the yard.

D. L. Maxfield, swing clerk, is back on the job after having been displaced by J. D. Wise. Mr. Wise returned to the coast and "Max" got his job back. W. B. Preecs is on the weighmaster's job, and has made arrangements to move his family to Spokane from Puyallup.

With the abolishment of the roundhouse foreman position, Neil Driscoll has become day foreman and Del Tyron, formerly electrician, the night foreman.

Storekeeper C. M. Stevens closed up shop at Spokane, the position having been abolished here. He will return to Tacoma from where he transferred about 10 years ago.

Spokane had its first "Operation Walkout" Apr. 26, a trial evacuation of the downtown district as it would be necessary in case of an attack on the city. We from the freight house walked over the Washington Street bridge across the river and were served coffee, along with many other citizens. This was not part of the civil defense program, but a form of advertising by a new service station and parking lot about to open for business.

Conductor B. J. Casey is the holder of a Gold Pass, good for a lifetime of travel on The Milwaukee Road.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Engineer Henry Hanson of Three Forks bid in the east end passenger run between Lewistown and Harlowton.

Section Foreman Tony Peccia of Judith Gap and Sectionman Frank Swan of Lewistown spent several days in the Lewistown Hospital.

Operator Donald Samuel, son of Carman Gus Samuel, has returned from the Navy with an honorable discharge and is now working at Three Forks.

Car Foreman Rollo Smith and Mrs. Smith of Great Falls have returned from visiting their son and family in California.

Mr. and Mrs. Harold Haanes of Glendive announce the arrival of their second son Mar. 30. The young man was named Hal Warren. Harold had worked for the Milwaukee at Lewistown, and is the son of Roadmaster Ole Haanes.

Conductor L. C. Soper of Great Falls has rented an apartment in Lewistown and is going to run freight out of here.

Mr. and Mrs. Gene Haun announce the arrival of a baby girl on Apr. 3. Mrs. Haun is the daughter of Carman Ole Monkelin.

Milwaukee Division

SECOND DISTRICT

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

John Shivy, retired section foreman, Randville, Mich., passed away Apr. 8. We extend sympathy to his family.

Fireman Francis Hoffs and wife are the proud parents of an eight-pound baby daughter, Margaret Ann, born Apr. 10.

James Schram, son of Roy Schram, chief clerk at Appleton, was discharged from military service in El Paso, Tex., and is now visiting in Appleton with his wife.

Engineer William Smith, on a recent trip to Florida, met the Rev. Arthur H. (Jap) DeLaurelle, pastor of the First Church of Truth in St. Petersburg, who is well remembered as the son of a conductor on this division and himself a caller from 1923-31. Together they reminisced about experiences on the old "Wooden Shoe", and the Reverend DeLaurelle sent greetings to his former associates.

Section Foreman J. W. Findley has been presented with a Gold Pass in recognition of a half century of service on the railroad.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

To all of you who have enjoyed Wes Haggard's stories, a new thrill is about to be added. Wes has a new voice recording machine and will be glad to arrange a rendition of salt water tales for those interested.

On Mar. 13 a new baby arrived at Train Dispatcher Ernest Benson's home.

Division Engineer H. C. Minter is now commanding officer of the 757th Railway Shop Battalion, Milwaukee Road Affiliated, succeeding Lt. Col. Bill Reitmeyer of the shops who has gone onto retired reserve status.

We wish to express condolences to Mrs. Bill Beth, depot employe, whose husband, C&M brakeman, passed away in the East Apr. 21. His remains were returned to Milwaukee for burial. Bill had been in brakeman service on freight and passenger trains since September, 1935.

In the April issue of the Magazine mention was made of the station agents and employes outing special train on Saturday, June 26. We wish to advise that the outing will be at Sharpe's Resort on the Lake at Elkhart Lake, Wis. The special is scheduled to start from Western Avenue at 7:30 A.M., CST, arrive in Milwaukee at 9:10 A.M. and depart at 9:40 A.M. after the arrival of No. 27 to accommodate any starting out of Chicago Union Station on N. 27 at 8:15. The committee has reserved accommodations for 200 and they are mailing a folder to all agents and employes containing information on the program, to which all employes and their families are invited. M. A. Grenning, agent at Rondout, should be contacted for tickets.

THIRD DISTRICT

Contributed by Hazel Whitty
Maintenance and Ticket Clerk, Horicon

The Old Line lost one of its most colorful, old-time agents in the passing of Theodore Melcher Apr. 17 at Knowles, Wis., where he was agent for 38 years prior to his retirement in 1951. His death was due to a heart condition. Mr. Melcher was 81 years of age, and at the time of his retirement was a Gold Pass employe.

Mr. Melcher possessed the rare attainment of almost all old-time agents of being able to carry an unbelievable amount of data in his head. In a day's work he could bill out cars of stone, lime, grain, potatoes—even a prize



HALF-CENTURY PARTNERS. Fifty years of married happiness were observed by Mr. and Mrs. E. E. Banyard on May 2 at their home in Cicero, Ill. Mr. Banyard, who was active in Service Club and Brotherhood affairs for many years, spent all but five years of his railroad service on the Milwaukee. He started in 1899 as a call boy at Perry, Ia., became a conductor in 1912, yardmaster in 1915, and was general yardmaster at Perry when he retired in 1947. The Banyard family includes a son, Ernest, in Oak Park, Ill., a daughter, Dorothy, who lives with her parents, two grandchildren and six great-grandchildren.

pig to the State Fair—without consulting a tariff. This feature, combined with a genial personality, made him a highly respected resident of his community. He was a member of the Knowles fire department and its secretary and treasurer for many years, a former member of the Knowles band, and also had served as superintendent of St. Luke's Lutheran Sunday School. Members of the Old Line Service Club remember him for his regular attendance at meetings, his sociability and for the entertainment he provided with his violin.

Surviving Mr. Melcher are his widow, his son Vernon, who is chief clerk at Fond du Lac station, two grandsons, and a brother, Gustave Melcher of Milwaukee.

Iowa Division

COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

Switchman Bernard Nugent's father, B. P. Nugent, passed away Mar. 31. Mr. Nugent was a retired switchman on the C&NW.

Carman Ira Havens has returned to work after spending his vacation in the East. He reports a visit with his son in service at Fort Mead, Md.

Arthur Bates, yard clerk who resigned to become a highway patrolman, was married at Marshalltown, Ia., Apr. 24. The bride is Alice Lang of that city.

Retired Car Foreman T. P. (Ted) Schmidt who was mayor of Council Bluffs for the past year handed down his gavel Apr. 1 to William M. Keenan, the new mayor.

Henry C. Van Dyke, retired operator, 86, died at the home of his daughter in Ocean-side, Calif., Apr. 20. Funeral and burial were at Manning, Ia. Mr. Van Dyke was well known along the west end. He worked at one time at Council Bluffs.

Carman Richard Milner reports a son born Apr. 1. His name is Jon Allen.

Ed Britt, freight house employe who underwent a number of operations at the Veterans Hospital in Omaha, is now home and doing o.k.

Bill Abbott and John Rain, well known Bluffs' terminal engineers, recently retired.

Fireman Jack Eischeid, who served eight years in the Navy, has returned home. He is the son of the late Engineer Ed Eischeid.

A girl, Debra Sue, was born to Carman Army Schoeing and wife Apr. 9.

Bert E. Capron, train director at Manilla, Ia., retired on May 1. Mr. Capron had been with the Road since 1912, working in his early years in the car department, as brakeman, and in yard service at Manilla. Because of unemployment he left in 1927 and subsequently held various positions in the vicinity of Manilla until 1943 when he returned to the railroad. He was a clerk at Manilla before becoming train director. With Mrs. Capron he plans to spend some time after his retirement visiting relatives in Wisconsin. Most of his spare time, however, will be devoted to his two young grandchildren in Council Bluffs, the children of his son Donald who was killed some time ago in Korea.

The Milwaukee Road Magazine

EAST END

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

Mrs. Frank Fulhart, wife of Perry machinist, was awarded top honors in a recent speech contest. Mrs. Fulhart who is vice president of the Perry Toastmistress Club competed with top notch speakers from nine clubs in Iowa and Nebraska. The prize winning speech was entitled "Companions". She will also compete at the regional meeting of the Toastmistress clubs in Mason City.

J. J. McDonald, agent at Manilla, has a new son born Mar. 26. J. A. McDonald, agent at Martelle, is the grandfather.

Conductor Clarence Moore of the Des Moines division has been off duty for several weeks at this writing, on account of illness.

Mrs. E. E. Banyard, wife of retired yardmaster, was a surgical patient in an Oak Park, Ill., hospital during March. "Speck" and his wife moved to Chicago after having worked at Perry for many years. They celebrated their golden wedding anniversary May 2.

Loren Conklin, son of Operator Claude Conklin of the Manilla office, died suddenly in Wisconsin the latter part of March. He was on a business trip when he was stricken with a heart attack. Burial was in Des Moines.

Mrs. August Koch, wife of Midwest Hiawatha engineer, died of a heart attack in her home in Perry Mar. 24. She had been in poor health for some time.

Loretta Wenzel, daughter of J. J. Wenzel of the B&B department, was married at Windsor Methodist Church in Des Moines Apr. 16 to Edward Jones of Sioux City. The young couple will make their home in Sioux City.

Homer VanDeventer, boilermaker helper laid off during the April force reduction at Perry roundhouse, has retired and moved to Wilmington, Calif. The VanDeventers' three children live in Wilmington.

Conductor W. J. Wolfe of the Des Moines division has taken a three-month leave of absence and gone to Fort Arthur, Tex. His mother, who is quite old, lives there.

Conductor Jean Orman and Patricia Smith, both of Perry, were married Apr. 11 at the First Christian Church.

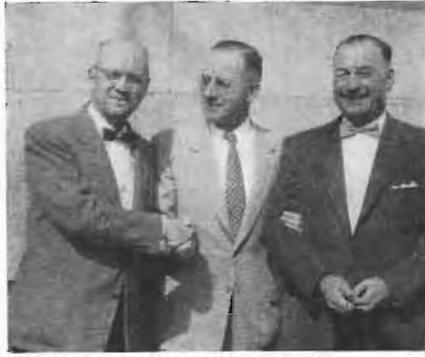
Conductor J. S. Moore has taken his annual leave of absence to supervise the work at Moore's Lodge which he owns on Leech Lake near Walker, Minn.

Corp. Larry Harvey, on leave from his job as operator at the Perry dispatcher's office while serving with the 537th Field Artillery, was home from Fort Sill, Okla., in April to attend the 80th birthday anniversary of his grandmother, Mrs. C. A. Lee. Mrs. Lee is the mother of Agent D. E. Lee of Dawson, Ia., and Larry's mother, Mrs. Fred Harvey of Bayard.

Train Dispatcher Earle Edwards of the Perry office was a patient at the Kings Daughters Hospital during April, following a heart attack.

William Agnew, retired conductor, died at his home in Perry Apr. 6 following a heart attack.

Engineer and Mrs. P. J. Ryan have a new grand-daughter. The baby was born Mar. 31 in a Des Moines hospital to Mrs. Vincent Ryan, the former Mary Moran, whose father was an Iowa Division conductor before his death some years ago.



THE BLEICHNER STORY. C. G. Bleichner (left), chief dispatcher at Butte and an employe for nearly 49 years, says good-by as he retired Apr. 30. Congratulating him are Superintendent J. T. Hayes (center) and E. S. Bleichner, a brother and former telegrapher at the Butte yard who also retired recently. They are sons of the late Mathias Bleichner who was with the Road for 58 years. C. G., who started as an operator at Hopkins, Minn., went west in 1909. From side table operator at Three Forks he became dispatcher, later serving at Lewistown, Moberly, Tacoma and Miles City. He was promoted to chief in 1928 and had been at Butte in that capacity since 1930.



MONTANA-SIZE. It's a cat—bobcat—the size grown on the Northern Montana division where their plundering raids are a menace to newborn lambs, calves, chickens, or anything else they can get. This marauder was shot by Section Foreman Tony Jackson and Laborer Vernon Jackson of Arrow Creek, Mont., in the Arrow Creek breaks.



GOOD-BY TO SKULIE EINARSON. Skulie Einarson, traveling engineer, Green Bay, shown here with Mrs. Einarson, was honored last month at a retirement party attended by many Milwaukee Road and Northwestern associates in his territory. Mr. Einarson, a native of Iceland, started with the Road in 1906 as a fireman and was promoted to engineer in 1911. Appointed traveling engineer in 1920, he served on the Terre Haute and IGD Divisions, and at Green Bay since 1937. He and Mrs. Einarson will continue to live there.



LIFETIME GUARANTEE. Coincidental with retiring as roundhouse foreman at Perry, Ia., F. R. Hoes (left) became eligible for his Silver "lifetime" Pass for 45 years of service. Master Mechanic W. W. Henderson presents it at a party in Perry given by fellow employes. Mr. Hoes started as a machinist and went to Perry in 1918 where he was assistant foreman before becoming general roundhouse foreman. Friends presented a set of luggage for the traveling he and Mrs. Hoes have planned. (Perry Daily Chief photo)

Bruce Devoe, agent at Perry, was notified on Apr. 21 that he had a grand-daughter. The baby was born to Mr. and Mrs. Dick Devoe at Eureka, Calif. M. A. Devoe, agent at Olin, is the great-grandfather. Mart went to California the latter part of April to see Dick and the family.

Yours Truly attended the state reunion of the Rainbow Division veterans held in Des Moines Apr. 4 and was honored by being elected state treasurer.

Chancy H. Hays, car inspector, died in a

Cedar Rapids hospital on Mar. 30. He was born in Montezuma on May 20, 1880 and had been a resident of Cedar Rapids for 56 years. Surviving are two daughters, Mrs. Paul Palmer of Munster, Ind., and Mrs. Robert Gulick, who is in Japan with her husband in the Air Force; three sons, Paul and Louis Hays of Cedar Rapids and Thomas, of Milwaukee; and 13 grandchildren.

Retired Engineer Claud Willis, with Mrs. Willis and Mr. and Mrs. Riley Wheeler of Ava, Mo., was en route from Cedar Rapids

to Ava, where he had purchased a 20-acre tract of land, when he suffered a heart attack which resulted in his death. His remains were returned to Cedar Rapids and funeral services were held on Apr. 15 with burial in Linwood cemetery. Mrs. Willis is making her home for the present with her sister, Mrs. W. E. Cooney, in Cedar Rapids.

Mrs. W. E. Cooney, wife of retired locomotive engineer, was a surgical patient in Mercy Hospital in Cedar Rapids and is now recuperating at her home.

O. A. Beerman, retired superintendent, and wife, spent several weeks during April in Douglas, Ariz.

Ernest L. Wink, pump repairer, and Mrs. Wink celebrated their 25th wedding anniversary in April. Their son, S/Sgt. Richard L. Wink, who is on duty at Manassas, Va., attended the celebration with his wife and son Stevie.

Milwaukee Terminals

DAVIES YARD

Charles Pikalek, Correspondent

James Muma was released from the Army recently and has resumed his work here as a carman.

Mr. and Mrs. Sylvester Kluck are happy to announce the arrival of a baby boy born Apr. 1.

Mr. and Mrs. Al Russert spent a vacation at Seaside, Ore.

Ray Stuebner left the Road recently to work in a mill at Yakima, Wash.

The Hiawatha Service Club, Unit 5, has a membership drive going on. Anyone interested in joining the club should contact Eddy Blatt, general vice chairman.

FOWLER STREET STATION

Pearl Freund, Correspondent

Mrs. Ira G. Wallace, wife of our agent, was awarded a 1954 Dodge auto in the recent Milwaukee Home Show contest for completing the sentence, "I like the Milwaukee Board of Realtors Home Show because" with "intriguing the 'carpenter' in men, the 'decorator' in women, it always rejuvenates interest in homemaking." Mrs. Wallace has been entering contests for several years, winning various household appliances, but the Dodge was her biggest prize. Mr. and Mrs. Wallace have a son in the Air Force and a daughter in high school.

Joseph Hoerl, Sr., passed away Apr. 21. He had retired in January, 1953 following 38 years of service with the Road. Services were held at St. Stephens Church, and interment at Holy Cross cemetery. He is survived by his wife, Clara; a sister, Johanna; four brothers, Alex who retired from the Road in December, 1953, Walter, checker at house 7, John, car inspector, and Ed, checker; and by his two sons, Edward, who is assistant agent at Fowler Street, and Joseph, Jr., head rate clerk-outbound department.

We extend sympathy to Eddie Wencka, night force, on the death of his brother Michael Apr. 26.

Son No. 2 was born to the Lowell Waites Apr. 11. Lowell is night expense clerk.

Fred Roessger, upon returning from his



NATIVE DANCERS. Henry Strukel, foreman of House 7, Milwaukee, and Mrs. Strukel pictured in St. Louis the week of Apr. 15 when the Slovenian dance group of which they are members took part in the Folk Fair there. Mr. Strukel is the musician for the group of 20 dancers, who entertain at civic functions and occasionally over Station WTMJ-TV, Milwaukee.

southern vacation, praised Clearwater, Fla., as the ideal spot in which to settle down.

Joseph Jarmuz retired May 1 after 35 years of service. He was a check clerk for many years, working the heavy machinery platform before the installation of modern efficient equipment used in handling heavy machinery. In 1940 he went to Stowell station as a check clerk where he had remained up to the present time.

Don Pelozo, night expense clerk, has been handling carload billing and stripping in the absence of Estelle Jorgensen, who is on vacation.

Further office changes place Minnie Walters in the cashier department, handling uncollected accounts; William Spredeman, cashier department; Tony Stollenwerk, rate clerk-inbound department; Fred Roessger, rate clerk-outbound department; Enrico Franco, junior rate clerk-inbound department; Lois Scott, pickup and delivery clerk; Evelyn Scharest to inbound extension desk; Josephine Fillier to outbound extension desk; and Barbara McPhee to the mail desk.

Our best wishes go to Miss Bivins upon her retirement May 1. Her pleasing personality and friendliness have endeared her to many. Although she will continue to live in Milwaukee, she is planning an interesting vacation trip to Washington, D. C., and North Carolina.

Joe Wuertl will spend a well-rounded vacation remodeling a flat for his little family. This will be Joe's first experience with painting, decorating and carpenter work.

The R.B.W.A. under the supervision of its finance chairman, Ollie Yerman, Fowler Street, staged a fish fry at North Milwaukee station during the April Lenten season. Diners more than filled the space, neatly arranged with small tables and their accompaniment of fresh jonquils, and although

the cook was swamped with orders temporarily, no one seemed to mind. A final accounting proved the event to be a big success.

Norbert Kohn, clerk at the Maple Street dock, announces the birth of a son May 3. The name is Michael Jeffries. The Kohns also have a little girl, Cheryl, aged two and a half.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

The 21st Daffodil Parade made history on Apr. 10. The sun's rays shone on 2,000,000 yellow daffodils and brightened the rain-weary streets in Tacoma, as the parade of 52 floats wound triumphantly through the city on its way to Puyallup and Sumner. Estimates placed the crowd at 100,000 with thousands more sitting in their homes and viewing the two-hour extravaganza over television. Officially concluding the festival was the colorful Marine Parade with more than 200 daffodil-decorated boats proceeding from the Yacht Club to the city waterway.

Vice President L. H. Dugan made a talk over the KMO television news broadcast about the new Milwaukee Road passenger station in Tacoma. The talk dealt with the opportunities for new industrial development in that area.

We were glad to welcome Donald Mooney, clerk in the yard office, after two years in the Army.

Walter R. Young, a Milwaukee Road engineer for many years, died Apr. 6. He was born in Chicago but had lived in Tacoma and vicinity 46 years. He retired in 1951 after more than 48 years of service. Surviving are his wife and a daughter in Tacoma.

Cecil Snyder, who has been in the East assisting Pete Mock in the settling of grievances, is back on the job in the woodmill.

John O'Neil of the coach yard, better known as the "family man", is busy building an addition to his home for his new son, which is his fourth.

Crawford R. Gordon, retired agent, died recently at his home in Monroe, Wash., after a brief illness. He was agent at Cedar Falls for many years, later agent at Monroe, and was stationed at Sequim when he retired. Mr. Gordon was a native of Iowa, born on July 4, 1876, and learned railroading on the old Des Moines Division. He is remembered by old timers as the nephew of C. H. Gordon, who was chief dispatcher on that division when it was the Des Moines and Northwestern Railway.

SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

One of the oddities in a recent Ripley "Believe It or Not!" had a special interest for local employes. The feature was the unusual fact that a copper cable 4½ inches thick and 7½ miles long was shipped across the country in one piece—carried in nine freight cars. It was recalled that this shipment moved via our line, that it was consigned to the Todd shipyard for the Navy and the Milwaukee handled it between Chicago and Seattle.

The Milwaukee Road Magazine

YOU CAN STILL BUY THE

WALTHAM VANGUARD

23 JEWEL STANDARD R. R. WATCH IN
HEAVY DUTY YELLOW ROLLED GOLD PLATE CASE
AT THE LOW PRICE OF

\$71.50
FEDERAL TAX INCLUDED

AND IN 10K GOLD FILLED HEAVY DUTY R. R. CASE **\$82.50**_{F.T.}

APPROVED BY
EVERY RAILROAD
TIME SERVICE
IN THE U.S.



Available with
Box Car or
Montgomery dial

All prices include Federal Tax.



No better buy – no better movement – at *any* price!
The Vanguard 23-jewel movement is as fine
a precision timepiece as it is possible to manufacture.
9 adjustments – 6 to position, 2 to temperature,
and isochronism. Conel hairspring – anti-magnetic, rust-resistant.

See and handle the Waltham Vanguard – compare
specifications – compare prices – in railroad watches the
big swing is to the 23-jewel Waltham Vanguard.
You'll recognize why America's *first* railroad watch is your
best buy for quality, for looks, for down-right *value!*

Waltham

WALTHAM WATCH COMPANY, Waltham, "The Watch City", Massachusetts

SPECIAL SELECTION OF WALTHAM GIFT WATCHES FOR EVERY MEMBER OF THE RAILROADMAN'S FAMILY!



17-jewel Waltham with
expansion bracelet. **37.50**

Handsomely styled;
17 jewels;
expansion band. **39.75**

21-jewel with
expansion bracelet. **49.75**

Smart, modern;
21 jewels. **49.75**
with expansion bracelet **57.50**

20 diamonds—17-jewel
Lady Waltham. **250.00**

Self-winding Autochron.
with leather strap **65.00**
59.50

I & D Division

EAST END

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

The Women's Club held its regular meeting at the YWCA Apr. 6 with Mrs. J. L. Burns, Mrs. H. B. Larson and Mrs. Al Zack as hostesses. Mrs. Walter Hendrickson, president, was named a delegate to the biennial meeting to be held in Chicago in June. Following the business meeting, a plastic party was conducted by Mr. and Mrs. Earl Burns.

Claude E. Smith, conductor at Sanborn, retired effective Mar. 26. He started as a brakeman on the I&D Division in September, 1908 and was promoted to conductor July 14, 1914.

Our sympathy to the family of Trainman George Frank Melvin, who passed away at Sanborn on Apr. 20. He had been ill for some time due to a heart condition. He is survived by his wife, daughter Linda and son James.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Albert H. Polzien, agent at Charter Oak, died Apr. 10 after a brief illness. He had been agent and operator at Morningside, Sioux City, Rodney and Colton before going to Charter Oak as agent in 1935. He was a member of the Masonic order and had served as Worthy Patron of the Order of the Eastern Star. Funeral services and burial were at Charter Oak. He is survived by his widow, two sons, Warren of Brighton, Ia., and Norman of LaSalle, Ill., and one brother.

Sioux City Chapter of the Women's Club served a pancake supper at Scandinavian Hall Apr. 22, which was well attended.

T-Z Products Always Give Unexcelled Service

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

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

T-Z RAILWAY EQUIPMENT CO.
CHICAGO, ILL.

G. S. Turner

Kendall Koontz, yard clerk at west yard, will henceforth be known as "his honor", having been elected mayor of North Sioux City, S. D. Apr. 20.

Mrs. George Dilger, widow of Engineer Dilger, has sold her home in Sioux City and will live with her son in Canton, S. D.

A visitor to Sioux City might be at a loss to promptly identify some of our railroad family here because of the wide assortment of beards, mustaches, goatees, etc., on display, the occasion being the centennial celebration to take place in Sioux City during July. Our "brothers of the brush" are something to behold. We hope to have some pictures before the celebration comes to a close, as by July there should be some really choice styles and varieties.

Time Revisor Jay Bailey has a new grandson to compete with his little grand-daughter Jackie for his affections.

We heard from H. B. Olson, retired Lake Andes agent now living at Pine Haven Place near Clarksville, Ark., that a recent and very welcome visitor there was none other than Retired Conductor Mel Meecham with his dog Jeanie. Conductor Meecham was returning from a fishing trip down in Texas and New Orleans. One can imagine that the subject of conversation was "railroading". Conductor Meecham was traveling in a fully equipped-for-living station wagon.

I & S M Division

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

Norman B. Hilsted, who was discharged from military service in January, is again a brakeman on the Second District. "Norm" was with Uncle Sam for two years, and is now studying for promotion to conductor.

James H. Roberts, former brakeman who transferred to the Rock Island at his home town of Manly, Ia., has again hired out on the First District as brakeman.

Richard F. Hogan returned Apr. 15 to his assignment as chief dispatcher's clerk and trainmaster's clerk after completing his assignment with the general superintendent of transportation department.

John P. Peterson, First District conductor, left St. Olaf Hospital Apr. 29 after major surgery. He had been hospitalized since Feb. 19.

Percy M. Minnick, third operator at Farmington, was appointed agent-telegrapher at Cresco, W. A. Gleason having retired.

V. R. Weinzetl has been appointed agent-telegrapher at Carpenter, H. M. Mathison having retired. April also brought him good

fortune in the form of a new son.

Don B. Elder has assumed the duties of chief dispatcher at Austin, replacing E. L. McGuire who was transferred to Ottumwa Apr. 15. Don was formerly first dispatcher at LaCrosse. Ed McGuire returned to Ottumwa as chief dispatcher. He had previously been dispatcher there for several years, and also relief chief dispatcher.

On Apr. 21 a group gathered at the Sky-line Cafe at Austin to say good-by to Traveling Engineer H. D. Neelings and Chief Dispatcher E. L. McGuire. Howard Neelings retires May 31 and is moving to a new home in Minneapolis. Superintendent M. T. Sevedge was toastmaster and made the gift presentations. The party was arranged by H. J. Swank, chief clerk to superintendent, assisted by Trainmasters G. W. Mealy and N. W. Soergel.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent



Leland Scholl

Leland T. Scholl, son of Train Clerk Leon Scholl, had a double celebration recently. He graduated from the senior kindergarten class of the Jack and Jill Nursery School in Villa Park on his birthday. Leon says that accounts for the big grin on his graduation picture.

Cynthia Jane Grosnick, new baby daughter of Train Clerk Wally Grosnick, got a royal welcome from sisters Judith Ann and Gale Joanne when she arrived on Apr. 8.

By the time this is in print, Teletype and IBM Operator Gene Waletich will be in Sisseton, S. D., helping his mother, Minerva Anderberg, get packed to move to Denver, Colo. Minerva is a regular visitor to the office when visiting in Bensenville.

Mrs. Vern Krahn, wife of special officer, is doing a nice bit of recuperating after a serious operation.

Illinois Division Brakeman John Morelli has been catching smelts by the basketful and has been nice enough to share them with a lot of his co-workers.

Relief Train Director Bruno Tancula has been taking advantage of the nice Sundays lately to take his brand new and only daugh-

WEST COAST WOOD PRESERVING CO.

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

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

GALEWOOD

Norma Gunderson, Correspondent



HE HAS FRIENDS. Men at the Western Avenue yard in Chicago who work with Chief Carpenter Leo Denz approached the Magazine last month about a little surprise for their popular co-worker. Seems that May 1 was Mr. Denz' golden anniversary of Milwaukee Road service. He started as a laborer in 1905, became a clerk in 1906, a carpenter in 1907 and was promoted to carpenter foreman in 1911. He has been chief carpenter since May, 1919.

ter out for a stroll, a pleasant surprise being a stop at your correspondent's.

For a bit of extra special entertainment on the electric organ, the VFW club at Bensenville is again featuring our talented bill clerk, Jack Kerwin Jr., on Friday and Saturday evenings. If you haven't heard Jack play, I'm told you are in for a real treat.

A recent visitor to the office was Second Trick Operator "Foxy Lake," in other words, Mrs. West from Fox Lake. As a windup to her vacation, she dropped around to visit the folks she works with over the speaker system.

UNION STREET

Florence LaMonica, Correspondent

Nick Mellas, stower at house 5, underwent surgery recently, and is home from the hospital at this writing.

Several of our folks who have been in various hospitals due to illness or surgery are recuperating at their homes. I am sure the following would enjoy hearing from their co-workers: Harry Gripke, delayed car clerk; George Damp, car cleaner at house 2; Walter Keckeisen, office force; and Edward Brogan, forklift operator at house 2. Joseph Andrews, stower on the night shift at house 2. is still confined to the Veteran's Administration Hospital, 6A North, 820 South Damen Avenue, Chicago.

Last month we reported the serious illness of Joseph Parenti, house 2. We regret now to report that Joe passed away late in April. We extend our sincere sympathy to his family.

May, 1954

John Smith, Dexigraph operator, and wife spent a vacation in Georgia, visiting with his two sisters and brother, it being the first time in 41 years that they were all together.

Sympathy is extended to the family of Caller Chester Zmarlinski, whose mother passed away Apr. 18.

Ciarence Henderson, slip bill clerk, underwent surgery at the Belmont Hospital Apr. 20, and is doing nicely at this writing.

Peggy Williams, daughter of Car Inspector John Williams, was married on Apr. 23. John has another daughter who married a year ago, and incidentally, both daughters married twin brothers.

John Wagner, retired general foreman, reports he is a grandpa for the first time to a bouncing baby boy.

Checker Emil Vanderheyden, who has been ill for some time, expected to return to work in May.

William Boss, cooper at Galewood freight house who recently retired, is seriously ill in the County Hospital at this writing.

Archie Sinclair, trailer dispatcher, is back on the job and looking good after a leave of absence spent in Florida.

Chief Telephone Operator Frances Mason and husband returned Apr. 26 from a three-week rest in Hollywood, Calif.

Congratulations are in order for Caller Noah Chick who was married to Mrs. Charlie Lehman on Apr. 17.

The welcome mat was out for Rita Schroeder, per diem and reclaim clerk, who returned from an extended leave of absence because of illness on Apr. 21.

Bill Clerk Ruth Rise entered the West Suburban Hospital to undergo surgery Apr. 27. All reports indicate she is doing nicely.

Lawrence Fryxell, stower, is confined to his home at this writing, due to illness.

Al Boeck, auto mail clerk, has returned from the wild and woolly West where he spent a month's vacation with his children in Valier, Mont. He is sporting a nice white leather jacket which he had made by the Indians.

Paul Nelson, night bill clerk, is at home at this writing following an operation on his knee, the aftermath of an automobile accident some time ago. He is getting along nicely but will be off the leg for some time.

H & D Division

EAST END

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

The Ted Skramstads and the George Eastmans are among the latest to receive the coveted Silver Passes.

Gregg Natzel, the small son of Les and Phyllis Natzel, has returned from a trip out into the big world. When Easter vacation loomed up, Gregg decided he wanted to visit Aunt Evelyn in Minneapolis, so when the day came, Les put a note on Gregg's jacket, scotch-taped the ticket to his suitcase and put him on the train, all by himself. He had a grand time in the big city and most amaz-

NOW at your RAILROAD STORE!



Safety First
UNION-MADE SHOES
FOR RAILROAD MEN

RAILROAD FAVORITES!

Preferred by railroaders because they're built for railroad working conditions! Stocked at your railroad store for your convenience. Try on a pair today!

TOUGH Top quality leathers skillfully stitched to last longer on the job!

COMFORTABLE So easy on the feet they feel like your favorite shoes.

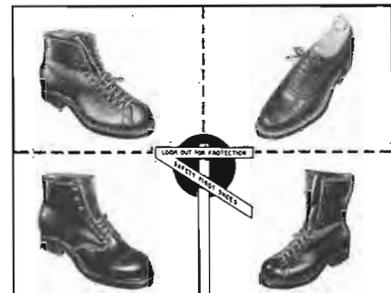
SAFE Made with strongest steel toe to give maximum protection. Safety First originated the steel toe.

THRIFTY Lowest cost of any shoe of comparable quality. Payroll deduction plan available.

HANDY TO BUY Buy them when you want them. Always available at your railroad store.

FREE!

Write for illustrated poster showing all Safety First shoe styles available.



Safety First
SHOE COMPANY

Water Street, Holliston, Mass.
Serving many of our railroads over a period of many years.

**MAUMEE
INDIANA**
WASHED AND
DRY DEDUSTED
COALS
MINED ON THE
MILWAUKEE
RAILROAD
MINED AND SHIPPED BY
**THE MAUMEE
COLLIERIES
COMPANY**
TERRE HAUTE, INDIANA

**EDWARD KEOGH
PRINTING COMPANY**
*Printers and
Planographers*
732-738 W. Van Buren St.
Phone: FRa. 2-0925
Chicago 7, Illinois
PROMPT AND EFFICIENT SERVICE

Specialties
DELICACIES FOR THE TABLE
Frozen Foods, Cheese, Poul-
try, Game, Fruits and
Vegetables
E. A. AARON & BROS.
CHICAGO, ILLINOIS

ing of all, the Easter bunny found him down there, too. Now that Gregg is back, there is an air of self-assurance about him as he plays with his less-experienced friends.

Congratulations to F. R. Nichols, retired conductor, who was recently married to Mrs. Hattie Laird of Aberdeen; to Conductor George Daniels who married Mrs. Mabel Botten; and to Engineer Barney Donovan who was married to Mrs. Pat Clarity of Farmington.

Donald Bachelder, recently an H&D agent-operator, has resigned due to receiving a commission in the regular U.S. Air Force. At present he is an instructor at the Randolph Field air base in Texas.

It was nice having Retired Conductor Ed Crooker drop in for a visit recently. Ed and his wife live at Star Prairie, Wis.

Our sympathy to Engineer Frank Webster and to Conductor Bill Harding in the recent deaths of their wives. Mrs. Harding was the mother of Conductors Wayne and Warren Harding.

Agent Freddie Mosser believes in really moving when he moves. After having held the agency at Glenham, he has now bid in at Cologne, Minn., which is clear across the division.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Lillian Javette is the new secretary in the electrification department, taking over the position vacated by Bud Owen who has resigned.

Reservation bureau personnel changes due to the resignation of Don Campbell, chief clerk: Jonathan E. Cooke is now chief clerk, Clayton M. Evans is appointed reservation clerk, and Kenneth Johns, former reservation clerk, is now ticket clerk in the city ticket office.

Jonathan Cooke, we learn, is quite a talented magician and a past president of the American Magicians. We are looking for



ARMY LIFE. Letters to the home folks from Bob Sullivan, teletype operator on military leave from the Bensenville yard, included this picture of his sleeping quarters somewhere in Korea. Bob is a brother of Bill Sullivan, a train clerk at Bensenville.

some unexplained things to happen in the reservation bureau.

Changes in the office of western traffic manager include Vern Hinrich appointed chief clerk, succeeding R. L. Johnson; Clark Jones, rate clerk, succeeding W. Frank Findley; and Phyllis Gestner, steno, succeeding Lillian Javette. Bonnie Jacobson is the new stenographer to assistant general freight agent, rate department, the position formerly held by Phyllis Gestner.

Changes in the office of general agent, freight department: R. L. Johnson, appointed chief clerk to general agent; Bob LaHatt, chief clerk to assistant general agent; Vern Petermeyer, general clerk; and W. Frank Findley, city freight agent, import and export.

A letter received in the assistant to general manager's office from Bob Norman, former clerk in that department, tells of his present assignment in Pearl City, Oahu, T. H., where he has been stationed since Nov. 3. He is attached to the legal office. Mrs. Norman arrived in Hawaii the early part of December. Bob states that Hawaii is a beautiful place, and if it were not for family and friends in Seattle they would be content to live there forever. They expect to be back in Seattle in the fall of 1955.

D & I Division

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

The Savanna City Hospital began to look like a railroadman's hospital during April, as Switchman R. Hal Smith, Engineer L. Kuntzelman and Clerk C. G. Nordwell of the superintendent's office were all there at the same time. Clifford had an emergency appendectomy, while the other two were resting from a heart ailment. Hal has since gone home, but Lloyd is still holding his

The Milwaukee Road Magazine

**THE ANCHOR WITH THE
BULL DOG GRIP !**

THE P. & M. CO.
Chicago New York

own in the hospital at this writing.

Announcement has been made of the engagement and approaching marriage of Virginia Schneck, daughter of Conductor Fred Schneck, Savanna. Virginia will become the bride of Clayton L. Yoder of St. Anne, Ill., on June 20 in the Community Church in Savanna.

Announcement also has been made by Yardmaster and Mrs. Art Cush of Savanna of the engagement and approaching marriage of their only daughter, Ruth Ann, to Lloyd E. Brown of Chadwick. The wedding will be an event of July 18. Ruth Ann is the niece of Delia and Clara Cush, Fullerton Avenue accounting department, Chicago.

Sympathy is extended to the following: Yard Clerk Jack Everhart on account of the death of his mother in Poplar Bluff, Mo. Apr. 2; Chief Dispatcher L. Callaway and family on account of the death of Mrs. Callaway's sister, Dorothy Heflin, who passed away in the Callaway home on Mar. 31 following an illness of many months.

Mrs. Rodolfa Valladores, wife of section laborer, Savanna, passed away in the family home Apr. 28 after several weeks' illness. Surviving are her husband in Savanna and mother and three sisters in Mexico.

During April we said good-by to Assistant Superintendent Bourgerie of Dubuque, and to Trainmaster Jim Elder, Davenport. Our new personnel consists of N. H. McKegney as assistant superintendent at Dubuque, and T. E. Witt, trainmaster at Davenport.

William R. Gregg, retired conductor, passed away in St. Joseph Hospital in Elgin Apr. 4 after a long illness. Mr. Gregg was born Jan. 16, 1873 in Harrisburg, Pa., and came to Chicago in 1893. He started his railroad service as a brakeman in 1895, was promoted to freight conductor in 1900, and to passenger conductor in 1917. The greater part of his years with the Road were spent in suburban service where he was held in

high esteem by the many commuters he served. He had been retired since Dec. 1, 1948. Surviving are his widow, Monica; a daughter, Mrs. Fred Nesser of Cincinnati; four stepchildren, James L. Cunningham of St. Charles, Mark Cunningham of Elgin, Mrs. John Scherf of Genoa and Mrs. Raymond Kribs of Dundee; and seven grandchildren. Funeral services were held at St. Laurence Catholic Church in Elgin.

SECOND DISTRICT

Agent E. Hurley, LaCrescent, Minn., and Mrs. Hurley are visiting various European countries. Their first stop was in London where they visited their daughter. Their plans are to go on to Holland and Ireland before returning to the good old U.S.A.

THIRD DISTRICT

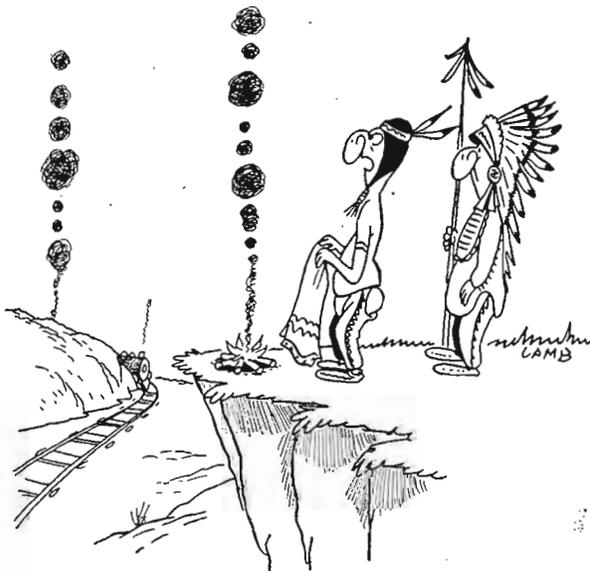
A. G. Elder, former chief dispatcher, Ottumwa, who has been confined for some time to Sunnyslope Sanatorium in Ottumwa, underwent major surgery in the University Hospital, Iowa City, on Apr. 20. He has since returned to Sunnyslope Sanatorium for a few more months of rest.

An attorney had a reputation for never losing a personal injury case. His witnesses were always so well rehearsed that they could withstand the most severe cross-examination. But he was finally tripped up by a child who appeared for him in the case of a couple injured at a railroad crossing by a train.

The six-year-old boy, appearing as a witness for the attorney, took the stand and was sworn in.

"What is your name?" he was asked by the clerk of the court.

"The gates were up and the whistle wasn't blowing", replied the child without a moment's hesitation.—Wall Street Journal



"HERE I'VE BEEN TALKING FOR TWENTY MINUTES AND IT TURNS OUT IT'S NOTHING BUT A HOT BOX.... SOMEBODY HAD OUGHT TO TELL THEM ABOUT TAKEN TAPERED ROLLER BEARINGS."

(Advertisement)



AT ALL FINE SHOE REPAIRERS

**CREOSOTED
MATERIALS**

and

**COAL TAR
PRODUCTS**

**Republic Creosoting Co.
Minneapolis**

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

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

Still Greater

PROTECTION

for CARS and LADING

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS

to absorb horizontal shocks

CARDWELL FRICTION BOLSTER
SPRINGS

to absorb vertical and lateral shocks

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

LaCrosse & River Division

THIRD DISTRICT

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

Graveside funeral services were held at Wausau on Apr. 3 for R. R. Sternitzky, retired ticket clerk, who died last Dec. 31 in Spokane, where he had made his home with his daughter Marie.

W. A. (Bill) Streeter, in engine service for 50 years, entered the hospital for a routine physical check on Apr. 6 and died suddenly on Apr. 10. Funeral services were conducted at Wausau by the Masonic Lodge. Serving as pallbearers were Milwaukee Road employes Paul Jensen, Robert Loper, Gerald Loomis, Hugo Vongnechten, August Krueger and Steve Schulz.

Engineer R. L. Waush, in engine service for 41 years, has retired. Ike and Mrs. Waush will return to Minocqua to make their permanent home, planning to spend the winter months in the South.

Three daughters, grandchildren, and other relatives joined H. L. Vachreau, retired train dispatcher, at the family home on Easter Sunday week end to celebrate his 80th birthday.

When Train Dispatcher Charlie Shaft completed 46 years of railroad service on Apr. 30, a pair of hip waders was presented to him for a "send off" present as he retired. Charlie was leaving at once on a fishing trip and is

looking forward to many more hours of fishing and hunting, much of which he has enjoyed since his seven years on the Valley.

The Clarence Knetters are the happy parents of a new baby boy.

The engagement of Miss Violet Kramer, daughter of Section Laborer Emil Kramer, Tomahawk, to Allan Klos of Wausau, has been announced. Plans are for a June wedding.

A happy grandfather, Engineer Lewis Wilcox, has returned from a trip to Norfolk, Va., to see his new grandchild.

James O'Brien is one of the delegates chosen by teachers and classmates to represent the Senior High School and Wausau at the 1954 Badger Boys State Encampment at Ripon, Wis. He is the son of Engineer Jim O'Brien.

In the district music festival held recently in Marshfield, one of the first ratings in class A was awarded to a quartette with Ronald Janz, son of Engineer Fred Janz, at the trombone. Also awarded two ratings in class B was Gayle Carpenter, the daughter of Ticket Clerk Gaylord Carpenter, a soprano soloist.

Your correspondent entertained 27 members of her family at her home on Easter Sunday at a get-together in honor of her nephew, Pvt. Par Busch, home on his first leave from Marine service. The railroad was well represented, among those present being your correspondent's brothers Engineer Charles Conklin and Fireman Ken Conklin, and nephews Machinist Ned Conklin and Roundhouse Laborer Don Conklin.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Switchman Fred Tessman is on the sick list at this writing, being hospitalized at Madison. We are all plugging for his early recovery.

Retired Conductor R. C. Curtis has returned from Florida where he spent the winter.

We lost Don Elder to Minnesota where he is now chief dispatcher at Austin. Suppose he will be rooting for the Gophers next fall. Dispatcher Harry Davis is doing a good job on the first trick at La Crosse in his place, and Jack Wurm also, as the La Crosse Division swing dispatcher.

Retired Conductor Frank Linscott will be glad to have his friends come calling. He is convalescing at his rooming house after having both feet amputated.

I am still looking for that fish that Bag-gageman John Maloney was going to catch while he was in Florida.

I stopped by Jack (Razorback) Little's house recently and he and Farmer Bill Coughlin have a fearsome array of tackle all ready for the weather to moderate enough so they won't play freeze-out when they go fishing.

SECOND DISTRICT

Mr. and Mrs. William Eggenberger of Wabasha, Minn., will celebrate their 50th wedding anniversary on Sunday, June 13, with an open house in the basement parlors of the Congregational Church at Wabasha and have chosen the Magazine as a means of notifying their Milwaukee Road friends that they will be pleased to meet them there; reception from 2 to 5 P.M. The Eggenbergers make their home at 1008 W. 5th Street in Wabasha. Mr. Eggenberger, former Second District engineer, was a veteran of 43 years of service when he retired in December, 1942.

IT TAKES ONLY ONCE

*There was a man who fancied
By driving good and fast
He'd get across the railroad track
Before the train came past.
He'd miss the engine by an inch,
He'd make the train crew sore.
There was a man who fancied this—
But there isn't any more!*

—Central of Georgia Magazine

DO YOU KNOW THAT

No General Motors Diesel locomotive has ever worn out!

... in fact through normal replacement of constantly improving parts, they literally improve with age

*If you'd like the full story, write for booklet,
"Safeguarding Railroad Earnings."*

**ELECTRO-MOTIVE DIVISION
GENERAL MOTORS**

La Grange, Illinois • Home of the Diesel Locomotive



PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

HEALTH-ACCIDENT-LIFE (Death from any cause)

**HOSPITAL BENEFITS • NON-CANCELLABLE POLICY
NO MEDICAL EXAMINATION REQUIRED**

GOOD IF YOU LEAVE SERVICE ON PENSION OR OTHERWISE



EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.



Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
Stationmaster, Minneapolis



Lt. Col. A. Lundberg

An interesting sidelight on the activities of our military forces overseas comes from Train Baggage A. F. Lundberg whose son Andy is a lieutenant colonel presently assigned as the commanding officer of an automatic weapons battalion at Pusan and Kunson. In support of the

AFAM (Armed Forces Aid to Korea) program, the battalion is sponsoring an orphanage, "The Christian Children's Foster Home". Men of the outfit give their time and money and solicit funds, clothes and the like from their families, friends and church groups at home. Before entering the Army Andy worked for a while on a steel gang west of Mobridge. He was at Fort Monroe, Va., for three years as inspector of all U. S. Army centers before going overseas.

We were all saddened to learn of the death on Easter Sunday of Russ Underwood, for many years chief Red Cap at the Minneapolis passenger station.

R. C. Wallace has been appointed chief Red Cap to succeed Mr. Underwood.

I recently had the pleasure of talking with William R. Moss, former sheet metal worker at South Minneapolis shops who retired in April, 1950. Mr. Moss has been interested in raising chinchillas for years, and since his retirement has been making it a full-time hobby. He showed me a raw chinchilla pelt which he stated was the first brown mutation pelt developed, which he had mounted on July 13, 1950; sort of a white smoke color with a light brown streak down the back, and very pretty. I understand Mr. Moss attained national prominence with this particular pelt. He now has about 50 animals, including nine proven pairs, and is interested in hearing from other chinchilla producers; home address, 3141 29th Ave. S., Minneapolis.

QUIZ answers

- Utah.
- A railroad with annual revenues between \$100,000 and \$1,000,000.
- Wrought steel.
- In pounds.
- About 1 1/2 cents—1.478 cents to be exact.
- They have decreased it by approximately two billion dollars.
- Southern District.
- About 25,000.
- More than \$1 billion—\$1,185,000,000 to be exact.
- Washington State.

May, 1954

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Best wishes for an enjoyable retirement to Carman Redval Wang, who left the car department on May 1 after 30 years of service.

Sympathy is extended to the family of Theodore Julseth, 68, who passed away Apr. 21. Mr. Julseth retired on Jan. 1, 1952 following 43 years of service as carman and wrecker at the shops.

Locomotive department men who retired May 1: Edward Wandberg following 50 years of service, and Frank Lander, laborer, after 33 years of service.

Store department employes who have resigned to accept other positions: Albert Sloan on Apr. 16, and Walter Ratcliff on Apr. 23; also Miss Louise Knudson, stenographer, due to the transfer of Clerk Art Sorenson from the roundhouse office.

Paul Rogers is the new stenographer in the store department, replacing Albert Sloan.

A pat on the back for Carman Harry Hauger who is a grandpa for the second time with the arrival of a baby boy at his daughter's home on Apr. 2.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Gloria Czerepak and Marge Fricke have returned as relief help for vacations.

Frank Thori journeyed to Philadelphia, Pa., to be with his daughter over Easter Sunday.

Johnny Baader, one of the old timers with a "never sick a day" record, was suddenly taken ill and at this writing is in a hospital in a critical condition.

Harold Beringer, one of the local freight's proud grandfathers, recently brought pictures of his daughter Katy's baby to the office; the locale, Songkhla, Thailand.

Starting May 1, Vivian Bratt is taking a three-month leave of absence.

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent
c/o General Agent

While Telegrapher Ted Nelson was on vacation, Roger Duff, an employe in the yards, took over his duties in the ticket office. He will also relieve all employes in the Minneapolis relay office during their vacations. Operator Swanson will take over Duff's regular duties at the new yard while he is on the temporary assignment.

Grant M. Hunter, steamfitter in the coach yard, died suddenly on Apr. 20. He was 38 years old, and is survived by his wife and four children.

Tal Hughes, rip track foreman, has completed 45 years of service with our road. That means a Silver Pass!

Boiler Foreman Erig Kinder retired May 1. He started with the Road in 1912, which means about 42 good years of service. He is heading back to his home town of Aberdeen, where, I'm told, he has a spot all picked out to do some fancy fishin'.

A slightly overdue welcome is extended to

Out in all weather... KEEP DRY

Engineered protection in every vulcanized watertight seam of this fine rubber work clothing.



U. S. WORKSTER SUIT

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



U. S. SQUAM HAT

- watershed brim



BLACK FLEXON ARCTIC BOOT

- net lined
- four buckles

U. S. SWITCHMAN COAT

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

U. S. NOBBY HAT

- reinforced brim
- cemented seams
- ventilated crown

FLEXON HI-CUT BOOT

- flexible lining
- medium weight

SOLD ONLY THROUGH INDUSTRIAL AND RETAIL STORES

U. S. INDUSTRIAL RAYNSTERS®
U. S. ROYAL RUBBER FOOTWEAR



UNITED STATES
RUBBER COMPANY

THE **Nalco** SYSTEM

**RAILROAD
WATER TREATMENT**

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

**NATIONAL ALUMINATE
CORP.**

6216 West 66th Place • Chicago 38, Illinois

BUCKEYE
CAST STEEL PRODUCTS
FOR RAILROADS
Truck Side Frames
Truck Bolsters
Couplers
Yokes and Draft Castings
Miscellaneous Car Castings
Six- and Eight-Wheel Trucks

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

OPERATING 161
MOTOR TRUCKS
TRACTORS AND
TRAILERS

RECEIVING
and
FORWARDING
POOL CAR
DISTRIBUTORS

ESTABLISHED 1880

P. D. Carroll Trucking Co.

CHICAGO, ILLINOIS

MARSH & McLENNAN
INCORPORATED
INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

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

Bill Sukau, new electrician foreman.
The Transportation Club of St. Paul will hold its annual spring dinner dance at the South View Country Club the evening of June 4. Each Mr. of this office plans to take his Mrs. out for a gay night of high-stepping.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Ralph R. Knowlton paid us a visit recently. He was employed at this office 60 years ago. He has since worked for the city in the finance department, retiring 14 years ago. Mr. Knowlton is 81 years of age, but appears to be much younger.

The first locomotive to operate in the state of Minnesota is now on permanent display in the main lobby of the St. Paul Union Station; a very worthy addition to this fine station. It is a wonderful attraction and you should see it. And look for the gold spike.

My son, Captain Rothmund, leaves on this day of writing for the good old U.S.A. He spent a year in Korea and a year in Japan. He will be stationed at Hanford, Wash., right on The Milwaukee Road. Now I know where part of my vacation will be spent.

Frank Jelinek, pipefitter at the St. Paul roundhouse, passed away Apr. 7.

Terre Haute Division

HULMAN STREET YARD

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

Mrs. Goldie M. Williams died here Mar. 29. She and her husband, Carl, operated the Williams Restaurant across the street from

the roundhouse for the past four years.

Cassius Campbell, retired carman helper, 80, died at the Union Hospital Mar. 29. Funeral services were held at Dana, Ind., with burial in Bono cemetery. We extend sympathy to Mrs. Campbell.

Employees who applied for retirement recently included brakeman Harry Earl, Carpenter Edgar A. Tippy, Machinist Helper Arthur McCown and brakeman W. T. King.

Walter W. Chambers, retired conductor, 55, of St. Bernice died at his home Apr. 7. He is survived by Mrs. Chambers, seven sons, three of whom are in military service, and three daughters. Burial was at Elnora. Sympathy is extended to Mrs. Chambers and children.

Conductor "Les" Maloney and family vacationed in Florida in May, visiting the Everglades and other points of interest.

Brakeman C. H. Doane returned to work on the miners train during April, after a two-month leave of absence.

Charles "Husky" Kerch, 83, retired conductor, died at a Martinsville, Ind., hospital Apr. 15. He is survived by Mrs. Kerch, a daughter and three grandchildren. He was a member of the Retired Railroad Men's Association, and the pallbearers, also members of that organization, were C. W. Pearce, J. R. Bickel, G. C. Marshall, M. H. McCandless, Leroy Reimer and Ona Stalcup.

Sympathy is extended to Wesley Armstrong, retired conductor, in the death of his wife Apr. 20. She is survived by her husband, a daughter and two grandchildren.

Chief Clerk Homer T. McCown and Mrs. McCown became grandparents recently, a baby boy, Glenn Mac, having been born to their daughter, Mrs. Wesley Ford at Princeton, Ind.

REA BUILDING

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

Sympathy is extended to Trainmaster Oscar L. Clawson and son in the death of Mrs. Clawson on Apr. 25, after having been in a Terre Haute hospital one day. Burial was at St. Bernice, Ind. Mrs. W. E. Swingle, A. J. Farnham, Mr. and Mrs. George H. Lane and several other Milwaukee employes from distant points attended the funeral.

Thomas Nail, retired employe of the car department at Terre Haute and also of the Rea Building offices, passed away Apr. 3. Our sympathy is extended to Mrs. Nail.

Engineer Jack Scott of Terre Haute returned home during the latter part of April, after having undergone surgery at St. James Hospital in Chicago Heights on Apr. 5.



"DO IT SAFE" is the slogan of the 2:30 p.m. yard crew at Hulman Street, Terre Haute. From left: Conductor Fred Cash, Brakeman Cliff Stout, Engineer George Hadley, Brakeman Ellis Effinger and Fireman Warren White. This crew has not had an injury in more than 10 years. Fireman White has a clear safety record for 37 years and Engineer Hadley for 43 years. (Photo by Yardmaster M. K. VerDeyen)

The monthly meeting of the Women's Club on Apr. 15 featured a potluck dinner. Mrs. Aaron Wright served as chairman, with the following wives of employes acting as hostesses: Mmes. Clarence Graff, William Hartley, Richard Franzwa, Charles Lamb and George Lentz. The children of Mrs. Wayne Larew entertained with selections on the piano and accordion.

A new television tower to be approximately 550 feet high is being erected within a few blocks of the Rea Building, alongside our tracks and just across the street from the Women's Club at 9½ and Ohio Streets. The construction can be seen from the Rea Building offices. The station is another project of Tony Hulman.

Trans-Missouri Division

WEST

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

Ed Carlson, cashier at Miles City freight house, was recently elected worthy president of the Miles City Eagles club. Other Milwaukee men in the new corps of officers elected at the same time were: Yard Clerk T. M. Bankey, chaplain; Carman Oswald

Gaub, inside guard; Carman Roman Lala, outside guard; and Carman Virgil Rask, treasurer.

Funeral services were conducted Apr. 5 for Pfc. John D. Archer, who died in the Korean War, at Custer Battlefield cemetery near Hardin, Mont. Private Archer was reported missing in action in Korea July 29, 1950, the same month he went overseas. The report of his death reached his family early in March. He was employed at the Miles City car department before enlisting in the Army in November, 1949.

Linda Kirchoff, daughter of Mr. and Mrs. L. R. Kirchoff, and Sharon Richey, daughter of Mr. and Mrs. L. S. Richey, presented a music recital Sunday evening, Apr. 4, at the home of their instructor, Mrs. Joe Elzea. Miss Kirchoff is organist for the Catholic services at the V. A. hospital. Miss Richey serves as accompanist for musical groups at the junior high school.

Patricia Fraher, daughter of Mr. and Mrs. R. H. Fraher, has a lead role and will also appear in the chorus of the 1954 Waa Mu Show, "See Here", annual student musical revue at Northwestern University.

Steve Stordahl was honored by the Milwaukee Mechanical Foremen's Association at a dinner party held at the Elk's Hall shortly after his retirement on Apr. 2 after 45 years of service with the railroad. He was presented with several gifts from the association and the various shop crafts, including a rod, reel and other fishing tackle.

Friends and co-workers presented Sam Hobbs with a well filled wallet on the occasion of his retirement after almost 45 years of service as a TM engineer.

Chief Dispatcher A. G. Atha is convalescing at home after being confined to the hospital by a serious illness. A. G. Wilson is filling his post.

Engineer Tom Kelly is a candidate for the office of sheriff of Custer County on the Democratic ticket for the Midsummer primary election.

The fifth annual Miles City Milwaukee Bowling League party was held on the evening of Apr. 26 at the Crossroads Inn. Forty bowlers, their wives and guests enjoyed a social hour and chicken dinner, buffet style. Don Campbell acted as master of ceremonies, and L. H. Rabun, TM master mechanic, was one of the guest speakers. Awards were presented to the Arrow team which led the eight-team league for the 1953-54 season. Arrow bowlers were: Claude O'Brien, captain, Everett Hubbs, Ray Moore, Joe Peschl, Arnold Running and Leonard Kirchoff. Con-

Lee UNION MADE
OVERALLS
and Overall Jackets



for longest
wear on
any job...

buy **Lee**

SANFORIZED
TAILORED SIZES

Satisfaction Guaranteed or
your money back.

THE H. D. LEE CO., INC.

Kansas City, Mo. • South Bend, Ind.
Mimeopolis, Minn. • Trenton, N. J.
San Francisco, Calif. • Boaz, Ala.



WORLD'S LARGEST MANUFACTURER
OF UNION-MADE WORK CLOTHES

FOR ELECTRIC AND DIESEL-ELECTRIC LOCOMOTIVES:

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

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

REGENT'S

BLACKSATIN
Originating on
The Milwaukee Road

DEEP SHAFT MINE
WASHED

Capacity 2,500 Tons
Daily

INDIANA'S NEW MODERN COAL MINE & WASHERY

QUALITY COAL

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

Washed and Dried Treated Stokercoal

1½" x 3/16" ——— ¾" x 3/16"

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

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

Time Is Our Business

CHAS. H. BERN

Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN

29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH

332 W. Wisconsin Ave.
Milwaukee, Wis.

Official Watch Inspectors
for

The **MILWAUKEE ROAD**

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

Always at Your Service

solation awards were given the Southwest Limited team composed of Martin Kelm, captain, Bud Jacobs, Al Arnoldt, Ozzie Gaub, Hugo Zabel and Alex Gable. Earl Brown of the Olympian-Hiawathas was the winner of the high average award with 172, an honor which he also held last year. High series game trophy went to John Scott of the Marquette with 625. He has won the same honor the past two seasons. Earl Brown won the high single game award with 236—he copped the same trophy last year. John Morgan, Columbian, was awarded the ABC improved average award, and the Arrow team received ABC chevrons as the winning team of the league.

Milwaukee Shops

LOCOMOTIVE DEPARTMENT

Raymond Skiba, Correspondent

Booties, bibs and bonnets were the cause of excited comment at the recent baby shower given for Juné Liebeck, steno-clerk in the SMP office. Hostesses for the evening were Ramona Kopitsch, Betty Larsen and Joan Kelley of the SMP office; Jeanice Myers of the mechanical engineer's office; and Jessie Hemsey and Leone Schneider, formerly of the SMP office. The expectant father is Bob

Liebeck, a welder in the car department.

A letter from Clearwater, Fla., informs us that Edward Heidel, retired general boiler inspector, was contentedly fishing in the baywaters of his adopted home while Mrs. Heidel was in Milwaukee to welcome a new granddaughter, Beverly Lee, born on Apr. 2.

Word has gotten around that the new baby boy at the home of Mr. and Mrs. Norman Landers is doing well. The proud daddy is a painter in the shop.

At the recent annual Milwaukee Road bowling tournament at Tomah, Wis., two of our boys in the test department, Lee Voltz and Harvey Zunker, came off with top honors in the doubles with a score of 1,300.

A warm welcome to Milton J. Loewe who took up the duties of steno-clerk in the shop superintendent's office Apr. 12.

If you are as well acquainted with the science of numismatics as I am, you will rush to a dictionary upon mention of the term. That is just what I did when told that we have two avid numismatists in the test department, Carl Heinold, metallurgist, and E. W. (Butch) Kruger, assistant to the chief engineer of tests. In case you don't already know, they collect coins.

The Jay Elanders became the proud parents of a baby girl on Apr. 20. Deborah Kay, the new arrival, has a sister, Jan Elizabeth. Mr. Elander is a material inspector in the test department.

It was with deep regret that we learned of the death of Frank O. Fernstrom on Apr. 2. Mr. Fernstrom started his railroad service as a machinist apprentice on the C&NW in Michigan at the age of 16 and progressed in various capacities on that line and the Pennsylvania until 1911 when he joined the Milwaukee as a machinist. He was promoted to gang foreman at Milwaukee in 1917 and from there went on to general roundhouse foreman at Ottumwa, master mechanic at Aberdeen, and shop superintendent at both Minneapolis and Milwaukee. Mr. Fernstrom terminated his railroad service in 1949 when he retired as master mechanic at Milwaukee shops. He is survived by his wife and two sons.

Sympathy is extended to the family of Michael W. Maloverh, machinist in the diesel house, who passed away Apr. 2.

We are sorry to report the death of Mrs. Peter Patnode, wife of machinist helper in the diesel house, who passed away Apr. 2. She is also survived by her son, Darelle, who is a machinist helper in the roundhouse.

UNION REFRIGERATOR TRANSIT LINES

4206 N. Green Bay Ave.,
Milwaukee 12, Wisconsin



SOLID FUELS OF REAL MERIT

REPUBLIC COAL & COKE CO.

General Offices: 8 S. Michigan Avenue, Chicago 3

Branch Offices:

St. Louis, Minneapolis, Indianapolis, Peoria, Milwaukee, Cleveland, New York



EX-C.I. COURSE. Taking a flyer in television under the G.I. Bill of Rights, Stan Brinovec, storehelper at the Milwaukee, Wis., shops, is currently on a leave of absence to attend the Television Workshop in New York City. He will return to the railroad in June.

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Ray J. Duman, Correspondent

Jacob Hansen, shop superintendent, recently had the pleasure of presenting William Radanke, retired trucksmith, with a Silver Pass in honor of his 45 years of service.

Sympathy is extended to the family of Earl Marsh, who passed away Apr. 27. Mr. Marsh was the timekeeper in the blacksmith department. He had worked for the company since 1912.

Due to reduction in forces, Carol Rydlewicz, secretary to shop superintendent, was replaced by Mrs. Eva Koreen.

Best wishes are extended to Carman Leroy Bodimer who retired Apr. 15. He had six years of service with the company; also to John Unz, welder in the blacksmith shop, who retired Apr. 16. He had completed 48 years of service.

STORE DEPARTMENT

Virginia Schori, Correspondent

Gerald F. McKay, former stores division employe and son of Stockbook Clerk Julius McKay, is a junior at the University of Wisconsin Medical School, and has been doing research work for the past two years. During the week of Apr. 11 he presented a paper on his experimental work before the Federation of American Societies for Experimental Biology convention in Atlantic City. He recently went to New York City on the invitation of Columbia University and spent time inspecting the facilities at the medical school and hospital.

The Rudolph Freulers recently announced the engagement of their daughter Rosemary to Charles McAleavey. They will gain Charles as their son on Aug. 21 at St. Gall's Church.

"Grand winner" for the best publication of its type in Wisconsin for 1953 was "The Green Light", publication of Milwaukee Road Post 18 of the American Legion, which

is edited by your former Magazine correspondent, Earl Solverson.

Enjoying his retirement in California (Covina is the town), Nick Urmanske, retired chauffeur, showed up recently in the general storekeeper's office. He made the trip to say hello to his old friends and to further plans for his 50th wedding anniversary celebration in July.

Theodore C. Awe, laborer at the scrap yard, retired on Apr. 1 with 12 years of service to his credit.

Now that big league baseball is again in full swing, our own top-notch member of the 1953 state champion G&W Construction Corporation girls' softball team and member of the West Allis classic league, storehelper Elaine Knapp, has dug out her red and white satin uniform from the mothballs and is training for the full season ahead. Elaine and her team mates covered approximately 8,000 miles last year and won 41 out of the 44 games played. As Wisconsin champions the last four years, midwest regional champs in 1953, winners of the National Sportsmanship award in 1952, and ranking sixth in the nation, it is no wonder that 160,000 fans were on hand in Illinois, Indiana, Kentucky, Michigan and Toronto, Ont., to see the girls in action. Elaine is the team's catcher and one of the state's leading hitters. They are scheduled to play in various cities in the Midwest and are slated to defend their West Central regional championship at Indianapolis in August.

Congratulations to Ray Spear, storehelper, and Mrs. Spear on the arrival of Mark Andrew Apr. 9. Sister Nancy is elated with her new brother.

CARTER BLATCHFORD, INC.
80 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS

Reformed and heat treated
to meet specifications for
new bars.

Present Day
SAFETY Requirements
DEMAND the Best
Equipment

LAKESIDE FUSEES

Fill the Bill
Safe Dependable Efficient

LAKESIDE RAILWAY
FUSEE COMPANY

Beloit, Wisconsin

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

Youngstown Steel Door Co. & Camel Sales Co.

332 S. Michigan Ave.
Chicago

—OFFICES—
The Arcade
Cleveland

500 Fifth Ave.
New York

—PLANTS—
Hammond, Indiana • Youngstown, Ohio

**PROTECT
YOUR
FAMILY..**



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

RETURN THIS COUPON TODAY!

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

NAME _____

ADDRESS _____

CITY _____ STATE _____

RAILROAD _____ OCCUPATION _____

CONTINENTAL CASUALTY COMPANY
310 S. Michigan Avenue • Chicago 4, Illinois

THE RAILROAD MAN'S COMPANY SINCE 1897



THE REAL THING. Members of a rail fan club at Loyola Academy in Chicago who operate model layouts at home got a taste of the real thing on a spring vacation tour of the Road's Western Avenue yards. High point of the tour was trying out the engineer's seat in a 6,000 h.p. diesel for size. Chief Hostler Bill Jacobs is shown explaining the controls to a pair of junior-grade "hoggers". (Chicago Daily News photo)



SCIENTISTS OF THE FUTURE. Chicago high school students who competed in the city's annual Student Science Fair May 7, 8 and 9 included Richard Moll (left), son of E. H. Moll of the city ticket office. The fair is designed to encourage the talents of exceptional students in phases of science not covered by class work and offers six scholarships for the best projects. Richard and class mates Charles Knight (center) and Thomas Bauer displayed a facsimile machine for photo-electric reproduction. (Chicago Tribune photo)



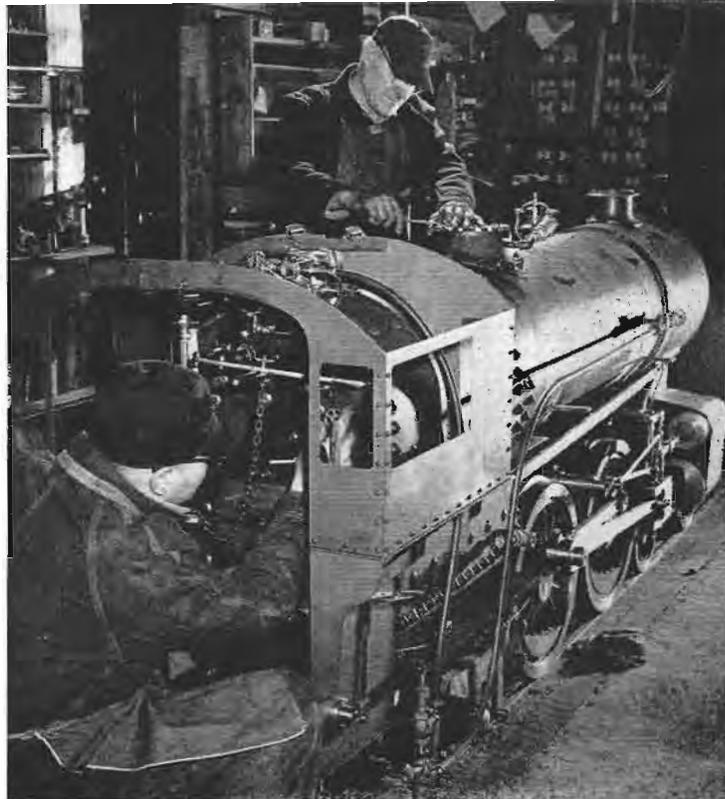
WHAT DO YOU MEAN—SHY? Brakeman E. L. Bastian and Conductor C. L. Ogden look on while J. D. Shea, formerly superintendent of the Trans-Missouri Division and now superintendent at Terre Haute, makes friendly overtures to a young deer which had strayed onto the lawn in front of the division office building at Miles City, Mont. The picture was taken shortly before Superintendent Shea's recent transfer to the Hoosier division.



"COME TO DETROIT LAKES." A fighting walleyed pike, sample of the game fish which lure vacationists to the resort area of Detroit Lakes, Minn., is presented to William Wallace, assistant passenger traffic manager, Chicago, by Clark Borstad of the Detroit Lakes High School Band (right) whose father caught the fish, and Band Director J. P. Roebuck. Mr. Wallace was on hand to greet the band's 86 members as they arrived in Chicago on the Morning Hiawatha, Apr. 8 for a three-day educational sightseeing tour.

The Milwaukee Road Magazine

DELLS TOURIST LURE. Getting ready for the opening of the Wisconsin Dells early in May, N. K. Sandley and his father, E. M. Sandley, are shown working on the new Atlantic coal-burning locomotive which will be hauling passengers this summer along the scenic route of the miniature Riverside & Great Northern Railroad, the new tourist attraction on the west bank of the Wisconsin River. The 4-4-2 engine took a year to build in the Sandleys' light railroad equipment works at Janesville, Wis. Norman Sandley is president and chief engineer of the narrow gauge line. (Janesville Gazette photo)



END OF AN ERA. Ten steam engines, the last on the Iowa Division, headed east out of Marion, Ia., early last month, bound for Savanna, Ill. Actually, only seven of the engines are being scrapped. The other three, with some "flue time" left in their boilers, are being stored at Milwaukee for emergency use. Diesels now pull all Milwaukee trains on the Iowa Division.

MRS. IOWA, 1954. Mrs. Benita Kirgus who represented her native Iowa in the Mrs. America of 1954 contest at Ormond Beach, Fla., last month also represents the distaff side of the Briggie family who have been conductors on the Iowa Division middle district since the early eighties. Her great-grandfather, Jerry Briggie, was one of the first conductors after the road was built, Grandfather John F. Briggie was a veteran of more than 50 years of service, and her father, Fred R. Briggie of Perry, was also a conductor for many years before his death a few years ago. Mr. and Mrs. Kirgus have two children and live on a farm near Perry.



THE MILWAUKEE ROAD MAGAZINE

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

TIME OUT FOR TV. Scene at Station WTMJ-TV, Milwaukee, early this month as several Milwaukee Road men and a three-unit diesel made their television debut on the "Time Out With Thomas" program. This was the first of a series of telecasts featuring Milwaukee Road equipment. Alongside the locomotive, left to right: John Dombrowski, superintendent, Milwaukee Terminals; R. A. Hummer, trainmaster; and D. E. Miller, traveling engineer. (See story, page 15)

