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THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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



JUNE 1953

THE MILWAUKEE ROAD MAGAZINE

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It Depends on the Kind of Person You Are

I SUPPOSE it might be said that the reason public contacts are so very important for railroads is that we have more of them than does any other business.

The complaints that come to us are bitter complaints, and the praise is exceptionally warm-hearted and sincere. The extremes of public reaction can be explained by the fact that our passengers and our shippers and receivers of freight, in addition to being customers, are also human beings who like comfort, good food, pleasant manners, on-time service and a minimum of inconvenience. They like us very much when we provide it. They dislike us heartily when we don't.

The very nature of railroad service is such that the great share of our public contacts are entrusted to highly responsible employes. They include trainmen, ticket sellers, waiters and porters, switch crews, freight handlers, telephone operators and many others. Their work bears directly on the opinion the customer forms of our railroad. As a matter of fact, I cannot think of a single job on our railroad that does not, in one way or another, influence public opinion for or against us.

Where, you might ask, is your own individual reward for good service? Wherever possible it takes the form of promotion, and is always found in greater job security and the highly satisfying knowledge that in doing your work to the best of your ability you have earned the appreciation and respect of others.

Here, as in all things, the final answer depends on the individual. The kind of public opinion you create and the reward you receive for what you do depend largely on the kind of person you are.

J. P. Kiley

the fourth "R"

today's educators add "Ridin' the Trains" to Readin', 'Ritin' and 'Rithmetic

ONE morning early this spring 100 eager youngsters, the oldest not more than seven, lined up at the ticket window in the Seattle Union Station. Clutching a lunch-filled paper sack in one hand, a fist-full of change in the other, each child solemnly approached the window: "One ticket to Tacoma and return, please".

A picnic party? Well, hardly, although that's what anyone would have figured. It just happened that it was the first grade of the Issaquah Elementary School setting out on an educational sightseeing excursion by train—a new course in the modern teaching curriculum. Although carefully chaperoned, each child was required to buy his own ticket as a lesson in self-reliance.

The benefits of student educational tours have been recognized for many years, but heretofore they have been the privilege of only a lucky few. While the idea is not new on The Milwaukee Road, in a recent revival of the movement the Milwaukee was out in front in western territory. Late in 1950, watching interest grow in student excursions to Washington, D. C., the Milwaukee of-



The kindergarten class of Longfellow School, Mitchell, S. D., is assisted off the train from Ethan, S. D., by Conductor E. M. Chamberlain of Aberdeen. (Mitchell Daily Republic photo)



ferred reduced rates to students traveling for educational purposes. The rates, reduced on a sliding scale, allowed reductions of approximately 17 per cent to parties of 15, and up to a saving of more than 44 per cent for groups of 150 or more.

The result was that student tours have

increased in number and size until they are now a factor in passenger revenue. The increase, already evident in 1951, was definite in 1952 when 5,177 students participated in tours. This year, with several weeks remaining of the 1953 season, the record had mounted to over 7,000. These totals do not include trips

Right: An escorted party of 60 senior honor students of Roosevelt High School, Minneapolis, crams an afternoon of sight-seeing into a stopover in Chicago. The tour was arranged in connection with a trip to Washington, D. C. in April.



Left: Organized to the hilt, 1,200 children of the Rock County, Wis., rural schools created a spectacle when they arrived in the Chicago Union Station. White-belted patrol boys kept order in the ranks.



The ride in the Super Dome car thrills first graders of the Issaquah Elementary School traveling from Seattle to Tacoma. The party left at 10:45 A.M. and returned in mid-afternoon.

by young children in the lower grades who are taking one-day trips on suburban lines.

In the area where reduced rates apply, passenger representatives have been very active in fostering interest among parent-teacher groups, school officials and other youth movement sponsors. The students are allowed a wide choice of points to visit. Most of the trips are arranged to take in the historical and educational features of the major cities on the railroad, although a special tour is available to Sault Ste. Marie and

Mackinac Island for older classmen.

Chicago has proved to be the major attraction and its Museum of Science and Industry the most popular feature. The big city has never seen anything quite like it. Even blasé newspapermen snapped to attention recently when a 20-car special pulled into the Union Station and unloaded 1,400 youngsters. The invasion represented the fifth-through-eighth-graders of the Walworth, Wis., County schools, plus about 150 parents and teachers.

The train was one of the longest passenger trains ever seen in the Walworth area. Starting at Springfield at 6:45 A.M. and picking up youngsters en-route, it arrived in Chicago at 9:55. Equipped with cameras, pocket money and bulging lunch sacks, the caravan piled out of the station and into buses chartered for the museum trip.

Thanks to the organization work of school officials, teachers and parents, everything moved along without a hitch. Teachers had planned classroom work to tie in with the exhibits and each unit

had a list of what it must see. Breathless with wonder, they inspected the displays which explained the relation of science to life on earth. Watching the children bolt their lunches in the cafeteria in order to hurry back to the exhibits, Walworth County School Superintendent Sheridan Ellsworth commented on their haste as compared to the usual lack of interest in returning to classes after the noon recess. "You can't beat this for learning", he said.

Another 20-car special brought 1,200 Rock County rural school children from Janesville to Chicago for a similar trip a few weeks later. For that occasion the museum tour was combined with a visit to a packing plant. In many cases manufacturers whose processes are on display at the museums offer their cooperation for student tours and provide lectures and literature about their products.

Smaller groups get every bit as much, if not more, attention. The Spencer, Ia., High School tour, for instance—110 band members and 47 chaperones—had a thrilling sightseeing tour of Chicago



Above: All Aboard for Chicago! The 20 car special which brought 1,400 Walworth County (Wis.) school children to the Windy City was one of the longest passenger trains ever seen in that area.

Right: Walworth County children found the Museum of Science and Industry a phenomenal place. Teachers say their pupils learn more in one museum trip than in many days of classroom work.

and Milwaukee recently, for which local boosters and the Rotary Club raised the money. The Spencer papers sent representatives along, and pictures of the trip were displayed by the Chamber of Commerce and business establishments for everyone to see.

It is not possible to mention individually all of the tours which have been handled this year. Among the larger groups, however, were 76 high school seniors from Milbank, Summit and Strandburg who rode the Columbian on a four-day excursion to Chicago. Chicago was also the goal of a train-load of seniors from Washington High School in St. Paul and of the seniors of Waterloo, Wis., High School. Many schools in the Milwaukee and Madison areas took Chicago tours, while Chicago children, on the other hand, journeyed to Milwaukee. The Wisconsin Dells were also visited by educational sightseeing groups.

Several hundred high school students bound for Washington, D. C., during

the Easter vacation also included a tour of Chicago on their itinerary. Among them were groups from Milwaukee, LaCrosse, Wisconsin Dells and Edgerton.

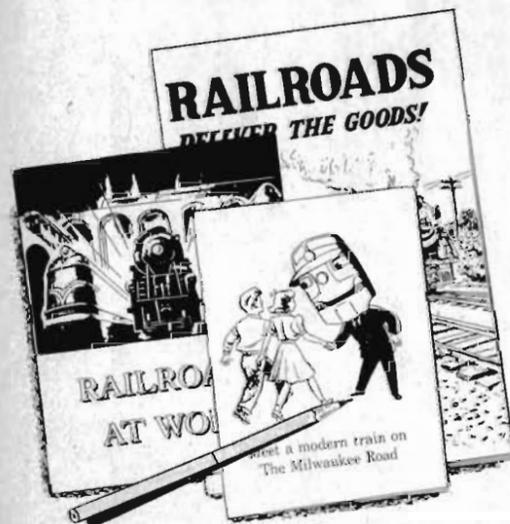
Travel among grade school children has also been noticeable west of Minneapolis, particularly on the H&D Division. Large parties from Watson and Hector, for instance, rode the train to Montevideo recently in connection with school work on the subject of transportation. Traffic representatives have had the cooperation of the Road's police and safety officers, as well as the Montevideo force, in conducting the youngsters through the offices and shops and show-

(Continued on page 15)

Gallons of water were consumed by the Walworth travelers en route to the city. First-time riders were intrigued by the train's conveniences. (Beloit Daily News photo)



Seventy-six high school seniors of the Milbank-Summit-Strandburg area, escorted by F. D. Schoenauer, traveling passenger agent, Minneapolis (far left), arriving in Chicago for an educational tour.



Above: Some of the materials which the railroad distributes to youngsters on many of the tours.

Right: Special Officer J. E. Madden, a frequent escort of student tours, hands out railroad literature to a party of Granite Falls area youngsters inspecting the Road's facilities at Montevideo.

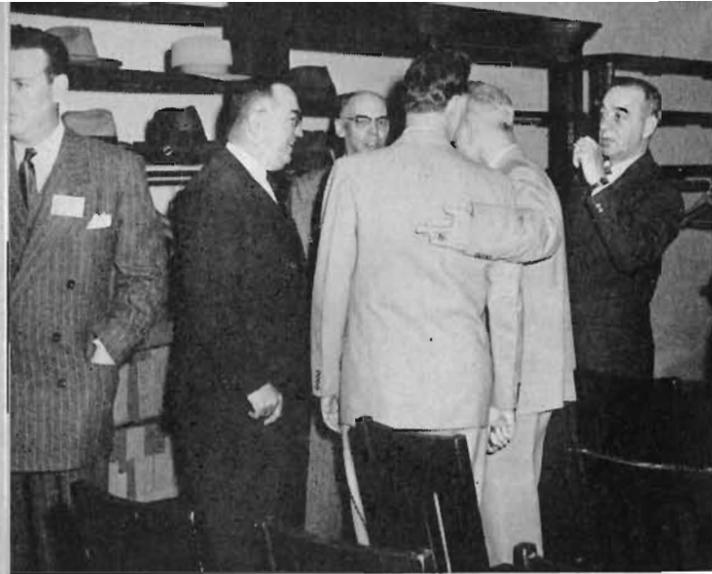
The CTC board fascinated the Granite Falls youngsters. Dispatcher Jap Wik was the instructor.



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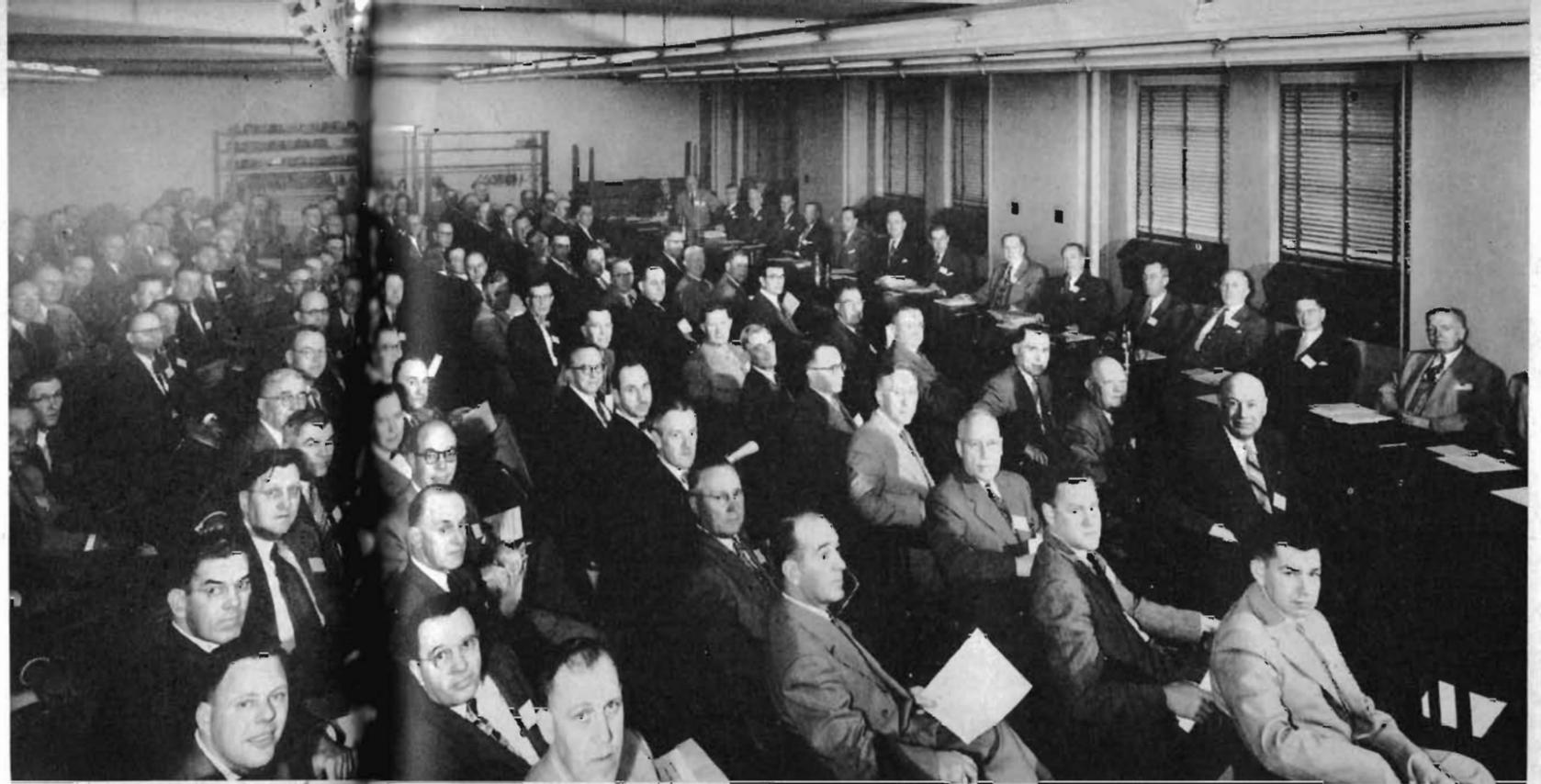
Left to right: L. H. Dugan, vice president and western counsel; J. A. Jakubec, general superintendent, Milwaukee; Paul Wilson, western traffic manager; unidentified; T. H. Rycroft, special representative of president; and J. E. Marshall, general freight agent, sales and service, Seattle.



G. E. Benz, general northwestern freight agent, has a word with J. J. O'Toole, general manager Lines East, and J. H. Stewart, assistant general manager Lines East (left to right, foreground) before the joint meeting.



Left to right: R. T. White, division freight agent, Chicago; Paul A. Larson, general agent, Atlanta, Ga.; R. B. Amis, general agent, Los Angeles; and E. E. White, general agent, Portland, Ore.



Scene at the joint operating-traffic meeting. At the speakers table, left to right: Paul Wilson, western traffic manager; C. L. Taylor, general solicitor; F. R. Doud, general superintendent, Minneapolis; H. S. Zane, general freight traffic manager, sales and service; L. H. Dugan, vice president and western counsel; H. Sengstacken, passenger traffic manager; A. J. Berry, traveling freight agent, Chicago, who recorded the meeting; J. P. Kiley,

president; L. F. Donald, vice president—operation; W. J. Whalen, assistant vice president—operation; J. O. McIlyar, freight traffic manager, sales and service; J. J. O'Toole, general manager Lines East; M. L. Bluhm, vice president and general counsel; J. H. Stewart, assistant general manager Lines East; and P. H. Draver, vice president—traffic.

Notes on the General Staff Meeting

SPEAKING at the opening of the joint operating-traffic department staff meeting on May 20, President Kiley expressed satisfaction in the teamwork being displayed by the two departments in these words:

"I want you all to know," he said, "that there isn't any position on our team that I would trade with any other railroad. I think we have the finest organization of any railroad in the country and I think we are continually getting better."

The joint meeting was the second of a three-day conference which brought approximately 230 Milwaukee Road representatives into Chicago from on-line and off-line points, including executive and general officers, division officers, traffic representatives and others occupying key positions.

In line with established practice, the first day was for traffic men and the third was for operating department representatives only, while the second provided

an opportunity for the discussion of related problems.

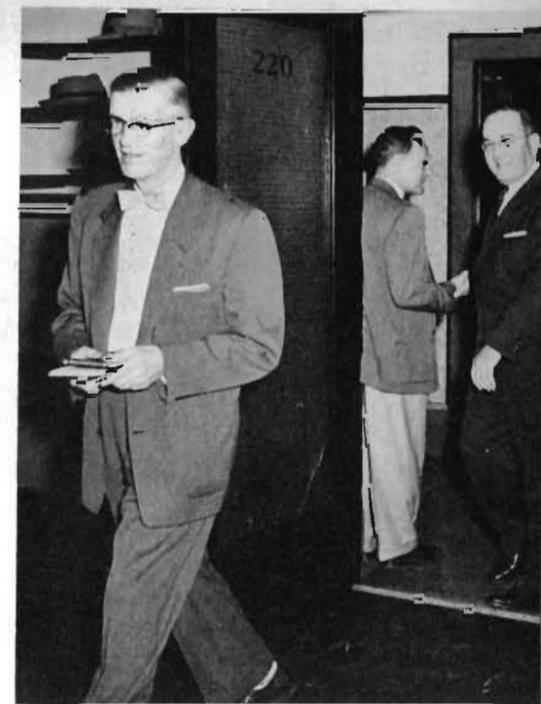
Continuing his remarks at the opening of the joint meeting, Mr. Kiley reminded the group that "we all need to remind ourselves from time to time that everything we do in operating a railroad and in selling our service is done in terms of people—people who feel about things just as you and I do.

"Reduced to its simplest terms, our business consists of nothing more than one group of people—you and I and the other employees of the railroad—performing service needed by another group of people, our customers. The more we know about getting along well with people, and the better we put to use what we know, the more successful we will be."

G. F. Wilson, superintendent, Chicago Terminals, strides into the meeting, as J. A. Jakubec, general superintendent, Milwaukee (right) greets A. J. Berry, traveling freight agent, Chicago, at the door.



J. O. McIlyar, freight traffic manager, sales and service, and P. H. Draver, vice president—traffic (left to right), confer with President Kiley before the opening of the joint meeting.



Not Super Highways but Better Use Of Rails, President Kiley Says

THE proposal to spend 105 billion dollars of the public's money to rebuild the country's intercity highway system when there is already a parallel one in the country's system of railroads, is like appropriating funds for new plant space when existing plant space is adequate or being only partly used, President Kiley told a group of business and professional men last month.

Addressing a luncheon meeting of the Milwaukee Rotary Club, Mr. Kiley stated that under the American way of doing business it is every man's privilege to handle his transportation requirements as he sees fit, although the railroads believe that they can do the job best.

"We continue to move freight when the highways are closed by reason of storm and flood, and our passenger trains continue to run when the skies are overcast and ceiling is limited."

The railroads are now carrying about 60 per cent of all intercity freight. During World War II they carried 97 per cent of all military freight, as well as 70 per cent of all civilian freight. It was during that period that the railroads demonstrated the ability to expand the use of their plant considerably almost overnight.

"It can be said with certainty that the present level of use is far below the limit," Mr. Kiley assured his audience. "We have 225,000 miles of the finest railroad in the world equipped with every modern device for speed and safety. It is not a drain on the public purse. Private capital built it. Private capital maintains it. It is a source of enormous

tax revenue to the public. The railroads paid 1¼ billion dollars in taxes last year."

Referring to the proposed multi-billion dollar program for the rebuilding of the intercity highway system, he declared that railroad people are not opposed to highway improvement; that they want modern roads as do any other groups of citizens.

"In fact," he added, "the railroads are supporting a program for improvement of farm-to-market roads throughout the country. One-third of the nation's rural roads are entirely unimproved and all but 10 per cent of the 3½ million miles of such roads are either unimproved or covered with inferior surfacing. But under the formula proposed for the multi-billion dollar highway program it seems almost certain that practically all of this tremendous sum would be spent on major intercity highways."

If this proposal is carried to a conclusion, he reminded his audience, our manufacturers, business men, professional men, and the railroads would be asked to assume the cost of building a new so-called main line for the highway freighters whose operators would then add their charges for hauling goods over it.

"Suppose instead," he suggested, "we concentrated on a policy of making maximum use of the existing railroad plant. You can immediately see some good results. First, our highways would last longer because they would be subjected to less pounding by heavy trucks. Second, they would be safer for private automobiles, farm vehicles and light

trucks making local deliveries. Third, diversion of more intercity freight to private steel roadways largely fenced away from the flow of other traffic should help to ease the traffic problem on the public highways, which is becoming so acute. In fact, greater use of the railroads would tend to overcome the highway congestion which is cited as among the reasons this gigantic new road program is needed."

Mr. Kiley's address touched upon several other points, including regulation by governmental authority as a factor contributing to the railroads' loss of business to other types of carriers; railroad improvements in equipment and facilities; and putting each type of transport into its proper economic place with a view to making the most practical use of each type while preserving competition among them.

In and Out of Trouble

"I AM sure you will want to know of an outstanding example of courtesy and consideration for one of your passengers who got himself into trouble," read a recent letter from H. D. Eliason of Kalamazoo, Mich.

It all started when Mr. Eliason, traveling from Chicago to Wausau, changed trains at New Lisbon and left his round trip Pullman seat ticket on the Minneapolis-bound Afternoon Hiawatha. "Your conductor, Oscar W. Larson, was sympathetic," he said; "asked for details and my name in case the tickets turned up. I thought it was a very nice gesture—but just a gesture."

The following night while Mr. Eliason was sitting in the Wausau Hotel Conductor Larson walked in and handed him his tickets. "I was flabbergasted," Mr. Eliason declared. "Mr. Larson said he had wired St. Paul, giving the details of my loss, and asked that the tickets, if found, be returned to him at New Lisbon. He had picked them up that afternoon.

"He would not accept a reward, and my thanks seems very inadequate. Such thoughtfulness may not be unusual in your organization, but brother, you don't find it in many."

Certain thoughts are prayers. There are moments when, whatever be the attitude of the body, the soul is on its knees.

—Victor Hugo

The Milwaukee Road Magazine

J. T. Gillick Retires as President of Vets

L. J. Benson Elected;
Milwaukee Selected for 1954 Reunion

J. T. GILLICK, retired operating vice president, and since 1932 president of the Veteran Employees' Association, stepped down from that position at his own request last month.

A written statement of his desire to be relieved of the presidency was presented at the meeting of the board of directors and executive committee of the association, held in Chicago on May 12. The board went on record as accepting his resignation only out of a desire to respect his expressed wish. At the same time they gave him the title of president emeritus, which will appear on the association letterhead.

L. J. Benson, assistant to president of the railroad, and for several years vice president of the veterans, was elected to succeed Mr. Gillick as president. J. J. O'Toole, general manager Lines East, was elected vice president.

In accepting the presidency, Mr. Benson said, "I will do everything I can to work for and make our veterans happy, as I have always done."

The selection of a city for the association's 1954 reunion was largely a matter of choosing between Seattle and Milwaukee. In discussing the matter, the three members of the executive committee present, D. T. Bagnell, John J. Little and Thomas Birch, were in agreement

that to hold the reunion in Seattle would involve a trip of greater length and would entail greater expense than the majority of the retired veterans would want to undertake. In light of that fact, it was felt that holding the reunion in Milwaukee would best serve the interests of the greatest number, and a motion to that effect was passed. The dates selected were Sept. 1 and 2, 1954, with headquarters to be at the Hotel Schroeder.

The following is quoted from the letter which Mr. Gillick addressed to the board, requesting that he be relieved of the presidency of the association:

"When the Milwaukee Road Veterans Association was organized in 1913, Charles Mitchell, a conductor between Chicago and Milwaukee, a very fine and respected gentleman, was elected our first president.

"I was fortunate in having been employed on various divisions as a telegraph operator, train dispatcher, chief dispatcher, trainmaster and superintendent and, being a member of the association from its beginning, did have a lot in common with veterans on many



One of the most recent pictures of J. T. Gillick, showing him aboard a business car at Montevideo, Minn.

parts of the railroad, including the Lines West, where many acquaintances had transferred in the construction days.

"I suppose it was because of that, following Charles Mitchell's death in 1932, that I was honored by being elected to succeed him, and my term was to be for life. However, considering that Johnny Horan lived to be 100 and Charley Crouse, our retired agent at Minneapolis, is celebrating his 102nd birthday this year, I do feel that for good behavior I should have some time off, and as there are not too many of my original electors left, I have decided to retire and let the younger generation elect their next president.

"One thing that impressed me as president of the association was that the president, as well as the secretary and treasurer, should be in Chicago where they can be in touch with the general officers, who are generally members of the association and whom I found to be most helpful in arranging details of transportation and other matters in connection with our conventions and banquets, as well as the little things that mean a lot to individual veterans."

Mr. Gillick followed this statement with the observation that "Harry Benson has done more at conventions, arranging for hotel, banquet facilities and entertainers than most all of us put together," and that he would like to vote for him as president.

"As for me," Mr. Gillick added in conclusion, "I will always be a member and a booster for the Milwaukee Veterans' Association."



Newly elected officers of the Veteran Employees' Association, with members of the executive committee, shown following the recent meeting. Left to right: John J. Little and D. T. Bagnell, committee members; J. J. O'Toole, general manager Lines East, and vice president of the association; L. J. Benson, assistant to president of the railroad, and president of the association; Florence M. Walsh, association secretary and treasurer; and Thomas Birch, committee member.

Olympian Hiawatha Schedule Changed

THE running time of the Olympian Hiawatha, operating between Chicago and Seattle-Tacoma, was reduced and its schedule changed, beginning June 19.

Departure from Chicago Union Station is now at 3 p.m., Standard Time, instead of 3:30 p.m. The train arrives at St. Paul at 9:15 and at Minneapolis at 9:45 p.m., 30 minutes earlier than before. It's arrival at Spokane is at 12:55 a.m., 50 minutes earlier; at Seattle 9:30 a.m. Standard Time, one hour earlier; at Tacoma 10:45 a.m., the second day from Chicago, one hour earlier than formerly.

Eastbound, it now leaves Tacoma at 2 p.m., Standard Time, Seattle 3:15 p.m., 30 minutes later than before, and arrives in Chicago at 1:45 p.m., Standard Time, the second day, as formerly.

The time of arrival at intermediate points have likewise been changed.



Luncheon scene in the Isabella Room of the Davenport Hotel. Lilacs in honor of Spokane, the Lilac City, and Indian tepees to signify the Milwaukee's Hiawathas, were used as the decorative theme.

WOMEN'S CLUB Holds Lines West Meeting



Mrs. C. C. Steed, president general, Milwaukee, opens the luncheon meeting. Seated beside her are Mrs. A. O. Thor, third vice president general, Aberdeen, S. D. (left), and Miss Etta Lindskog, secretary general, Chicago.



IN SPOKANE last month the well-being of the Milwaukee Road family occupied the attention of some 85 members of the Women's Club attending a district meeting in the Davenport Hotel. Thirteen chapters on Lines West were represented by their presidents at an all-day session on May 26, which was presided over by Mrs. C. C. Steed, president general, Milwaukee.

Reporting on the activities of their respective chapters during the past year, the delegates reviewed their work on behalf of families visited by illness or other

The delegates represented chapters from Miles City to the coast. Except as noted, they are all chapter presidents. Seated, from left: Mrs. Sam Taylor, St. Maries; Mrs. Pete Zwolle, Lewistown; Mrs. Thomas Grow, Othello; Mrs. George Bird, Avery; Mrs. George Harris, Harlowton; Mrs. Roger Smith, Tacoma. Standing, from left: Mrs. Joseph Dunlap, Alberton; Mrs. Don Allen, Spokane (vice president); Mrs. Wayne Ferrier, Malden; Mrs. R. G. Jensen, Miles City; Mrs. Hugo Engel, Seattle; Mrs. Frank Hertz, Deer Lodge; Mrs. S. E. Lee, Butte (secretary).

misfortune. The reports dealt in detail with furnishing essentials such as food and clothing, helping to re-establish homes destroyed by fire, assisting with home duties and furnishing meals in cases of death, attentions to shut-ins and elderly people, and so on. Methods for increasing funds were discussed, together with social programs and membership.

Additional reports were read by Miss Etta Lindskog, secretary general, Chicago. Stressing the fact that the club's primary function is to aid employes and their families who have suffered misfortune, Miss Lindskog urged that chapters be constantly on the alert to detect cases of need and to give the necessary assistance.

"Spokane in Lilac Time" was the theme for a colorful mid-afternoon luncheon after the meeting. Mrs. A. O. Thor, third vice president general, was chairman of the arrangements with the



Youthful Shirley Ann Cover and twins Joan and John Contuer entertained with personality song and dance routines.

assistance of Mrs. Donald Allen, vice president of Spokane Chapter, in the absence of the president, Mrs. J. Ward O'Reilly. Mrs. J. F. O'Dore of Harlowton, a general director, was among those present.

Throughout the luncheon the assemblage was entertained by various singing and instrumental and dancing acts. A sightseeing trip was provided for members who stayed on afterward, and a buffet supper for 70 or more was served later in the club rooms in the Union Station.

In addition to the northwest district meeting, three regional meetings are scheduled for June. The first is at Sioux City on June 6. Midwest chapters are convening in St. Paul on June 11 and eastern chapters at Milwaukee on June 13.

Radio Program Highlights Madison History

CHARLES F. KIRWIN, who was 88 years old in April and who worked on The Milwaukee Road for 58 years prior to his retirement 12 years ago, was "only wonderful" when he appeared recently on the "Welcome Travelers" coast-to-coast radio program, to use the language of the show's producer.

Appearing at least a decade younger than his age, and conducting himself likewise, Mr. Kirwin was interviewed in Chicago while on a holiday from his home in Madison, Wis. Mr. Kirwin started railroading as a fireman, worked 55 years as a locomotive machinist, and finished his long service as a crossing watchman, all in Madison.

A vacation was unheard of in any industry when he began working, Mr. Kirwin pointed out. In his own case, he started on a 12-hour day, he said, and worked the first two months without pay. His account of the pay car traveling over the division was highly diverting. As Mr. Kirwin recalls, it had a penetrating whistle which could be heard for almost 20 miles. The sound of it echoing over the countryside was a signal for everyone to drop work and head for the station.

To howls of amusement, Mr. Kirwin told of his early experience as a torch runner. The duty of a torch runner, he explained, was to light the way of the fire fighting brigade at night. Queried about the effectiveness of early fire fighting methods, Mr. Kirwin allowed that the efforts of the volunteers were not always crowned with success, but it was a poor fire indeed where they didn't manage to save the foundation.

The more the years pass, the more he appreciates modern conveniences, Mr. Kirwin said. While ox teams were still being used when he was a boy, he pointed out that during his lifetime he has watched the change-over in the railroad industry from wood burning locomotives to steam, and now to modern diesels. As the interview was concluded, he had the thrill of accepting two modern conveniences, a streamlined lounge chair and the latest in television sets. In addition to these gifts he was invited to lunch at one of Chicago's famous dining spots.

Mr. Kirwin's father was also an eyewitness of railroad progress. Michael Kirwin, a native of Dublin, came to the United States and started railroading when Charles was one year old. He did shop work at Portage for about 20 years before his death. Charles' brother,



Tommy Bartlett, "Welcome Travelers" master of ceremonies, congratulates Charles Kirwin on his fine service record.

the late William Kirwin, was an engineer for 40 years and had two sons, Jim and Harry, who were engineers at Portage. Charles's son, Joe, although not now with the Road, was formerly in the superintendent's office and the round-house office at Madison.

Sickness Benefits Paid to 3,000

UNDER the Railroad Unemployment Insurance Act, about 3,000 Milwaukee Road employes received sickness benefits during the benefit year which ended June 30, 1952, according to the Railroad Retirement Board. On the average, they drew \$207 for about 10 weeks of sickness (excluding the one-week waiting period). Total benefits paid to Milwaukee Road employes came to \$630,000. They also drew \$590,000 in unemployment benefits.

In 1951-52 a total of 162,000 unemployment beneficiaries and 143,000 sickness beneficiaries of the nation's railroad employes drew \$22,700,000 and \$25,900,000 respectively, under the Railroad Unemployment Insurance Act.

At the current benefit rates, which became effective on July 1, 1952, payments would have been roughly 40 per cent higher than the above figures. At the present time benefits are payable during a 12-month period beginning each July 1 to employes who earn at least \$300 working for a railroad the preceding calendar year. Generally the payments range from \$15 to \$37.50, and may continue for as many as 26 weeks.

appointments

Traffic Department

Effective May 16, 1953:

W. A. Granz is appointed traveling freight agent with headquarters at Milwaukee, succeeding T. E. Wallner, transferred. Mr. Granz started with the Road in the freight traffic department in Chicago in 1939 and served in World War II from 1942 to 1946. Most recently he has been city freight agent in Chicago.

Effective June 1, 1953:

F. Hagendorn is appointed division freight agent, Milwaukee, succeeding G. C. Hiltel, retired. Mr. Hagendorn entered service in the freight traffic office in Green Bay in 1912. He was formerly traveling freight and passenger agent at Milwaukee and since 1948 division freight and passenger agent at Davenport.



F. Hagendorn

V. S. Rawson

V. S. Rawson is appointed division freight and passenger agent at Davenport, succeeding F. Hagendorn. Mr. Rawson has been with the Road since 1929, starting in the freight traffic office in Chicago. Since 1938 he has been chief clerk to the assistant freight traffic manager.

J. G. Salscheider is appointed traveling freight agent with headquarters at Cincinnati, succeeding D. J. Staley, who has been made chief clerk to assistant freight traffic manager, Chicago. Starting with the Road in 1941, Mr. Salscheider was in military service from 1942 to 1946 when he returned to the Minneapolis freight traffic office. He was most recently city freight agent in Cincinnati.

L. H. Villwock is appointed city freight agent at Cincinnati, succeeding J. G. Salscheider. Mr. Villwock who entered service in the freight traffic office in Minneapolis in 1948 has been chief rate clerk there since March, 1952.

J. M. Leahy is appointed traffic representative at Davenport, succeeding J. C. McMeekin who resigned. Mr. Leahy has been with the Road since March, 1952 as chief clerk to division freight and passenger agent in Davenport.

W. J. Stack is appointed city freight agent at St. Louis.

W. E. Thorpe is appointed passenger representative at Seattle, succeeding W. L. Miller, resigned. Mr. Thorpe was formerly city ticket agent at Spokane.

W. E. Wais is appointed city ticket agent at Spokane, succeeding W. E. Thorpe.

Law Department

Effective June 1, 1953:

S. R. Voas of McIntosh, S. D., is appointed assistant solicitor, with offices at Aberdeen, S. D. Effective this date Mr. Voas and Philo Hall, assistant solicitor, will assist Dwight Campbell, solicitor, in the handling of the company's law business in the states of North and South Dakota.

Finance and Accounting Department

Effective June 1, 1953:

A. L. Sedgwick's title is changed from assistant industrial commissioner to western industrial commissioner with headquarters at Seattle, the same as heretofore.

Operating Department

Effective June 1, 1953:

G. J. Barry is appointed trainmaster of the LaCrosse & River Division with headquarters at Portage, succeeding M. Garelick who was assigned to other duties. Since starting with the Road in 1948 Mr. Barry has been transportation assistant at Chicago, trainmaster in Milwaukee and Davenport, and most recently trainmaster at Terre Haute.

J. S. Conn is appointed trainmaster of the Terre Haute Division with headquarters at Faithorn, succeeding G. J. Barry. Mr. Conn came to the Road in 1941 as agent-operator and was in military service from 1943 to 1946. He has been train dispatcher on the Milwaukee Division and most recently special assistant to general manager, Chicago.

B. M. Smith is appointed agent at Union Street, Chicago, succeeding R. G. Larson, retired. Starting at Aberdeen, S. D., in 1920, Mr. Smith was baggage and mail agent there and subsequently



test your knowledge of railroads and railroading

(Answers on page 38)

1. Is the inner rail on a curve usually higher, lower or the same height as the outer rail?
2. What do two green flags displayed on the front end of a locomotive signify—a limited train, an extra train or a following section?
3. When only one time is given for a station in a passenger train schedule, does that time indicate the train's arrival or departure?
4. What state had the greatest number of 2-foot gauge railroads—Maine, Colorado or Pennsylvania?
5. When two engines are coupled in a train, which one sounds the signals—the front engine, the rear engine, or both?
6. Was the first transcontinental rail route opened before or after the Civil War?
7. What is a car retarder—a brake controlled by the locomotive engineer, a man who directs the movements of cars in a terminal, or a braking device in the track which presses against the sides of the car wheels?
8. In railway accounting, what is net income—the total amount earned by the railroad, the amount left after operating expenses have been paid, or the remainder of total income after operating expenses, rentals, interest, taxes and other fixed charges have been paid?
9. How much of the average dollar taken in by the railroads is paid out in wages—about one-third, one-half or two thirds?
10. In computing the number of hours required for a train trip from New York to Los Angeles should you add three hours to the difference in time of departure and time of arrival as shown in published schedules? Or should you subtract three hours?

general freight house foreman at Minneapolis. He has been general freight house foreman at Union Street since 1940.

Making a Magazine Cover

The Milwaukee Road Magazine, like the home owner with a picture window, has to give thought to the view from the front. Does it offer an inviting glimpse of what's inside? Counting front and back windows, the Magazine selects 24 pictures each year to do the particular job of extending an invitation to 34,000 readers on and off the railroad to come in and learn more about The Milwaukee Road. Judging by comments received from readers, it seems likely that they may be interested in knowing how the Magazine came by its "view from the front" for March of this year. —Editor

You might say that work started on the Magazine cover for March, 1953, about two years ago when a member of the staff, touring a photographic exhibit in Chicago, took note of the fact that a local photographer had a liking for railroad subjects and for those along The Milwaukee Road in particular.

Jack Remde proved to be very cooperative, and the first collection of prints he sent to the Magazine office included a dramatic night scene of the Roselle, Ill., station, which later appeared on the back cover for November, 1951. Another was a misty scene at Bensenville with a diesel switcher in the foreground and a young lady waiting at the crossing, holding an umbrella. It was so typical of April in the Midwest that when work started on the April, 1952 issue, the choice of a front cover showed promise of being the month's simplest chore, except for the fact that the young lady in the picture was standing a little

too close to the track.

Later it proved that the picture was taken while the engine was standing still, but that wasn't apparent in the picture, and when it was referred to J. J. O'Toole, now general manager, he gave it as his opinion that it would not be advisable to show a person in such a position.

"She definitely should be standing behind the signal," he pointed out. "That's what it's there for. The chance of her being injured may not have been great, but equipment has been known to fall off open top loads, brake shoes can fly off, and other dangers are present when a train is passing, which is why both pedestrians and vehicles are supposed to stop *behind* the signal."

The picture went back to the file.

Another 11 months rolled by and work was in progress on March, a month which showed promise of bringing a mild winter to an early end. March, 1953, began to look like April of any other year in the Midwest. The year's third month is always a problem, from a cover point of view, being an in-between season. But the problem could be easily solved if only the girl weren't so close to the track. That brought an idea, based largely on great faith in the ability of the retoucher.

Approached a second time, Mr. O'Toole agreed that it would make a fine picture if the young lady could be moved back where she belonged.

Time was short now, and the photographer agreed to turn out the new prints over night. With the help of a little darkroom magic he made new prints with the figure of the girl appear-



The cover for March, 1953, showing the young lady standing safely behind the signal.

ing behind the signal, as well as in her original position.

Checking again with the operating department, the Magazine found that there is another signal of the flashing light—rotating stop disc type at the far crossing shown in the picture. In the original the umbrella obscured it, but now the view was clear except for the haze, and employees familiar with Bensenville would want to know what happened to it. So the retoucher drew one in, but when he had done with it, it appeared to be on the near side of the street, to the left of approaching street traffic.

The engraver's messenger was waiting when the retoucher delivered the cover picture to the Magazine office. Making a cover plate is a job requiring approximately 48 hours, and the job had to be started immediately or the March issue would be delayed in reaching the press on the day set for it.

While the minutes ticked away, the retoucher went to work, using what tools were at hand in the Magazine office. With a penknife he scratched away some of the gray tone representing the base of the signal, and with a white crayon drew in a faint suggestion of a street so that it appeared to be in front of the signal, thus transferring the signal to the far side of the street and to the driver's right.

The engraver's messenger kicked his motorcycle into action and departed for the plant. The Magazine office notified the printer that the plate should be run in a midnight blue ink to heighten the feeling of dampness and cold.

The first page of the March issue, which also happened to be the last, was in the mill.



The picture at the left is the original, showing the scene exactly as the photographer took it, while the detail below shows the intermediate step, with the figure of the girl double printed. The final step was to retouch and remove the forward figure.



Milwaukee Wins Hiawatha Bowling Tourney

by H. J. Montgomery

Correspondent, Milwaukee Shops

THE Milwaukee Hiawatha Bowling Tournament was a closely contested event this year, in which Milwaukee, Wis., finished on top. The Milwaukee pinmen took all four championships—team, singles, doubles and all events.

The tournament was held at the Burnham Bowl the week ends of Apr. 11, 18 and 25, under the supervision of a committee headed by William Cary, Sr., Muskego yard, and Arthur L. Schultz, draftsman at the Milwaukee shops. A hand picked bunch of Milwaukee tourney bowlers—Ben Homa, Ray Molling and Foreman Harvey Klind of the upholstering shop, Harvey Uecher, photographer in the office of the mechanical engineer, and Willard Schroeder, SCD office—teamed up to knock down 2,955 pins and the team championship. J. Ambrose and A. McGowan, Milwaukee, tied in the doubles, sharing championship laurels with R. Peterson and J. Larson of Minneapolis. Each combination shot a nifty 1,223.

G. Meintzer of Milwaukee took the individual crown with a hefty 679 count. The best all around performance, the all events, was won by T. Taugher of Milwaukee with a total of 1,914 for the nine games.

The following is a recount of the runners-up in each event: The Arrows

of Milwaukee had a little tough luck but almost got in there with 2,933, while the Fast Mail and Burschs of Minneapolis hit 2,885 to tie for third. Second best in doubles also went to Minneapolis—W. Moss and J. Leach with a 1,218. T. Taugher and H. Gurrath of Milwaukee hit 1,188 for third position.

F. Faulkner, and W. Rains, Minneapolis, fell short in the singles but landed in second spot tie with 665. A. C. Schwab, Milwaukee, was in there with a 663 for third spot. G. Meintzer's 1,882 was high in all events until late on the last day when Tommy Taugher turned in 1,914. C. Becker of Chicago finished well, his 1,871 being good for third.

As was to be expected, some good bowlers had trouble, some lower averages went to new highs, but altogether it was a lot of fun. The 1954 tournament will be held at Tomah, Wis.

Our way of living together in America is a strong but delicate fabric . . . It has been woven over many centuries by the patience and sacrifices of countless liberty-loving men and women. It serves as a protection of poor and rich, of Black and White, of Jew and Gentile, of foreign and native born. Let us not tear it asunder. For no one knows, once it is destroyed, where or when man will find its protective warmth again.—Wendell Wilkie



The Milwaukee, Wis., tournament winners, left to right: Harvey Klind, Harvey Uecher, Willard Schroeder, Ray Molling and Ben Homa.

St. Paul Employee Heads Minnesota Territorial Pioneers

by Brooksie Burk

Correspondent, St. Paul

ALLEN C. ROTHMUND, cashier in the St. Paul local freight office, was elected president of the Minnesota Territorial Pioneers at their 57th annual meeting at the state capitol on May 11. Governor C. Elmer Anderson was the principal speaker.

The Pioneers association was organized in 1897 for the purpose of keeping the old spirit alive by maintaining records of the pioneer families of the state and preserving historical documents and articles. Its membership is composed of persons of good character who resided within the present boundaries of Minnesota before it was admitted to the Union (May 11, 1858) and their descendants.

It is the only group allowed to hold meetings in the state capitol. The State Fair is always outstanding for the Pioneers. They are in charge of the portrait gallery at the fair grounds, which contains many valuable paintings, and also of the Old Log Cabin. Thursday of Fair Week is always Territorial Day.

Mr. Rothmund was chairman of the board of directors for many years and succeeds James K. Nankivell, director of the State Humane Society, who was president for 12 years. Mr. Rothmund is the son of Louis Rothmund who was born in Mankato, Minn., on Apr. 6, 1857 (the family has a copy of birth certificate No. 2) and was probate judge at Henderson for many years. His grandfather, Leonard Rothmund, was one of the first business men of Mankato, Henderson, and Gaylord, operating a harness and trunk factory on a small shop scale. Mr. Rothmund was born in Gaylord on June 16, 1888, and grew up in Henderson. He moved to St. Paul after his father's death and entered the Road's service on Sept. 20, 1907.

Mr. Rothmund is the father of two daughters and three sons. All are married with the exception of the youngest boy who is a junior at the University of Minnesota.

There is no wholly satisfactory substitute for brains, but silence does pretty well.



A. C. Rothmund

Ticket Sellers, Take a Bow!

The following, by Columnist Herb Graffis of the Chicago Sun-Times, is reproduced by special permission of the publisher.

EVERY time I go into a railroad station I marvel at the sublime poise of the men behind the ticket windows.

I have been pushed around, stalled, insulted, sneered at and held in indifference or contempt by representatives of almost every trade and profession that gets my money, but never by a railroad ticket seller.

Some of the treatment I've received from others who are paid out of my income I may have had coming. I probably have stretched the patience of the railroad ticket guys plenty, but they've never let me know it.

My experience with railroad ticket sellers has covered about 40 years. Even during the war when the almost universal policy of salespeople was "the customer is a nuisance" and even in New York where the American code of good manners in public has virtually vanished, the railroad ticket sellers' performance has been consistently polite, competent and helpful.

I simply cannot understand why these fellows should be so far ahead of most of the rest of the county as gentlemen in business. The railroads don't make things any too easy for them by providing arrangements for assuring "first come, first served." Any rude or thoughtless person who crowds into the window may shove away someone who's been waiting longer. Often an agile, eager and thoroughly ill-mannered person will play two or three adjoining windows to beat the lineup.

A few of the happiest moments of my life have been when I have had the honor of grabbing such offenders by the slack of their pants and skidding them deep into the outfield. I now am getting too old for that educational and corrective work.

With patience that makes Job's reputation look third-rate, the gentlemen at the ticket windows take care of the confused and weary. Some worried mother, surrounded by kids, luggage and trouble and with very little experience in travel or the English language, comes up to the window to buy tickets to Auk Roost, Idaho, with stopovers at Ypsilanti, Mich., Keokuk, Ia., and Nothing, Okla.

The man at the window has to look up more dope than the editors of the Encyclopedia Britannica, figure out equations that would drive atomic scien-

tists daffy, then write out a ticket two-thirds the length of the trip by rail. [Editor's Note: The ticket has been shortened and the process simplified on The Milwaukee Road and other lines using the book-type interline ticket.]

The mother is frightened and embarrassed by the irritated mutterings of others waiting to buy tickets. All is storm and confusion except with the man behind the window. You don't see him blowing his top.

I wish I knew his secret of keeping calm.



His Honor, Mayor Ted P. Schmidt

Ted Schmidt Elected Mayor of Council Bluffs

TED P. SCHMIDT, retired car foreman who has been serving as city councilman at Council Bluffs, Ia., was elected mayor on Apr. 6. The election, conducted at a meeting of the city council, was unanimous—three votes for Mr. Schmidt and one, his own, a blank.

Mr. Schmidt, who grew up in Council Bluffs, has been one of its more active citizens for many years, following in that respect the example of his father, the late Martin P. Schmidt. The senior Mr. Schmidt, founder of the Omaha, Council Bluffs and South Omaha Car Foremen's Association, retired in 1937 as general car foreman at the Bluffs after 51 years of service. Ted succeeded his father as foreman, retiring on Dec. 31, 1952 with more than 48 years of service. Two of his sons, Ted E. and Martin P., are with the Council Bluffs car department, as radioman and electrician, respectively.

Correcting a False Impression

THE statement is often heard that freight rates have been increased 11 times since 1939 with the result that they are now 78.9 per cent above the pre-war level.

The fact is that some of the increases were temporary. In some cases, one increase automatically cancelled out another. All increases in freight rates since 1939 have been granted by the Interstate Commerce Commission under four separate rate proceedings, namely, Ex Parte 162, 166, 168 and 175.

Totaled, the various increases come to 78.9 per cent, but due to numerous exemptions and rate adjustments downward in the meantime, the general level of freight rates did not advance 78.9 per cent.

There is no exact yardstick by which to measure the rise and fall of the level of freight rates, but a fairly accurate measure of freight rate adjustments is the *averaged revenue per ton-mile*. In 1939 the average revenue per ton-mile for Class I railroads was 0.973 per cent; in 1952 it was 1.430 cents. Thus, since 1939 the average revenue per ton-mile has increased 47 per cent.

The Fourth "R"

(Continued from page 5)

ing them the various stages of operations.

Frequently local agents act as hosts to educational sightseeing groups. In typical instances, Albert Gall, agent at Mitchell, recently instructed a party from the lower grades of the Longfellow School traveling from Ethan, and Agent D. C. Boles of Hartley took charge of a delegation of second and third graders from the Consolidated School studying transportation on a train ride to Sheldon.

In connection with the trips literature put out by the Association of American Railroads is usually presented to the students, and teachers receive a so-called teacher kit to enable the class to review its activities after returning home.

Student tours are available until June 30 and tickets are good for 10 days. Their popularity may be surmised from a study of passenger department revenues. In 1951 tours were arranged for 20 parties. In 1952 they had increased to 46, with a total ticket sale of \$21,547. Available figures for the current season show that 71 parties had taken advantage of the reduced rate, with ticket sales amounting to \$30,774. An even larger increase is expected next year when the reduced rate will undoubtedly be in effect again.

how are we doing?

	APRIL		FOUR MONTHS	
	1953	1952	1953	1952
RECEIVED FROM CUSTOMERS for hauling freight, passengers, mail, etc...	\$21,479,486	\$20,569,038	\$84,769,198	\$84,903,782
PAID OUT IN WAGES	10,670,206	11,263,880	42,047,917	44,718,288
PER DOLLAR RECEIVED (CENTS) ..	(49.7)	(54.8)	(49.6)	(52.7)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act ..	612,187	666,703	2,386,431	2,612,047
PER DOLLAR RECEIVED (CENTS) ..	(2.9)	(3.2)	(2.8)	(3.1)
ALL OTHER PAYMENTS for operating expenses, taxes, rents and interest ..	9,830,476	8,697,161	37,587,223	36,615,355
PER DOLLAR RECEIVED (CENTS) ..	(45.8)	(42.3)	(44.3)	(43.1)
NET LOSS		58,706		
NET INCOME	366,617		2,747,627	958,092
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars ..	124,350	120,184	493,158	489,472
Increase 1953 over 1952 ..		4,166		3,686

It's the Little Things

SEVERAL months ago, in his message appearing in this magazine, President Kiley wrote:

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

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

In keeping with the idea of sharing information and making suggestions for the betterment of all, H. L. Stamp, division storekeeper at Miles City, Mont., recently addressed a letter to G. V. Ireland, general storekeeper at Milwaukee, which contained this statement:

"This morning, as is usual on Saturdays, I picked up the store department mail to look it over and see if anything required immediate attention. In addition to the pouch and some miscellaneous sealed envelopes, there were 40 Form 1524 repeater envelopes. On 11 of these the senders had followed the instructions printed at the top of the envelopes—'Cancel Previous Address. Use spaces consecutively.' On the other 29 the send-



Practically used up before its time. This repeater envelope is made to be used 12 times, provided the addresses are entered consecutively and confined to the lines provided. Old addresses should always be marked out before re-addressing, to avoid confusion.

ers had used spaces all over the envelopes. Also, two of the envelopes had been stapled shut.

"It struck me that anyone sorting these envelopes would surely be able to do so more quickly, accurately and easily if the instructions were followed and the spaces used in consecutive order, than if the spaces were used in a haphazard manner all over the envelope. Also, the promiscuous use of staples is a waste of time and effort, both in the application and removal".

Editor's Note: With the above as a starter, the Magazine is offering "It's the Little Things" as a handy gathering place

for all the random notions, ideas and assorted suggestions which Milwaukee Road people have for the improvement of the job at hand. Such a round-up of suggestions from month to month will be beneficial and should make interesting reading. Just put your suggestions on paper and pass them along to your supervisor. If the corrective measure you propose has merit and is not already in process, it will be passed along to the Magazine for this feature.

WHY do businessmen fight against the welfare state? Are businessmen actually heartless and callous? Don't they recognize that the sick and the poor need the aid of the rest who are well and able? Of course they do. But their experience says to them that doctors do not give pills to everyone because a few are sick, that when a man is given something for which he has not worked, he feels degraded; that a man who is well and able wants to earn what he receives.

—Abram T. Collier in Harvard Business Review

Milwaukee Road Truckers Win Safety Award

THE safety division of the Motor Vehicle Department of Wisconsin recently awarded first place certificate to Milwaukee Road truck drivers operating commercial vehicles in Wisconsin for having attained the best driving record in the Intercity Trucking and Transfer Group II for the year of 1952.

The drivers earned second place in 1951, having attained a ratio of 0.42 in that year, but the record was improved in 1952, the new ratio being 0.30 per hundred thousand miles. There were five fleets competing, with an average ratio for the group of 0.97.

The award was presented to the drivers at a safety meeting in Portage, Wis. on Apr. 25. A luncheon was served and most of the drivers and their wives were present, along with others affiliated with the trucking division who helped bring about this safety record. The wives were given much credit as it is felt that they can do much to maintain and assist in

keeping the record high.

"The little lady can do a lot when the old man has an accident," it was pointed out. She can lay the law down to him better than some safety engineers, thus insuring that the family bread winner arrives home safely. She controls the family routine—diet, rest, and general home atmosphere—and all of these help her husband's mental and physical ability to perform the important job of safe driving and safety on the job."

The Milwaukee Motor Transportation Company has been handling Milwaukee Road l.c.l. traffic on the Milwaukee Division Second District since 1943, and more recently on parts of the Milwaukee Division First and Third Districts, L&R Division Second District, Madison Division First and Second Districts, and portions of the Dubuque-Illinois Division. At present the trucks cover 1909 miles of one-way routes using 30 tractors, one straight truck, and 48 semi-trailers

operating out of the key points of Milwaukee, Plymouth, Green Bay, Channing, Portage, LaCrosse, Janesville, and Madison, Wis., as well as out of Marquette and Davenport, Ia., with one terminal at Savanna, Ill.

Individual awards were granted by the State of Wisconsin to all drivers who completed the year 1952 without an accident. National Safety Council Safe Driver Awards were presented to 20 drivers who had operated vehicles over the highways from one to six years without an accident. Those drivers who did not qualify for National Awards failed to do so only because they had not been employed long enough to do so.

Safe driving practices were discussed, as were ways to avoid personal injuries and the proper methods of handling l.c.l. merchandise to avoid damage claims, and other things that were to the best interests of the drivers and their employer.

Winners of first place award in the Wisconsin Motor Vehicle Department safety contest shown alongside one of the Milwaukee Motor Transportation Company trucks. All not otherwise identified are drivers.

Standing, left to right: W. D. Miller, Savanna; H. F. Behnke, Portage; R. C. Leander, Davenport; N. T. Pfrang, supervisor of trucks, Portage; L. L. Fisher, Portage; M. A. Bartelt, Milwaukee; P. C. Claus, Milwaukee; E. A. Suchorski, Milwaukee; W. T. Lashure, Madison; A. S. Ratagick, Green Bay; A. E. Auck, Portage; H. G. Henke, Portage; N. W. Deicher, Plymouth; S. F. Jones, Portage; William Zamzow,

mechanic, Portage; K. J. Keenan, LaCrosse; Robert Stauber, freight house foreman, Portage; F. A. Baeton, clerk, Green Bay; E. G. Walenski, truck dispatcher, Milwaukee; and William Murphy, freight house foreman, Madison.

Front row, left to right: L. W. Zastrow, Green Bay; S. A. Olson, Green Bay; E. S. McGregor, truck dispatcher, Green Bay; R. R. Miskimins, manager, motor transport, Green Bay; K. C. Loney, Marquette; R. E. Deicher, Plymouth; J. J. McKenn, freight house foreman, LaCrosse, with son; John Hibner, mechanic, Portage; W. J. Hayes, agent, Portage; and H. F. Koehler, Milwaukee.





Which will it be, the nut or the coconut? Perhaps a piece of each, for Mrs. Howind and daughter Gloria find Dad's coffee cakes equally good.

Like Mother Used to Make...

"THERE'S no age limit when it comes to an interest in cooking," observed the home economics director of a Chicago daily paper recently.

The reference was to an exchange of recipes with a 73-year-old retired Milwaukee Road water inspector, H. E. Howind. Responding some time ago to a recipe appeal for old fashioned pumpkin pickles—the kind "like mother used to make"—Mr. Howind furnished Mary Martensen, famed food editor, with a formula developed by his mother in Germany some 60 years ago. Later he followed it up with a recipe for salad dressing which he had clipped from The Milwaukee Road Magazine (Barbara McFall's Salad Dressing, March 1952). Miss Martensen published both in her column, mentioning incidentally that Mr. Howind uses a lot of her recipes, too, "doing especially well on stews and steaks."

When Mr. Howind retired in 1946 (with 32 years of railroad service) his plans were concerned with developing a farm he owns in Wisconsin into a resort property where he and Mrs. Howind would spend their remaining years. About that time, though, Mrs. Howind had taken a job which she was enjoying so much that she was reluctant to leave until she reached the retirement age for her company. Mr. Howind thereupon marked time by taking another job with a chemical company.

It was after retiring for the second time last year that Mr. Howind, watching his wife rushing through dinner preparations after she got home in the

evening, suggested that he should learn to cook and thus relieve her of that chore. Started as an experiment, the arrangement has been a huge success, with the man of the house cooking the meals—the Sunday dinner, too—and his appreciative wife and daughter doing the washing up.

The humdrum in cookery has never appealed to Mr. Howind who, when he came to the United States as a young man, brought with him a box of old family recipes. With plenty of time now to sort the collection, he has been testing them on the womenfolk. In doing so he has learned how to bake, his specialty being coffee cake. Their favorite is a German sugar and nut-topped cake from a recipe handed down by his mother, although they also like a "quick" coffee cake he has been making lately. They taste very much alike, but the latter is made by a method which Mr. Howind devised to speed up the preparation. Both recipes are given here:

German Coffee Cake

1½ cups cake flour, well sifted before measuring
1 cup sugar
1½ tsp. baking powder
½ tsp. salt
1 cup condensed milk
4 tbsps. melted butter or substitute
1 tsp. flavoring
2 egg yolks, well beaten
2 egg whites, beaten stiff

Mix flour, sugar, salt and baking powder—set aside. Mix well the beaten egg yolks, milk, butter or substitute and flavoring and gradually pour liquid into the flour mixture and beat thoroughly. Fold in the egg whites and

pour into a shallow 8 x 8 pan, lightly greased and dusted with flour.

Topping:

1 cup brown sugar, all lumps removed
1 tbsps. flour
½ cup (more if desired) of walnuts, chopped fine
butter or substitute to suit
Mix dry ingredients and sprinkle on top of batter. Spike topping well with dabs of butter or substitute. Bake in a 375°F. oven for about 30-40 minutes, or until golden brown.

Quick Coffee Cake

2½ cups sifted flour
1 cup sugar
2½ tbsps. baking powder
½ tsp. salt
1 cup condensed milk
4 tbsps. butter or substitute
1 egg
1 tsp. flavoring

Mix flour, sugar, salt and baking powder—set aside. Melt butter and mix with the milk, egg and flavoring. Beat well. Add liquid gradually to the flour mixture while stirring constantly until well mixed. Pour into a shallow (9 x 9) pan, lightly greased and dusted with flour.

Topping:

4 tbsps. brown sugar
1 cup coconut, cut very fine
butter or substitute to suit
Mix sugar and coconut and sprinkle on top of batter. Spike well with dabs of butter. Bake in a 375° oven for 25-35 minutes, or until golden brown.

This is Mr. Howind's mother's recipe for pumpkin pickles. "We kids were wild about them, and would swipe a jar whenever we had a chance," he says.

Pumpkin Pickles

Take a real old-fashioned field pumpkin, cut in two, clean out the inside and scrape out all of the soft meat. Next cut the pumpkin into strips about two inches wide and peel off the outer skin. Then cut into pieces about ¼ x 1 x 2 inches.

Cover with sharp vinegar and allow to stand over night (not less than 6 hours). Next morning pour off the vinegar and add to each quart of liquid 3 pounds of sugar, 1 teaspoon whole cloves, ½ teaspoon whole allspice and 1 stick of cinnamon, all tied loosely in a cheesecloth bag.

Bring ingredients to a boil and cook for 5-10 minutes. Add pumpkin and cook only until tender, not soft. Pack into hot sterile jars, cover with boiling syrup and seal at once.

the punch bowl

GRADUATIONS, wedding receptions, bridal showers, anniversaries—all are festive June affairs which call for special refreshments. On these occasions the punch bowl reigns supreme. It isn't difficult to make a fruit punch—one of the most refreshing of all drinks—but here are a few tips to follow:

Chill all ingredients before putting them into the bowl. This makes the ice last longer.

Use a fairly large block of ice, if possible. Ice cubes melt more rapidly and consequently dilute the punch, causing loss of flavor.

If sparkling water, ginger ale or a fruit-flavored soda is to be added, wait until the last minute before pouring it into the bowl. The later the sparkling ingredients are added, the longer the bubbles will last.

Now for a particularly good fruit punch recipe for summer parties:



Pineapple Party Punch

4 cups sugar
8 cups of water
4 No. 2 cans (18 oz.) pineapple juice
1 No. 2 can crushed pineapple, undrained
Juice of 12 lemons
8-ounce bottle maraschino cherries, quartered
1 flat can sliced pineapple
2 oranges, sliced
4 12-ounce bottles sparkling water
Boil sugar and water together for 10 minutes. Cool. Add pineapple juice and crushed pineapple. Chill. Just before serving add cherries, fruit slices and sparkling water. Pour immediately over a block of ice. Makes about 6 quarts.

Taking Baby's Picture

A BABY changes so rapidly that unless you keep your camera busy you will miss some of the things you'd like most to remember. Each newly acquired skill is worth a snapshot that's fun to have now, as well as for keeping in the years to come.

Indoors, the best way to take baby pictures is with photoflash. This means that you can shoot any time of day, any place in the house, and on the spur of the moment. The speed of flash is fast enough to "stop" any normal movement. Baby isn't tired by waiting for you to set up lights, and you aren't running the risk of missing the picture when it's happening.



For outdoor picture-taking give special attention to the angle from which you are shooting and the distance. Baby is a small subject and it is easy to lose him in a maze of background. With a close-up attachment, you can move in to within 42 inches of the baby with even the simplest camera. Otherwise, just move in as close as your camera permits. Then if the baby seems too small, you can have your photofinisher enlarge just that part of the picture.

Check your camera angle carefully. A

high position represents an adult point of view; a low camera position shows things the way baby sees them. Get down on your knees if necessary. Looking down on baby tends to minimize him, and that's the last thing you want to do.

Many times two people are better than one when baby pictures are being made, one to take the picture, the other to entertain the subject. A trick you might borrow from professional photographers is giving baby a piece of cellophane tape. This almost always produces an interested study of fingers and the result is a good picture.

Your Child's Future...and YOU

"IF WE want adults who lead positive, useful lives, we must begin early in the lives of our children," is the advice of President George D. Stoddard of the University of Illinois, the noted child psychologist.

"The kind of child, adolescent and adult personality we seek is that of the well adjusted, forward looking person who finds mostly good in things and in people because there is so much good in himself. We need fewer of the touchy ones, of the frightened, the supercritical, of persons who, fearing and distrusting themselves, take it out on others."

While every parent cannot be a child psychologist, four guiding principles which can be followed by anyone dealing with children have been pointed out by President Stoddard. He advises:

1. Love the child, but not blindly. Get to know him. For example, some personal and emotional problems of children can be met by talking and acting them out. The secret is communication, and the thing to communicate is affectionate interest. Listen to your children, for a change. Let them think and talk, and make mistakes and try again.

2. Use the word "no" only as a last resort. Find out how much can be allowed, not how much can be denied. Don't carry over your own frustrations to the next generation. Be explicit about all denials and prohibitions. Explain them even though the child does not understand—or pretends not to.

3. Less judging and criticizing and more trustful companionship is the order of the day. This means less of handing children over to the whims of radio, TV, comics and motion pictures. It means more reading to and with, more games together, more family expeditions, with

considerable freedom on the child's part to choose time, place, activity and play-mates.

4. Self discipline, the acceptance of reality, and a zest for life are the goals—equality of parent and child. The teaching is by devoted, sincere example. Thus the way to teach swimming is to swim with, not read about, and so for other sports, arts and achievements.

"Don't press the child," cautions Stoddard. "The joy is not in persuasion but in self-discovery. If you feel self-righteous—or even righteous—about your children, they will draw away from your teaching. You will need to start over again with new-found humility."

It's an Idea!

AFTER you've oiled up your electric fan slip a large paper bag over the blade guard. Now turn the fan on and let it run for several minutes before removing the bag. This is an effective way to catch those splatterings that might otherwise have landed on your walls, furniture and draperies.

smartness out-of-doors



Above: This is the month to plan accessories for going places and doing things out of doors. The picnic table cloth is designed for outdoor entertaining at home—plain and plaid denim with matching napkins. Each napkin fits snugly into a loop stitched on the cloth.

At left: Terry cloth and colored seersucker are combined in the belted beach stole. For extra convenience there is a plastic-lined bag that will do double duty as a beach pillow. Direction leaflets for making PICNIC CLOTH & NAPKINS and BEACH STOLE & BAG may be had free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

retirements

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

CHICAGO GENERAL OFFICES

ANDERSON, ELMER H.
Clerk Chicago, Ill.
EBERHARDT, GEORGE
Waiter Chicago, Ill.
LYONS, JOSHUA
Waiter Chicago, Ill.
MANEY, MARY J.
Nurse Chicago, Ill.
MINAKER, EARL A.
Inspector Chicago, Ill.
RADICKE, RAYMOND M.
Buyer Chicago, Ill.
SODMAN, DOROTHY H.
Clerk Chicago, Ill.

CHICAGO TERMINALS

ALBRECHT, JOHN J.
Caller Chicago, Ill.
HUJAR, VICTOR
Machinist Chicago, Ill.
JOHNSON, ADAM M.
Turntable Operator Chicago, Ill.
KREAMER, HARRY L.
Boiler Foreman Bensenville, Ill.
LARSON, ROY G.
Agent Chicago, Ill.
MARSHALL, EDWARD A.
Machinist Bensenville, Ill.
OSENBERG, WALTER L.
Caller Chicago, Ill.
REED, EARL F.
Laborer Chicago, Ill.
ROKOSZ, JOHN
Carman Chicago, Ill.
ZDUNEK, ALBERT J.
Carpenter Chicago, Ill.

COAST DIVISION

DECKER, JOHN E.
Conductor Everett, Wash.

JOHNSON, PETER F.
B&B Carpenter Tacoma, Wash.
MASON, EDWARD B.
City Pass. Agt. Everett, Wash.
MONSON, CARL
Sec. Laborer McKenna, Wash.
MONTAGUE, HOWARD W.
Genl. Yardmaster Tacoma, Wash.
PARKS, ANNA K.
PBX Operator Tacoma, Wash.
RUSSELL, JOHN C.
Ex. Gang Laborer Seattle, Wash.
SANDBERG, CHARLES L.
Clerk Tacoma, Wash.
SORENSEN, LORENCE K.
Gen. Mgr. Seattle, Wash.

DUBUQUE & ILLINOIS DIVISION

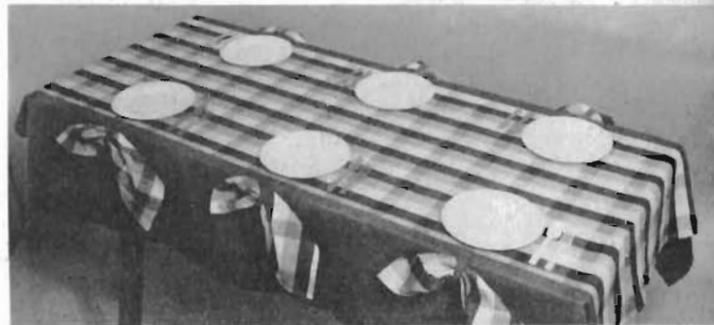
COLE, RAY J.
Sec. Laborer Lanark, Ill.
HORNUNG, EDWARD F.
Loco. Engineer Savanna, Ill.
PETERIE, MANUEL C.
Brakeman Kansas City, Mo.
RANDALL, ELMER E.
Machinist Otrumwa, Iowa

HASTINGS & DAKOTA DIVISION

BISHOP, BEN C.
Conductor Minneapolis, Minn.
GRUNEWALDT, EDWARD
Sec. Laborer Woonsocket, S. D.
HUBER, ALEXANDER L.
Pumper Selby, S. D.
PUTZIER, VICTOR H.
Agent-Operator Minnesota Falls, Minn.

IDAHO DIVISION

CAMPBELL, FRED B.
Sec. Laborer Ruff, Wash.
IJICHI, SUYESHI
Ex. Gang Laborer Stersion, Idaho



IOWA DIVISION

CLAYTON, JOHN D.
Sec. Foreman Gillett Grove, Iowa
RENTERIA PAUL
Sec. Laborer Council Bluffs, Iowa

IOWA & DAKOTA DIVISION

CARLSON, LOUIS M.
Boilermaker Sioux City, Iowa
ENGLISH, ALBERT I.
Conductor Mitchell, S. D.
NEYT, MODEST
Sec. Laborer Reliance, S. D.
SEVERSON, SEVER M.
Truck Calmar, Iowa
TERPENNING, MERLE E.
Mach. Helper Sioux City, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

LAUGEN, EDWARD H.
Train Dispatcher Austin, Minn.
THOMAS, JOHN F.
Agent & Operator Iona Lake, Minn.

LA CROSSE & RIVER DIVISION

BOERGER, CHARLES F.
Conductor Milwaukee, Wis.
BRUNKE, CARL H.
Warehouse Foreman Watertown, Wis.
ELLIOTT, JOHN L.
Clerk LaCrosse, Wis.
FILMORE, LEWIS C.
Loco. Fireman Minneapolis, Minn.
GETSCHMAN, OTTO F.
Sec. Laborer Wabasha, Minn.
LUNKE, OSCAR P.
Car Repairer LaCrosse, Wis.
REYNOLDS, GUY D.
Helper Wausau, Wis.
ROEKER, EDWIN P.
Chief Clerk LaCrosse, Wis.

MADISON DIVISION

ANTHONY, JOHN J.
Car Insp. Madison, Wis.
WEARING, RICHARD D.
Brakeman Milwaukee, Wis.

MILWAUKEE DIVISION

ARVO, CLYDE V.
Sec. Laborer Mass, Mich.
BENNETT, FREDERICK H.
Telegrapher Hilbert, Wis.
JOHNSON, JARL A.
Machinist Green Bay, Wis.
LAMOYE, PETER J.
Boilermaker Helper Green Bay, Wis.
MYCKE, WALTER J.
Loco. Fireman Chicago, Ill.

MILWAUKEE TERMINALS & SHOPS

BANDOMIR, ADOLPH
Mach. Helper Milwaukee, Wis.
BUSH, CLAYTON A.
Asst. to Supt. Milwaukee, Wis.
CARPENTER, CHARLES
Machinist Milwaukee, Wis.
CASTILLO, YRINEO
Sec. Laborer Milwaukee, Wis.
COLLINS, CHRIST J.
Switchman Milwaukee, Wis.
CONSTANTINE, DOMINIC
Chief Carpenter Milwaukee, Wis.
COSTERISAN, HARRY R.
Ex. Gang Laborer Milwaukee, Wis.
DERUS, EDWARD
Switchman Milwaukee, Wis.
DZIEDZIC, JOHN J.
Scrap Sorter Milwaukee, Wis.



THE CHORAL CLUB IN ACTION. Now in its 17th season, The Milwaukee Road Choral Club is one of the leading industrial singing groups in the Chicago area, presenting concerts throughout the year for churches, civic groups, hospitals and others. Pictured are some of its recent interesting activities. Above: Presenting a concert on May 6 for the congregation of the Community Methodist Church of South Elgin, Ill. The mixed chorus of 35 voices is directed by Glenn Jorian with Alma Mat-



thies as accompanist. Above: Miss Mary Maney, a charter member of the alto section who retired in May, is congratulated by Assistant Industrial Commissioner E. J. Stoll, president of the club (right), and Phil McDonald, vice president. Left: A recent highlight on the club's social program, an open house in honor of Miss Maney at the Stolls' on May 17 which was attended by 50 present and former members. Miss Maney appears tete-a-tete with Miss Rosebud Wennerberg.



GRUMAZ, KOSTAN

Store Laborer Milwaukee, Wis.
LUCHSINGER, EMMA B.
Car Cleaner Milwaukee, Wis.
PICKERLE, PAUL
Carman Milwaukee, Wis.
REIDE, HENRY
Trucksmith Milwaukee, Wis.
SHOEMAKER, FRED B.
Telegraph Oper. Milwaukee, Wis.
SWENNING, CHRIST J.
Electrician Milwaukee, Wis.
WARNER, PERCY G.
Machinist Milwaukee, Wis.
WEIDIG, NICHOLAS
Machinist Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

CALLANTINE, JACOB O.
Laborer Maudlow, Mont.
HOPPER, ALFRED
Agent-Operator Superior, Mont.

TERRE HAUTE DIVISION

LAKE, FOSTER E.
Carman W. Clinton, Ind.
LOUDERMILK, VICTOR E.
Machinist Helper Terre Haute, Ind.
MCGINNIS, REED
Loco. Engineer W. Clinton, Ind.
PATTON, HAROLD
Storekeeper Terre Haute, Ind.
TRAVIS, HOMER H.
Loco. Fireman W. Clinton, Ind.

TRANS-MISSOURI DIVISION

ZAHOROWSKI, SAM S.
Mach. Helper Miles City, Mont.

TWIN CITY TERMINALS

PREHM, JOHN F.
Storehelper Minneapolis, Minn.

The man with a closed mind does well to keep his mouth closed too.

about people of the railroad

La Crosse & River Division

THIRD DISTRICT

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

The marriage of Agent Francis J. Koppa and Miss Mary Lohm took place recently in St. Patrick's Catholic Church at Eau Claire. A wedding breakfast was served at Hillcrest, followed by a reception for 250 at the Elks Club. The couple took a wedding trip to northern Wisconsin, Minnesota and Canada.

Ticket Clerk LaRue Frazier's vacation will include an auto trip to Colorado Springs with his son who is a captain in the Air Force and who has been home on furlough.

Engineer August Krueger enjoyed a trout fishing trip to Michigan while on vacation.

Agent Norman R. Brost, now a lieutenant in the Air Force, has been home on a 30-day leave, at the expiration of which he will leave on assignment in Korea.

R. R. Sternitzky, recently retired, has returned from a trip to the west coast, visiting with his daughter.

SECOND DISTRICT

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

John L. Elliott, chief carpenter-roadmaster's clerk at LaCrosse, retired May 1 after nearly 34 years' service. He started as baggageman-warehouseman at Wisconsin Dells and was subsequently ticket clerk at Camp Douglas and ticket clerk and cashier at Portage. In February, 1931, he was appointed chief carpenter-roadmaster's clerk at LaCrosse, which position he held to the time of retirement.

On Saturday, May 2, 60 employes and supervisors attended a testimonial dinner in his and Mrs. Elliott's honor at LaCrosse. Time Revisor M. H. Breuer handled the



J. L. Elliott, chief carpenter-roadmaster's clerk at LaCrosse (center), accepting the good wishes of Chief Carpenter F. O. McGrew (left) and Roadmaster L. H. Wohlert as he retired May 1. For news of the testimonial dinner in his honor, see the column of Correspondent H. F. Ogden.

entertainment program for the evening. Francis and James Ogden (sons of your correspondent) entertained with viola and violin selections, accompanied by their cousin Patricia Niles, who also rendered a piano solo. Mr. Breuer's daughter Mary rendered two vocal selections, and dances were performed by Iris and Alice Slindler and Janice Fought, accompanied by Mrs. Lorraine Neumann Fought on the piano. At the conclusion of the entertainment, your correspondent acted as master of ceremonies. The party was climaxed with the presentation to Mr. and Mrs. Elliott of remembrances from 150 employes and supervisors in the immediate territory.

John P. Hayes, 71, who for many years was first trick operator at the BK telegraph office, LaCrosse, passed away May 5. He worked up to about two weeks prior to his death, when he became ill. He had worked for the Milwaukee for 32 years after serving the Western Union Telegraph Company at St. Cloud and Portage. He is survived by his wife; three sons, William and James of LaCrosse and Richard of Los Angeles; a sister, Mrs. Charles Bremmer of Portage; a brother William, agent at Portage; and two grandchildren.

Chief Yard Clerk R. E. Miller, LaCrosse, became ill on May 1 and the report I have is that he will be confined for about two months. At this writing he is in St. Francis Hospital and would like to have some of the "rails" visit him.

Mrs. Albert Fischer of LaCrosse, widow of retired B&B foreman, passed away May 3. Mr. Fischer preceded her in death about a year ago.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Spring has arrived and with it the wild asparagus and plenty of trout, bluegills, and walleye pike. Serve with a bowl of French fried potatoes. Hope this makes Train Dispatcher Don Elder's and Operator Roger Hilliker's mouths water, on account of they have been bragging about all the trout they have caught.

Speaking of asparagus, don't mention it to Conductor Roger Trachslar without ducking. Seems he and his wife Betty went picking some and found an inviting side road well covered alongside with nice asparagus sprouts. Driving their car up ways, it suddenly sank up to the axles in marshy ground, necessitating getting the wrecker to haul them out. Seems that the air got so blue thereabouts, they couldn't see any more asparagus.

Oconomowoc recently contributed a good piece of passenger business, sending 250 children to Wisconsin Dells on the Morning Hiawatha to tour the Dells and returning them by bus to Portage, connecting with the Afternoon Hiawatha. We have been getting a lot of school business. Seems that besides teaching the young how to shoot, they are also teaching them how to see our beautiful America first.

We regret to report the death of the following: Mrs. James Thomas, 44, wife of Engineer

Thomas, who passed away May 14 at Portage after a long illness. Surviving are her husband and two boys and one girl. She was very well known in Portage where she taught physical education in the schools before her marriage.

Milwaukee Terminals

FWLER STREET STATION

Pearl Freund, Correspondent

Gordon Gates, stower in house 7, celebrated his 25th birthday May 13 by attending the Braves-Giants game at the stadium. Incidentally, Gates, Kaniess, Nevers, Morrissey, Kurth, Riordan and Umpire Bauman are all ardent fans and divide their time exclusively between home and the ball park. Thirty five warehouse employes will be among the reported 500 from the Milwaukee Road ranks who will attend the Braves-Dodgers game June 26. The Milwaukee Road Credit Union which purchased a block of tickets is sponsoring the game.

Sympathy is extended to the family of Verne Riordan on the death of his father Robert P. Riordan, on May 14 at the age of 71. He is survived by his wife, four sons and one daughter. Steve Dupay and Harry Harnsen are still on the injured list at this writing, but are coming along nicely. Fred Gebhardt, check clerk, is also ill.

Alic Sobczak and Gerry Hartner enjoyed a vacation in the beautiful Ozarks, traveling by train and by motor.

Walter Geisinger, switching clerk, has returned from a trip to Florida and a visit with daughter Beverly and family at Biloxi, Miss.

Due to the strike at the local breweries, at this writing we have with us from Chestnut Street Ollie Yerman and Josephine Conway, bill clerks, and Jack Hanus, extension clerk.

I firmly believe that the army of persons who urge greater and greater centralization of authority and greater dependence upon the federal treasury are really more dangerous to our form of government than any external threat that can possibly be arrayed against us.—President Dwight D. Eisenhower

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Mrs. C. A. Sprinkel was in Milwaukee to attend the graduation of her daughter Lois Ann from nurses' training at Mt. Sinai Hospital. Lois Ann hopes to stay in Spokane and continue her work near her home.

Mr. and Mrs. A. L. Titus are on a trip into southern California to visit Mr. Titus' brother around San Diego. Mr. Titus is retired from passenger service out of Spokane, but keeps so busy it seems hard to squeeze in a trip now and then.

A. B. Benson has been assigned as out-bound revising clerk in the Tacoma office. His former job as weighmaster in Spokane yard



STORES RETIREMENT. Harold Patton, who has been storekeeper at Terre Haute since 1950, retired May 15. He is a veteran of the Hoosier division, starting with the Chicago Terre Haute and Southeastern at Bedford in 1911. During World War I he was in military service and

upon his discharge became local storekeeper at Terre Haute. He has also been local storekeeper at West Clinton. Walter Glass, who has occupied that position since 1950, will succeed him.



GODSPEED. Congratulating R. G. Larson, agent at Union Street who retired June 1, at a party in his honor at Fred Harvey's in the Chicago Union Station. From left: C. F. Carlson, captain of police, Chicago; J. O. McIllyar, freight traffic manager, sales and service; G. F. Wilson, superintendent of Chicago Terminals; E. J. Hyett, freight traffic manager, rates and divisions; Mr. Larson; O. P. Catlin, chief clerk to freight traffic manager; and H. S. Zane, general freight traffic manager, sales and service. Mr. Larson started with the Road in the freight agent's office at Sioux Falls in 1908 and was agent at Yankton, Sioux City and Kansas City before being appointed agent at Union Street in 1940. He is planning to make his future home in California.



THE CURVED BAR, highest honor bestowed by the Girl Scouts, and the sash bearing the many badges earned as a basis for the award, are worn by Mary Alice Jones, 13, a recent eighth grade graduate from St. Joseph's Parochial School, Elgin, Ill. With her is her father, F. M. Jones, assistant engineer in the engineering department, Chicago.



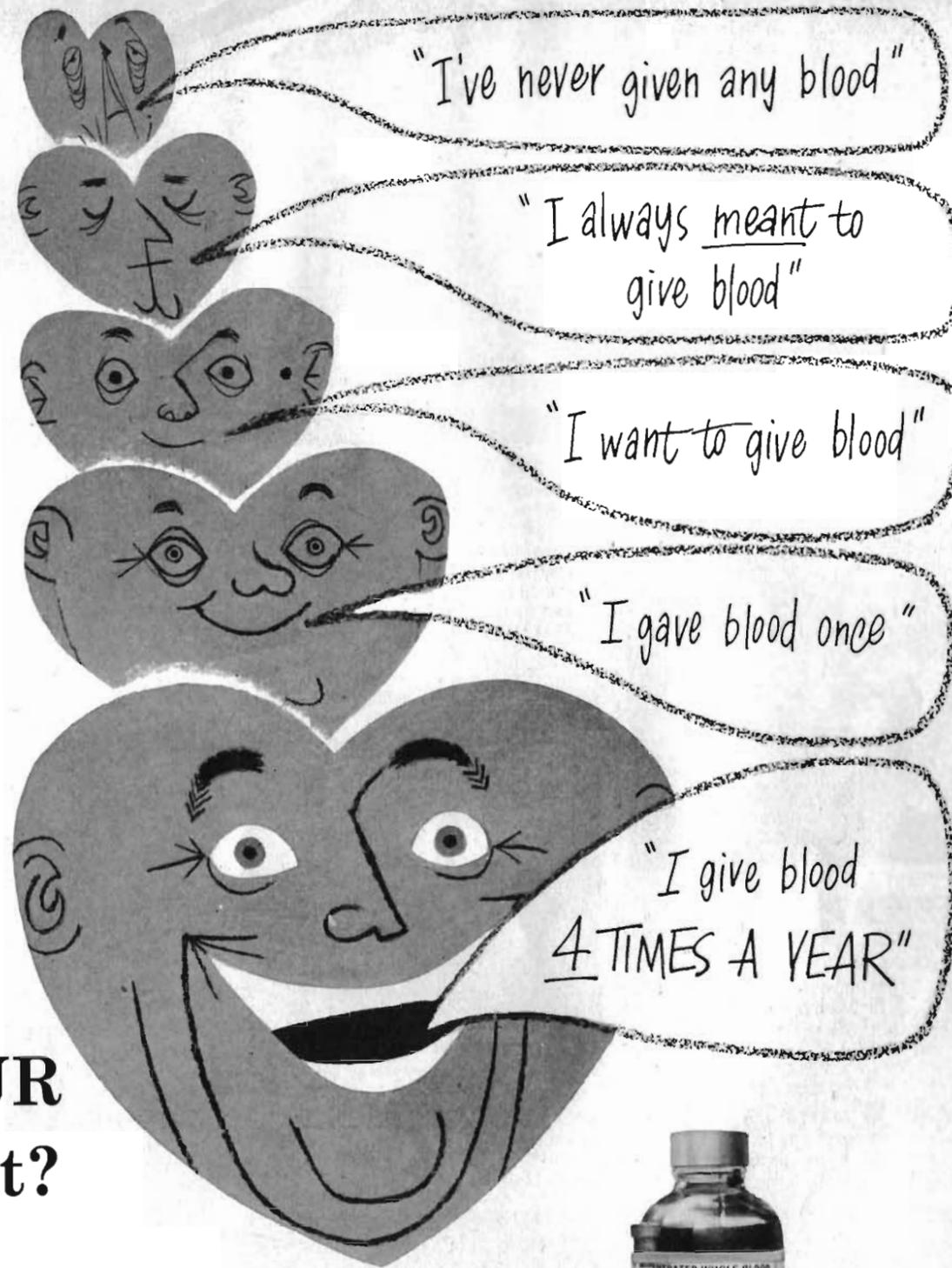
DAD GETS THE BIRD. Cooperating with the national Father's Day Council movement to make chicken and cranberries the official dinner for Father's Day, The Milwaukee Road made plans to feature the dish as a special entree in its diners on June 21. A dress rehearsal for being kind to dad shows T. H. Rycroft, special representative of president, Chicago, having a lion's share of chicken pressed on him by the Misses Dorothy Wagner (left) and Anna Mae Rachner, office of the assistant to vice president—operation.

SUCCESS AT SPARTA. Mrs. Leo Belke, president of Sparta Chapter of the Women's Club, presenting gifts to Mrs. Peter Hengsen, Mrs. Harry Koss and Mrs. Martin Richgruber for their work in the membership drive which enabled Sparta to top its membership for 1952. The presentation was a feature of the chapter's May breakfast at the Sidney Hotel.



IN KOREA. Pfc. Arnold J. Wolff, Jr., who was employed in the general adjuster's office for more than six years prior to entering the Army in February, 1952, recently sent this picture to his father, who is cashier in the treasurer's office in Chicago. Private Wolff is stationed with the 2nd Base Post Office in Korea.

how
big
is
YOUR
heart?



If every qualified American gave one pint of blood, our enormous needs still would *not* be met! America must have *more* blood for men in the Armed Forces—its civilians, in case of accidents or disasters. So make a date today with your Red Cross, Armed Forces or Community Blood Donor Center. And remember . . . *once is not enough!*



GIVE BLOOD

...give it again and again

has been taken over by Dale Maxfield, formerly with the car department.

Mrs. Roma Bowles Berry has returned to work in the freight office for vacations.

Cap Allen has returned from a trip that took him to his home town of Boone, Ia. He also took several side trips and stopped in Minneapolis. He reports a good visit with E. H. Peterson, formerly a Spokane division engineer, and with S. B. McGinn, now agent at Northfield, Minn.

George Halsey and J. B. Dede have been working in the Spokane freight office. They are traveling auditors.

Albert E. Dermont, machinist at Othello, was married May 20 to Martha Rees, a nurse at St. Luke's Hospital in Spokane. The ceremony was performed in Seattle. They planned to honeymoon in New York City.

Iowa Division
COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

Operator Curtis Lind recently returned from the armed forces and is back on his old job as operator and rate clerk at the freight house. He replaced Bill Hamilton who is now back as second trick operator at the east yard office.

Jimmy Cook, 15, son of Yard Clerk Willard Cook, recently won the marble championship of Council Bluffs. He defeated the runner-up 7 to 1 with a spin-in for a run of six marbles. He is now eligible to participate in the southwest Iowa meet.

The boys at the east yard office have been receiving mail from Operator Danny Peters who is with the Infantry in Korea. In his last letter Danny said he was near Pork Chop Hill. If any of the boys would care to write, I am sure he would appreciate it. His address will be furnished on request.

Fireman Lorane Vallier reports a son, Loren Rodney, born May 5.

Yard Clerk Bob Hastings who has been a patient at an Omaha hospital is reported to be home and doing fine.

T. P. Schmidt, retired car foreman now mayor of Council Bluffs, has constructed a unique mail box resembling an Indian tepee. When asked why he chose that design, Ted said, "My initials are T. P., get it?"

Norman Rice, son of Switchman Ted Rice, surprised his parents with a phone call from San Pedro, Calif., May 18. He had just arrived at that port from Korea and said he would be home on a 30-day furlough.

Carman Helper George Parker reports the birth of a son May 20.

EAST END

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

Operator James Houstman, with a Headquarters Company in Korea, advises that he is still railroading. When he first arrived near Seoul he was a passenger conductor and later a yardmaster. He is now an OS clerk, which is the same as operator here. Anyone wishing to write to him may have his address from this correspondent.

Operator and Mrs. C. W. Behlings are the parents of a seven-pound girl born early in May at Perry.



THEY KNOW HOW. Impressed with the courteous treatment he always receives from the Road's switchboard personnel in the Chicago Union Station, a business associate recently registered a commendation with the management along with the comment that his own force would be pleased to learn the know-how of it from the Milwaukee's hello girls. The operators who give with the smile are, from left: Lillian Peterson, Grace Manning, Tillie Verdak, Betty Nelligan and Alice Brown (chief operator).

WOMAN SILVER PASS HOLDER RETIRES. Miss Mary Maney, nurse in the Fullerton Avenue general office building, Chicago, pictured at her retirement last month. From left: Miss Elsa Augustin, assistant bureau head, auditor of equipment accounts; W. P. Heuel, assistant comptroller; Miss Maney; L. Auchampaugh, building superintendent; and Miss Clara Wood, head key punch operator, equipment accounts. Miss Maney, who had been building nurse since 1921, also had 15 years of service in the equipment accounts office and is one of the half dozen women on the railroad to own a Silver Pass. The unique centerpiece of this gift display is a plant blooming with crisp green currency and decorated with streamers bearing the names of the 725 well-wishing co-workers who presented it. Being unable to thank each personally, Miss Maney has asked the Magazine to convey her appreciation, "and also for all their other kindnesses during my years with my favorite railroad." She is now making her home in Long Beach, Calif.



WITH BEST WISHES.

In honor of his retirement on June 1, G. C. Hiltel, division freight agent at Milwaukee, is shown accepting a testimonial gift certificate presented to him by 120 associates at a party last month in the North Avenue auditorium. Looking on are H S Zane, general freight traffic manager, Chicago (center), and T. A. Dodge of the Union Refrigerator Transit Corporation, a friend and former co-worker. Mr. Hiltel who started with the Road in 1912, had been division freight agent in Milwaukee since 1933.



A group of 59 attended the Women's Club luncheon on the 15th in the American Legion hall in Marion. Mrs. E. E. Godwin, president, welcomed the guests. Vocal numbers were given by Mrs. Carmen Jones. The membership committee reported Marion Chapter as having gone over the top in its drive. An afternoon of games followed the meeting.

Roadmaster A. O. Marg and wife were called to Grafton, Wis., due to the death of Mr. Marg's mother on May 10, following a stroke.

Trainman John Cone was a patient in St. Luke's Hospital in Cedar Rapids for several weeks in May.

B&B Foreman L. Butterworth has been confined to the Veterans Hospital in Des Moines since January.

Mr. and Mrs. C. M. Craig of Marion returned recently from Santa Ana, Calif., where they spent three weeks with Mrs. Craig's sister and friends.

Mrs. A. B. Cate of Perry and her daughter, Mrs. Robert Kelsey of Glendale, Calif., were guests of the V. M. Reicherts of Marion. Mrs. Kelsey returned to Iowa because of the recent death of her father.

Dispatcher Quentin W. Torpin, better known as "Bing," was married to Shirley Bergeson of Wesley, Ia., in the Methodist church at Wesley on May 3. A reception was held in the church parlors. The young couple are living in Cedar Rapids as "Bing" is on the dispatchers' force in Marion.

Robert Chandler, son of Assistant Engineer L. R. Boetcher, enlisted in the Army on Apr. 15 and is taking basic training at Ft. Riley, Kans. Bob had been attending the University of Iowa and was recently presented with a special award for his scholastic activities. His brother Chandler, also in the Army, is stationed at Camp Chaffee, Ark., where he is an instructor in the operation of howitzers.

A. A. Wild has been appointed foreman on the Redfield section.

Yours Truly was honored at the Cedar Rapids Passenger Club golf outing and dinner by being elected president for this year.

Do it today—tomorrow there may be a law against it.

Milwaukee Division FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Francis Haasch, extra C&M operator now in the service of Uncle Sam, dropped in while on furlough recently and reported he has been trained as an Army telegrapher. He figures on a trip to the eastern zone.

At home at this writing are Harry Williams, conductor on 24 and 15, who is recovering from an operation, and Engineer Ed Berg who is laid up with a broken arm.

Bill Muckerheide, retired Southwestern conductor, was in the office recently and reported on early crop conditions in his garden. Seems to have the jump on us fellows who farm only after supper.

A. J. Waskow, who was injured in Chicago a couple of years ago, resumed work Apr. 1 in Janesville line engine service.

Word has been received that Mrs. R. A. Woodworth, wife of our retired superintendent, passed away in California early in May.

Peterson's bridge crew is hard at work rebuilding two overhead bridges near Avalon. Corn loading at Avalon is continuing good and prospects are for an out of the ordinary year.

Sympathy is extended to the family of Engineer Harry Van Wirt, a familiar figure on the J line, who passed away recently.

SECOND DISTRICT

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

The wife of Chief Clerk Huntly of the freight office has left for a visit with their daughter in Austin, Tex.

George Elmergreen, retired agent, passed away recently. Sympathy is extended to the family.

Engineer Morris Conery died suddenly while at work on May 25. We extend our sympathy to his family.

J. A. Johnson, machinist, and Joseph Lannoy, boilermaker helper, have retired. Engineer John Olson has retired and is living in California.

Florence Gotto, cashier in the freight office,

was a delegate to the Women's International Bowling Congress in Detroit. She is president of the Green Bay Women's Bowling League and vice president of the Wisconsin Women's Bowling Association.

I & D Division EAST END

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

Nels N. Quandahl, 87, passed away May 17 at Mason City. Mr. Quandahl was employed as cashier at Mason City, Mitchell and Decorah and retired Sept. 5, 1939. He is survived by his son Herman, cashier at Mason City; Robert E., ticket clerk at Milwaukee; Norman, Mendota, Ill.; and a daughter Mrs. Josef Szalay, Chicago.

Mrs. Earl E. Bruns, wife of I&D conductor, passed away at Mason City May 25, following a short illness.

Assistant Superintendent R. W. Graves is back on two feet again after several weeks with one foot in a cast due to a broken ankle.

If anyone wants a good baby sitter, maybe Police Officer John Moloney would qualify. He is getting plenty of experience these days conducting school children on tours of railroad facilities.

SANBORN—RAPID CITY

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

J. E. Weiland, section foreman, and A. J. Wether, section laborer, both of Alexandria, are extra gang foreman and assistant foreman respectively for the summer. F. G. Ellis and R. Schmittgall of Mitchell are filling the positions at Alexandria, with Ellis as the foreman.

Bob Kvidahl's B&B boys fixed up the depot at Mitchell and now have all of the offices moved into the passenger station.

Agent Harry Davis of Draper and wife have returned from a trip to Illinois.

Conductor P. E. Olson and wife are at this writing visiting their son who is in the armed services in California.

Cliff Hill and Ken Wold, car department men of Mitchell, are working in the car shops in Minneapolis.

Reynold Hosking of Mitchell is now the third trick ticket clerk at Sioux City.

A. B. Weiland, section foreman at Mitchell, and wife are on an extended trip to the west coast.

D & I Division

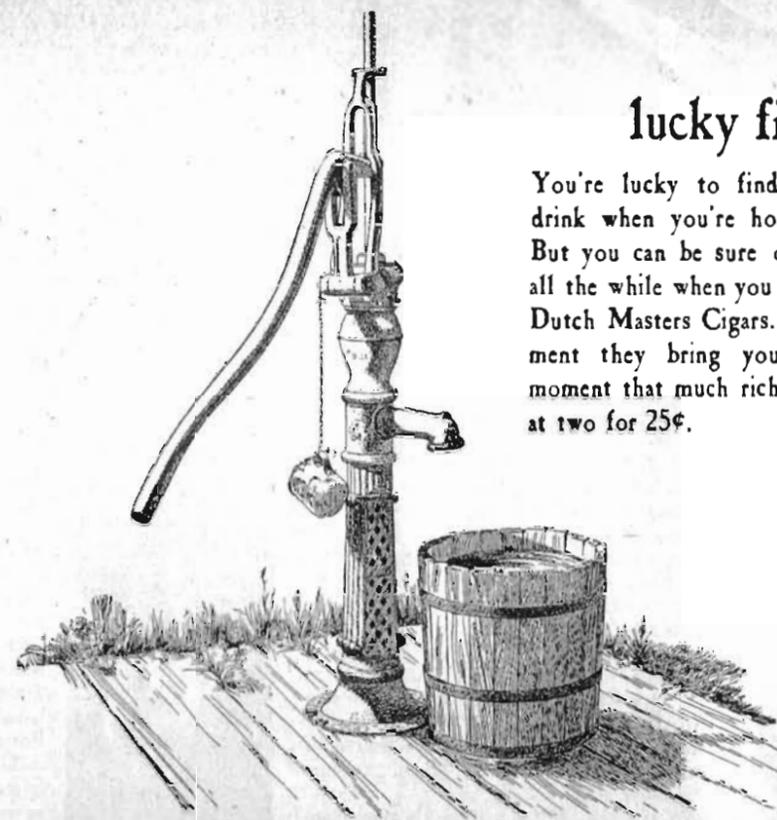
E. Nast, Correspondent pro tem
Superintendent's Office, Savanna

May was "party month" for employes on the D&I. On May 16 BLF&E Lodge 499 sponsored a dance in Chicago. In spite of rain, the dance was well attended and almost every department of the railroad was represented. Prizes were won by V. Lahr, round-house foreman, Chicago; H. Benham, conductor, Bensenville; Mrs. Jack Payne, wife of conductor, Bensenville; R. Reickens, fireman, Dubuque; and Miss Bonnie Baldwin, daughter of First District Engineer W. L. Baldwin.

Also on May 16, at the Legion Club in Savanna, Brotherhood of Railway Clerks Lodge 952 gave a banquet. Guests included

lucky find

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Assistant Superintendent F. E. Devlin and Mrs. Devlin and District Safety Engineer J. A. Ogden and Mrs. Ogden. Prizes were won by Mrs. Cliff Gourley, wife of division engineer's chief clerk, Al Klein, relief ticket clerk, and Mrs. Klein.

Switchman R. J. Blair and Mrs. Blair of Savanna became the parents of their first son on May 21. Also, James Kelly and Mrs. Kelly became the parents of Joan Michelle on May 15.

The Women's Club of Savanna observed its annual May Breakfast at noon on the 11th. The girls in the division offices were able to attend and appreciated the splendid treat.

Miss Joan Zenk of Thomson, Ill., became the bride of William J. Westmark, First District operator and extra dispatcher at Marion, on May 26 in St. Patrick's Church, Clinton.

Our regular correspondent for the Magazine, Eunice Stevens, was dismissed from Xavier Hospital, Dubuque, on May 9 and is convalescing at her home in Savanna.

Robert H. Weiler, section foreman at Mt. Carroll, passed away on May 24. He had been ill for only three weeks.

Mrs. Dave McWorthy, mother of D&I First District brakeman H. A. Becker, passed away on May 18 at Savanna.

Savanna Switchman Hal Lindeman has been ill for some time and at this writing is recuperating in Rockford, Ill. You can write him in care of Mrs. R. Jaeger, 1710 Auburn St., Rockford.

Twin City Terminals MINNEAPOLIS PASSENGER STATION

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

On his return from Honolulu recently, Walter Hagen, chief clerk to division engineer, reported having a nice visit with Retired Roadmaster R. J. O'Connor and wife in Los Angeles.

E. N. Kuklock, mail and baggage trucker, returned from the armed service recently and is back to work in the Minneapolis baggage room.

Mail and Baggage Agent Harry Gee reports that new respect is due him as of May 2, on which date he became a grandfather—and a nine-pound boy at that. Harry says he likes his new title, but can't get used to the idea of being married to a grandmother.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

The stork visited Bill Burfiend's home May 20. It's a girl. Bill is our O.S.D. clerk.

Marion Cashill attended the Railway Business Women's annual meeting at St. Louis May 15, 16 and 17.

James Olding, formerly messenger here, has accepted a position in the yard office.

I have noticed that Gladys Sheehan is in

the African violet growing business in a big way. Right now she is placing orders, but soon she will be filling them.

When boarding a bus the other day I asked the motorman if the bus was on time. He answered, "No, the company paid cash for it."

Agent W. P. Radke who as Scoutmaster of a Cub Pack has been doing a splendid job for the youth of this community, recently treated the Cubs and their parents to a film showing of the 1952 World Series. This is the film which has been seen at the spring loss and damage prevention meetings under the direction of W. L. Eanis, assistant to vice president, CPR&MS, Chicago.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Mrs. Louis Knutson is the new stenographer-clerk in the division master mechanic's office, locomotive department.

Congratulations to Welder Lester W. Lindstrom who became a bridegroom on Apr. 22.

John J. Ridzik, former car cleaner at the coach yard, has applied for his retirement annuity.

A lovely shower and luncheon was given recently by Mrs. Ivy Hancer at her home for Mrs. Lorraine Mueller (formerly Kline of the store department office) in anticipation of her fourth baby.

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

Marion Cashill, our telephone operator, was one of a group who attended the national meeting of the Railway Business Women's Association in St. Louis May 15-17.

Effective June 1, Bill Wais, ticket clerk, was promoted to the position of city ticket agent in our Spokane office. He will be working again with O. R. Anderson, GPA in Seattle, who was formerly general agent here.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Leo H. Villwock was appointed city freight agent at Cincinnati effective June 1. He has been in the Minneapolis traffic department since August, 1948.

Don Lilledahl, local freight department, be-



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LAKESIDE RAILWAY
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came a messenger in the traffic department June 1.

L. M. Truax, local freight agent, journeyed to Detroit the last week in May to attend an Association of American Railroads meeting.

I & S M Division

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

Austin Chapter of the Women's Club honored its charter members and past presidents on May 11. Twenty-two charter members and six past presidents attended. Mrs. Mathew Darr, president, reported that the chapter had again gone over its membership quota. The past presidents are as follows: Mesdames Ed Blomily, Thomas McFarlane, George Haseltine, L. L. McGovern, E. J. Full, Peter Pauley, Frank Jeffers and H. M. Mathison.

Erle Jorgenson, chief dispatcher and trainmaster's clerk, has returned from a vacation during which he drove to Long Beach, Calif., and visited with Bill Blanchfield, son of deceased OS&D Clerk Vernon Blanchfield, while the ship to which Bill is assigned was going through drydock. After visiting Los Angeles and Hollywood they drove to Tucson, Ariz., for a visit with Bill's twin brother Bob who is in the Air Force.

Engineer Frank W. Deily, who retired in April, has moved to 2034 Hearn Avenue, Santa Rosa, Calif.

O. Herman Olson, train baggageman, passed away in Minneapolis on May 3. Harry P. Mordaunt, retired operator-leverman, passed away at Mankato on May 23.

A letter received from Roy Jones, retired agent, now living at 3624 Monroe, N.E., Albuquerque, N. M., states he is recovering from a severe case of sunburn, and while the paralysis in his right side continues, he is able to work in the garden and flower bed. He would be glad to hear from his friends on the I&SM.

A write-up in the Apr. 27 issue of the Madison, S.D., newspaper stated that Mrs. William H. Reiners, Orland, was elected president of the South Dakota Congress of Parents and Teachers, and announced that the Congress will carry on projects this year to interest more people in raising the standards of teachers in South Dakota. Mrs. Reiners has lived on a farm near Orland since 1939. She is a graduate of Madison High School and the state certificate course at General Beadle College. She also taught school in the Lennox Junior High School and substituted for teachers in Madison. Mrs. Reiners is the daughter of Carl Berg, retired chief dispatcher, Madison.

Milwaukee Shops

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

August Plicka, car checker in the freight shop, is the proud owner of a new home which has just been completed and which he moved into on June 1.

Congratulations to E. H. Poenisch, schedule inspector in the freight shop, on his marriage to Mrs. Nettie Schmeichen on May 20; also to Blacksmith Tony Albanese who was married to Mamie Tocco on May 9—the happy couple spent their honeymoon in Flor-

ida and also visited Havana, Cuba.

At this writing Joe Hebein, retired cabinet-maker, has entered the clinic at Rochester, Minn., where he expects to have an operation. Also on the sick list is Otto Olson, car inspector, who is undergoing an operation at Woods Veterans Administration Hospital, and John Deglman, Jr. who has been ill for several months.

Henry Reidl, trucksmith, retired on May 1 after serving 42 years with the company.

Sympathy is extended to the families of Lawson Wilson, machine hand, whose son William, 26, passed away on Apr. 30; and of Daniel Warichak, freight air brakeman, who died Apr. 28 at the age of 60.

LOCOMOTIVE DEPARTMENT

Arno Bartz, Correspondent



Ken Schultz

Ken Schultz, Milwaukee Terminal fireman and son of Draftsman Art Schultz, is attending A&E Mechanical School at Sheppard Field, Tex. Ken enlisted in the Air Force on Jan. 10.

To his many friends on the system, I would like to report that Roundhouse Chief Clerk

Earl Moore has left the Wisconsin General Hospital at Madison and will be home for the next three to four months. Earl lives at 1524 North 53rd Street, where visitors are most welcome.

Howie Zuehl, L&R Division engineer, and his wife had the pleasure last month of attending the coronation. No, they didn't take a trip to England—it happened right here in Milwaukee when their daughter Sherrol reigned as queen of the prom at Juneau High School.

The fish who make that part of Lake Michigan bordering Milwaukee's southern limits their home had a respite for a few weeks due to the fact that Pattermaker Bill Kannenberg, as avid a fisherman as ever told a tale, underwent a minor operation. Bill is expected back to work about the middle of June.

In spring a young man's fancy grudgingly turns to the family vegetable plot in the back yard. At least, that is the case with Steno Ray Skiba and Clerks Red Haack and Ray Sear. Their calloused hands and creaking backs attest to the fact that with a little help from Ol' Man Weather the onion, radish and tomato crop should be a bumper one.

Machinist Tom Fitzgerald and wife have returned from a month's vacation in Florida where they visited for a few days with Charles Mainzer, retired machinist.

Barbara Ann joined the family of Roundhouse Steno Clarence Kleser, his wife and son George, on May 19.

Add another feather to the spring topper being worn by steno Rita Bednar. R.B. took driving lessons during May and is now an accomplished driver.

Laborer Truett Johnson has returned to work after a sojourn in Korea with the Army.

Electrician Apprentice Bob Brown, recently



PORTRAIT. Ronald McGuire, the son of Car Inspector Earl McGuire of the Minneapolis train yard, has been in Korea with the Marines for more than a year. This portrait was made by an uncle, Lloyd McGuire, machine operator in the Minneapolis wood mill. John McGuire, retired Minneapolis coach yard employe, is his grandfather.

transferred from Othello to complete his apprenticeship here.

Steno LaVern Brandt of the general foreman's office left the Road to accept a position with the Milwaukee Bridge Company.

STORE DEPARTMENT

Virginia Schori, Correspondent

Miss Leon Ester, secretary to the general storekeeper, was among 21 girls who attended the Railway Business Women's Association convention in St. Louis May 15-16-17.

St. James Episcopal Church will be the scene of the marriage of Helen Marino, laborette in the stationery department, and Bob Phillips of the B&B department on June 27.

Girls in the GSK office gave a shower for Patricia Steinhoff, comptometer operator, on May 28 at Stuart's Old Heidelberg. Pat was presented with a GE mixer.

Anton Musha, father of Rosemary Wopert who is a steno in the general storekeeper's office, passed away suddenly on May 24. Our sympathy goes to Rosemary and her family; also to J. J. Roe, GSK office, whose sister passed away on May 23 after a long illness.

H & D Division

MIDDLE & WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Steno-Clerk John L. Faeth is back after a siege at the local hospital.

Rumors are flying that Operator R. D. Cornell will be back on the division in July. We will certainly welcome him with open arms after his siege of over two years in the service, with a big portion of it being spent in Germany.

Operator Duane Hansen is attending a school in San Diego; details later. He was

recently home on leave, crew cut and all.

Beatrice O. Mayer has returned to her position of third trick at Aberdeen, displacing Operator C. H. Anderson.

The ORT family picnic is being planned for July 19 at Aberdeen. Figures now show that expenses will come to about \$1.50 or \$2. Please let me know if you are going to attend, if you haven't already done so.

Brakeman George Solberg is in the hospital at Aberdeen at this writing undergoing an operation.

Sympathy is extended to Frank Zerr in the recent loss of his father.

Our congratulations to the Robert Dodds Aberdeen yard) who had a new son recently; also to Assistant Division Engineer W. C. Wallis on the recent addition of a son, and the same for Claim Adjuster Ray Ellsworth. Can't beat these rails for having boys.

Agent Higgins and wife, Orient, are on vacation at this writing; being relieved by M. Heiser.

EAST END

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

There was a rousing claim prevention meeting at Montevideo the night of May 7, with over 60 in attendance. Agent Don Clark of Abercrombie rated the distinction of having come the farthest. Superintendent A. O. Thor opened the meeting and C. J. Dougherty of Chicago was the main speaker. There were movies, juggling and sleight of hand tricks by Montevideo's magician Dean Bunn, and a coffee hour to close the meeting.

Jim and Betty Murphy—Jim recently retired—have taken up their residence in Mesa, Ariz., for the present. Ben and Gussie Bishop have moved to their permanent home at 2611 39th Avenue North, St. Petersburg, Fla.

We're happy to report that Engineer Joe Adamson is recuperating and has gone home from the hospital.

May weddings include those of Operator Russell Smith of Milbank to Joan Iverson, and of Engineer Tweter to Julia Klith.

"By" McKeown, formerly yard clerk at Montevideo, has leased the new Standard Oil station at Bird Island, Minn., and will enjoy having the rails drive in for a free windshield wash at any time.

Conductor Red Hocum was called to Spokane by the death of his mother.

Fireman Fritz Boss is happy to be back among us after serving at Fort Eustis, Va., the past couple of years.

Fireman Ronald Alger has been called into military service.

Agent H. T. Torbenson of Hopkins passed away May 27 after a long illness. He had returned to the hospital recently and everyone hoped that his well-known fighting spirit would bring him through, but this time he didn't win out. Torb was well known for his public relations work at Hopkins, which is a busy station.

Off Line Offices

BOSTON

W. D. Goss, general agent at Boston, was recently elected vice chairman of the Boston General Agents Council. He has previously served the organization as secretary and treasurer.



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Coast Division

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

C. P. "Pinky" Miles, dispatcher in Tacoma, has left on his vacation and will go east to pick up a new car. He plans to take in the country on the return trip.

William H. Wright, who was power house engineer at the Tacoma shops for many years and retired in 1942, passed away recently.

The Joint Railway Employees Association in Tacoma is planning to have its annual picnic at Millersylvania State Park near Maytown, Wash., on July 12. A special train composed of coaches from each of the railroads in and around Tacoma—the Great Northern, Northern Pacific, Union Pacific, and Milwaukee—will leave the Tacoma passenger station for the picnic. This year the train will travel over the Milwaukee from Tacoma to Maytown, a route over which a passenger train has not traveled for many years. It will be powered by two diesel motors of the 2200 class which will be on public display at Maytown before making the return trip to Tacoma. The last time the Road furnished the locomotive power for this train was in 1950 when the picnic was held at Morton, Wash., in conjunction with the loggers' jubilee.

TACOMA

E. L. Crawford, Correspondent
c/o Agent



H. W. Montague

In appreciation of his 47 years of service, employes and their families accorded General Yardmaster H. W. Montague a retirement party Sunday, May 17, at the Polish Hall in Tacoma. Employes furnished a sumptuous smorgasbord buffet supper. Singing and instrumental pieces were enjoyed, and the evening concluded with dancing. Speakers were L. K. Sorensen (recently retired), Al Pentecost, Lou Borden and Don Neuens. The latter is succeeding Mr. Montague as general yardmaster. Monty, as he is affectionately known, was presented with two gifts, an electric lawn mower and a swing rocker. Ray Grummel, retired agent, presided as master of ceremonies and read an original poem he had composed.

Incidentally, D. L. Neuens, Mr. Montague's successor, is a former track star. At Stadium High School in Tacoma, in 1933-34-35 he held the city record and also the state championship

in the 100 and the 220-yard dash.

Mr. Neuens worked as a switchman in Tacoma yard in 1937 and was promoted to yardmaster in June, 1944. He is married and has two daughters.

John S. Gates, chief outbound revising clerk, freight office, was promoted to chief clerk at the city office.

Robert D. LaHatt, formerly ACYC and bill clerk, has taken over the chief outbound revising desk. A. B. Benson, formerly of Spokane, is the new bill clerk.

Mrs. Velma Wheeler, assistant cashier, is home from an eastern jaunt and back on the job.

Madison, Wis., beckoned Ray Haskins and wife for a month's vacation.

A holiday in San Francisco was enjoyed by Ralph Patterson, TCFB inspector.

Word has been received that Gene Hallan, former bill clerk in the freight office now located with the San Diego and Arizona Eastern in San Diego, welcomed his third daughter, Dianne Marie, recently.

SEATTLE YARD

F. J. Kratschmer, Correspondent

A movement is now underway in Seattle to organize a Milwaukee railroadmen's retirement club. Retired employes of all departments are welcome. Former employes now retired who would like to join or get further information should write to or telephone Byron P. Walker, 1110—6th Avenue North, Seattle 9, Wash.; phone Alder 6649.

B&B Carpenter B. D. Dyer left with his wife on May 15 for an extended trip through the Middle West. They went to Chicago, then to Fayette, Ind., where they visited with their daughter, and down through Kansas City to Mena, Ark., to visit other relatives. The trip took about three weeks.

Yardmaster A. L. McDonald and wife are cultivating a hobby which is taking up most of their leisure time. Both work for the Road, and at home they spend many happy hours among their roses, chrysanthemums, dahlias and orchids, on which they are specializing. Mac recently showed us a few fine specimens of orchids from his nursery in the south end of Seattle, and they sure were beauties.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Operator Beck of Highwood is on the job after vacationing in the Dakotas and Iowa. Dolly Owens was relief operator.

Brakeman Pete Zwolle and Mrs. Zwolle



ADIEU. Scene at the retirement party given recently by the Tacoma locomotive and store department employes in honor of C. L. Sandberg, clerk in the DMM office. Mr. Sandberg retired after 42 years of service, all at the Tacoma shops.

journeyed to Spokane for the district meet of the Women's Club. Mrs. Zwolle is president of Lewistown Chapter.

We are having a heavy wheat movement on the North Montana at this time. I was told that 200,000 bushels of wheat placed with the Montana Elevators and purchased by the government are being stored at the Hanover storage bins 10 miles west of Lewistown.

Sectionman Francisco C. Martinez of Great Falls was assigned as section foreman at Geraldine. This section was formerly at Pownal.

Operator E. W. Stewart of Danvers is going to Seattle for medical treatment. Dolly Owens will fill the vacancy at Danvers.

We extend our sympathy to Mrs. Arnold Syverson on the sudden death of her father, Herb Ferguson of Harlowton.

Conductor L. C. Soper is on vacation at this writing. His passenger run is being filled by Conductor C. K. Hatton.

Victor Farrar is holding the section foreman job at Hanover until the job there is bulletined.

Yard Clerk R. W. "Bob" Rasmussen of Deer Lodge has taken the third trick yard job at Lewistown.

News of the Veterans

John Jacob Barndt, retired H&D passenger conductor, passed away recently at Long Beach, Calif., where he had lived since his retirement. He was buried in the family plot at Everett, Wash. Mr. Barndt was born in 1874 at McComb, Ohio and moved to the Dakota Territory in 1884. The family settled near Bowdle, which was then the terminus of the railroad. Starting with the railroad as a call boy and messenger at an early age, he resided in Aberdeen from 1890 to 1937 and was a member of the ORC at Aberdeen for 50 years. He also had a Gold Pass for 50 years of Milwaukee Road Service, was a member of the Elks at Aberdeen for 43 years and at Long Beach, where he had lived since 1938, was a member of the Retired Railroad Social Club. He is survived by his sisters, Mr. Myrtle Stewart of Aberdeen and Mrs. Zetta Averall of Seattle, and one brother, Benjamin B. Barndt of Seattle.

Terre Haute Division

REA BUILDING

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

The recent improvement in the traffic department office is Miss Dorothy Ferguson. She comes to us from the Bledsae Coal Company and is replacing Dick Franzwa, who was promoted.

Dick Pettus, son of Mrs. Frances Pettus, stenographer in this office, was home on a week's leave in May. He is with the Air Force in Texas.

Mr. and Mrs. A. L. Burt (retired office engineer) spent the winter in Miami, Fla., and returned to Terre Haute on May 12.

Sympathy is extended to the relatives of P. E. Slade, retired engineer, who passed away at Mokenca, Ill., on May 12; also to the relatives of Mrs. Charles E. Kerch, widow of retired conductor, who passed away on May 19.

Trainmaster George M. Robson, Faithorn, Ill., retired late in May. James S. Conn will take over the trainmaster duties.

On May 15 the Women's Club held a potluck dinner in the dining room of the new Public Service Building. In observance of Mothers' Day a committee of male em-

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THE TRAVELERS
HARTFORD, CONN.

ployes served the meal. The entertainment was in charge of Bill Gravens, of the car department, and consisted of an orchestra and vocal selections by his daughters.

Homer "Peck" Wallace, assistant roundhouse foreman at Terre Haute, was transferred back to Bedford as roundhouse foreman effective May 23.

Guy Martin, brother of Engineer Joe Martin, died at Joliet, Ill., in May. The body was brought to Terre Haute for burial.

George Scott, father of Fireman William Scott, passed away in Terre Haute on May 19.

Some of the above items are through the courtesy of Mrs. Elizabeth Brown, clerk in the Terre Haute roundhouse.

HULMAN STREET YARD

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

We are glad to report Lawrence Burdsall, B&B foreman, as back to work after having been off for about a year due to illness.

Brakeman and Mrs. Vernon Hobert, Clinton, are the parents of a daughter, Deborah Sue, born several weeks ago. This is their first child.

C. C. McBride, retired conductor, was in the hospital at Clinton in May, but is now recuperating at his home in St. Bernice.

Conductor S. E. McReynolds had the misfortune to fall at his home in St. Bernice, fracturing his left arm.

Brakeman F. A. Sheets has returned to work after several months' illness.

Switchman Virgil Stedman and wife are the parents of a son, John Robert, born at Union Hospital in Terre Haute last month.

The Stedmans have another son, Ronald Allen.

Mrs. M. L. Hewitt, wife of Conductor Hewitt and mother of Yard Clerk William Hewitt, died suddenly at their home in St. Bernice on May 10. Burial was in Terre Haute.

Hugh Owens, retired engineer, died May 13 at the age of 79. He had retired after 41 years of service. Sympathy is extended to Mrs. Owens.

Carman Helper Edward Trover and wife are the parents of a son born May 1.

Sympathy is extended to Conductor and Mrs. Herman D. Tolliver in the death of their daughter in April.



Donna Joan Grigsby

Miss Donna Joan Grigsby, youngest daughter of Yardmaster Curtis A. Grigsby, Terre Haute, graduates from Terre Haute Gerstmeier High School in June with high honors. She was nominated to the National Honor Society, won the Daughters of the American Revolution Award, and was awarded a scholarship at Indiana State Teachers College. She has been active in Y-Teen work and the Youth Center, is an officer and musician in the Gerstmeier Tech band and orchestra, and past president of the Future Teachers Association. In addition, she is president of the Christian Endeavor Society of her church.

Donna Joan Grigsby was awarded a scholarship at Indiana State Teachers College. She has been active in Y-Teen work and the Youth Center, is an officer and musician in the Gerstmeier Tech band and orchestra, and past president of the Future Teachers Association. In addition, she is president of the Christian Endeavor Society of her church.

Chicago General Offices

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

Welcome to Henry Dromzek, draftsman in the office of Architect Ken Hornung. Henry, formerly of the International Harvester Company, came to the United States from Wetzlar, Germany, in February, 1952, together with his wife, Nelly, and eight and a half year old daughter Inez. He received his formal education at the Polytechnic Architectural and Engineering Institute at Giessen, Germany. Prior to coming to the United States, Henry was employed in Giessen by an architectural firm.

Also welcome to Theresa Walsh, the new stenoclerk in Mr. Powrie's office. Miss Walsh comes from the store department at Western Avenue.

Ed Tomasiak, design detailer in E. E. Burch's office, was confined to St. Joseph's Hospital after undergoing major surgery again. He would greatly appreciate hearing from you at home, 206 N. Ahrens Avenue, Lombard, Ill.

B. H. (Bill) Bobbitt, assistant engineer, Construction, at Bensenville yard, recently underwent major surgery at the Mayo Clinic and convalesced at St. Mary's Hospital in Rochester. He expects to be up and around about the middle of June.

J. C. (Johnny) Gawronski, chief clerk to general roadmasters, spent a week of his vacation in Milwaukee cheering the new Milwaukee Braves baseball team into first place in the National League. Johnny is an avid base-



PARTNERS. The principals in a Chicago Union Station romance which led to the altar—Mary Kent, typist, and Donald C. Michela, chief docket clerk in the freight traffic department. They are shown at the reception which followed their marriage in Holy Cross Church, Deerfield, Ill., on May 23. They plan to live in Deerfield.

ball fan and feels personally responsible for the high state of efficiency the Braves have achieved. What about the Cubs, John?

W. R. Spinks, secretary to B. J. Ornburn, has been bitten by the golf bug. At the request of John Helm, assistant engineer in Mr. Christianson's office, "Bunker Bill", as he is now called, played his first round at White Pines Club, Bensenville. Using a fine set of clubs loaned to him by Ken Clark, principal assistant engineer, he played a real hang-up game. (He's also paying to have the clubs straightened and repaired.) On the first hole Bill put the ball into the ditch; into the pond on the fifth; and called loudly for a shovel on the seventh. On the 10th hole, he sank a 20-foot putt and is now considered a veteran (by himself). As a reward for getting such a high score, Mrs. Spinks allowed him to wash all the screens and windows. Incidentally, his instructor, John Helm, also an ardent golfer, trained for his match with "Bunker Bill" by practicing with Bob Hope at the Diverser driving range. It's a fact! Bob Hope and John spent some time one evening driving balls from tees adjacent to each other. John also took part in the National Golf Day at the Evergreen Country Club. He nearly beat Julius Boros, National Open champion, and missed winning the Life Magazine Medal by two strokes.

Visitors to the office of H. B. Christianson, assistant chief engineer, system, not only get answers to engineering problems but are treated to a gallery showing of fine paintings. Mr. Christianson can well be proud of these paintings, as they are the work of his wife, who has studied for several years at the Art Institute of Chicago. The pictures are changed periodically. As Mrs. Christianson paints a new subject, Mr. Christianson replaces an older picture, thus providing a constant variety in his private gallery. The subjects are varied and display genuine talent, especially the marine subjects. These appeal to me as

I am partial to seascapes. In my opinion, Mrs. Christianson's paintings of Lake Michigan scenes are especially well done.

Some of you retired folks must have news. Why not drop me a line? I know just former associates and friends want to hear about you and what you are doing to keep out of mischief. Just address your correspondent c/o Room 898, Chicago Union Station.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Wedding bells greeted Al Kressner on May 16; he was honored with a shower on May 15. Margaret Gallagher who has been on furlough since May 5 on account of illness vacationed with her husband Andy in Florida.

Joseph P. Franz, our bookkeeper, served as foreman of the May grand jury.

Sophie Pflücke has been on leave since Apr. 7, taking care of her sister. She has now returned from the hospital and wishes to express her appreciation for the many cards she received.

Good news has been received, advising that Corp. George Kullowitch returned home from service in Korea on May 22.

A bridal shower was given for Marian Toblaske on May 22. She was married to Dr. R. J. Pionke on May 23.

Anna Jeske was granted a leave of absence on May 19.

PURCHASING DEPARTMENT

E. Gallbreath, Correspondent

Eleanor Magnuson is, at this writing, quite ill at her parents' home in Rockford, where her sister is nursing her through a stage of pneumonia.

Tim Donohue is taking his vacation in June, after which he is joining the Army.

An interoffice golf tournament was held at Chapel Hill, McHenry, Ill., on May 25. The contestants were Louis Smith, Herb Maass, Tim Donohue, Jim McPherson, Dick Andrich, Ed Mosecinski and John Beton. They are all talking about the good time they had, and about their sunburns, but they are very quiet about their scores. We did find out that Louis



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was first, Dick second and Jim third. The rest, presumably, are beyond mention. They are planning another outing in the near future and are inviting all members of the purchasing department. If you wish to join them, see Louis Smith. Note: Though the boys will no doubt be brushing up their game, it would seem that even beginners have a good chance to score.

If anyone noticed and was wondering about the baby orchids worn by some of the girls on May 27, it was due to National Secretary's Day. In case you have not heard, on that day it was quite in order for the boss to present his secretary with flowers or candy to show his appreciation of her services.

OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

In the past few months the following fellow employes passed away: James Pease, Mar. 19; Bertha Olmstead, Mar. 20; Richard Kane, Apr. 12; H. Jay Betts, Apr. 14; T. J. Fitzgerald (retired), May 12; and James Keleher, May 17. Mrs. Keleher wishes to take this means of expressing her appreciation for the remembrances and sympathy of Jim's fellow employes. "They were a great comfort during a time when only the understanding of friends can be of consolation", she said. Sympathy is also extended to Mae and Lydia Schuler in the death of their mother on May 2 and to Edith Marquiss in the loss of her mother on May 17.

A dinner in honor of John Griffin on the occasion of his retirement was planned for May 14 but due to his sudden illness it had to be cancelled. However, we hope he will spend many hours relaxing in the lounge chair presented to him by his co-workers.

Edith Marquiss recently became assistant bureau head of the local and interline balance bureau, succeeding Andy Duffy who was appointed bureau head of the waybill filing bureau; also, Helen Breen was assigned as assistant bureau head of the estimated earnings bureau.

St. Hyacinth's Church was the scene of

the Robert Schultz-Helen Helwig wedding May 30. Nuptials scheduled to take place during June are John Mischke, Jr. and Lillian "Bunny" Scharba on the 13th, and Arthur Wochowski of this office and Mitzi Mutert of the typing bureau on the 27th.

The welcome mat was rolled out for Ralph Gatto on his return to work May 1 after serving 13 months in Korea with the armed forces.

Adele Hirsch is convalescing from a recent operation. Emily Cluever is confined to her home due to a fractured shoulder blade incurred May 16. George Markell underwent an eye operation; glad to report he is recovering nicely. Gerry Baldaccini is on furlough due to ill health.

Helen Barth announced the arrival of Kenneth on Apr. 30.

Bernice Kobiakko recently spent a week in Florida.

Dora Vazquez joined our employ on May 1. Her native land is Puerto Rico.

One of our co-workers is a former baker. For a delicious and beautifully decorated cake for that special occasion see John Plotzke of the waybill filing bureau.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Sympathy is extended to Frank Mueller on the death of his sister and to Katherine E. Steller on the death of her father.

Jack H. Monson left our service May 5 to take up an assignment with Uncle Sam.

New employes of our Milwaukee family are Joan H. O'Rourke and Michael Coolidge. Mrs. Cecilia Mansfield has been granted a leave of absence due to illness.

We are happy to report that Traveling Auditor T. D. Hakes has recovered from his recent illness and is back on the job.

At this writing Margaret and Andy Gallagher are vacationing in Miami, Fla.

Elmer Linden, assistant auditor of station accounts and overcharge claims, gained a son-in-law through the marriage of his daughter Helene on May 23.

Charles Gardner has been granted a leave of absence to accept a position with the clerks' organization as local and division chairman.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Wedding bells rang out for Shirley Aromi and Louis Bondel May 2 at St. Jerome's Church; reception followed. They honeymooned in the East. Kathleen Moran of central "comp" was one of Shirley's bridesmaids.

Ruth Harrington and Bob Rinaldi were married on May 23. They spent their honeymoon in Florida and the Bahamas.

Dolores Check left the services of the company to take a position with an advertising agency.

Chris Steggers is recuperating from a knee injury. Flo Hurless is still ill, but we hope to see her back soon. Clara Gustafson has been ill for some time.

Mr. and Mrs. Dryer spent their recent vacation in Florida. Ray and Marge Wagons went visiting friends in Missouri. Gail Wilson flew to California.

Rena Kittle, formerly of the "comp" bu-



HOUSEKEEPING DUET. An engaged couple of the freight auditor's force in Chicago, Helen Helwig and Robert Schultz, smiling their thanks for the household gifts presented to them last month by fellow employes. Their marriage was an event of May 30.

reau, came to pay her old friends a visit. Since her retirement Rena is living in California.

Tom Fitzgerald, retired, underwent surgery. He is in Norwegian American Hospital at this writing and well on the road to health.

Jean Palezewski and Edythe Sommertino are on furlough to await the stork.

CHORAL CLUB NEWS

Theresa Glas, Correspondent

E. J. Stoll, president of the club, and Mrs. Stoll invited members to a buffet supper and open house at their home on Sunday, May 17. Phil and Vi MacDonald assisted as co-host and hostess. Mary Maney, a charter member of the alto section, was feted on this occasion. Mary has retired from railroad service and will make her home in the Golden West. It was a grand gathering as former members had been invited, giving Mary an opportunity to visit with them before departing. A beautiful corsage, pin and purse were presented to Mary along with many good wishes.

By the time the Magazine reaches you a concert at Logan Square Methodist Church will have been presented on June 10.

A record audience assembled in the grand ballroom of Central Masonic Temple the evening of May 22 when we filled an en-

gagement as the feature attraction at the meeting of Kilwinning Lodge No. 311.

In connection with the club's performance for Kilwinning Lodge, President E. J. Stoll received a letter from F. H. Miller, W.M., from which we quote in part: "Your club is a fine example of what can be accomplished if people are willing to take the time and have the patience to do it. Never have I heard more unanimous praise of a performance. The Milwaukee Road can be proud of your group."

Viola Zechlin and Charlotte Narva have been released from the hospital and are recuperating at home.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Sidney Grossfeld of the record department left May 29 to take over a new position.

Welcome is extended to Eunice Maxim, Don Millar and Robert Ryan.

Vincent Hunt, retired OS&D bureau head, dropped in for a visit; at present is vacationing in the western states and Canada.

Letter from Paul L. Reimers was received stating he has conquered his illness and is looking forward to returning home in the near future. He also wishes to thank everyone for the birthday gift and card.

A letter from Anna Nasheim states she is enjoying her stay in Norway and hopes to visit Sweden very shortly.

Mary Powitz has been appointed head clerk of the typing bureau, due to leave of absence of Anna Nasheim.

Ethel Haynes celebrated 35 years of continuous service with the Road on May 15. A small party was given in her honor by the girls.

J. J. Crosby of the Association of American Railroads, formerly of the freight claim department, passed away on May 5.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Sympathy is extended to the family of Roy Jackson, retired assistant general agent, who died May 23 after a long illness. Mr. Jackson entered service as a yard clerk in Seattle on Nov. 1, 1916, holding various clerical positions until 1920 when he was appointed city freight agent. He was promoted to traveling freight and passenger agent in 1927 and to assistant general agent in July 1928, which position he held until April, 1951 when he took a leave of absence due to illness. He

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GALEWOOD ADIEU. B. C. "Barney" Pobloske, assistant agent at the Galewood freight house, Chicago (center), with Mrs. Pobloske at the retirement party given in his honor at the Central Plaza Hotel May 16; R. T. McSweeney, oriental traffic manager, serving as master of ceremonies, is at the left. Barney, who had completed 47 years of service was presented with a purse by some 200 co-workers. (Dworak's Motor Service photo.)



retired on Oct. 1, 1952. He is survived by his wife Mary, son Richard and daughter Mrs. Betty Foerster.

Lt. (jg) Norman Lusk was a recent visitor in the general offices. He was recently transferred from California to Fort Lawton, Wash., and is now awaiting orders for Korean duty.

L. V. Anderson, superintendent of transportation, is at this writing attending summer camp at Camp Atterbury, Ind., where he will answer to "captain" for two weeks. W. R. McPherson, assistant to general superintendent of transportation, Chicago, is acting superintendent of transportation during his absence.

Dave Schneider is the new reservation clerk in the passenger department, filling a vacancy created by Bill Johnson's transfer to the D.F.&P.A. office at Butte.

Jack Thomas, chief clerk to assistant general agent, is the father of twin boys who arrived at the Thomas home on May 2. They were named David and Daniel.

Barbara Ann McClennig is the new stenographer in the purchasing department, filling the position vacated by Jane Walters.

Chicago Terminals UNION STREET

Florence La Monica, Correspondent

Alex Popiel, checker in house 3, is confined to the Garfield Park Hospital at this writing, after undergoing surgery. He is recuperating nicely.

The father of Michael Jakubowicz, checker in house 5, was laid to rest on May 28; also, the infant daughter of B. Birdwell and the

son of M. Poradzicz passed away recently. Our sympathy is extended to these families.

I have been asked to mention the manner in which the girls at Union Street handled the details for the retirement party of our agent, Roy G. Larson. Several of our folks called me and asked me to say, "Congratulations, girls."

We wish to congratulate Burt M. Smith on his appointment as agent. Mr. Smith has labored long and arduously in the interests of the Road and all of us at Union Street are happy in his promotion.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Switchman Lloyd Otis started out the golfing season with a bang. He made a hole-in-one at Waveland Golf Course on May 15—on the 6th hole of 130 yards! Let us know if any more of you golfers get to sizzling like this fellow.

By the time this is in print Fireman Walter Mickey will have completed his vacation and started his retirement. He came to the railroad Oct. 9, 1926, spending the last 10 years working with Engineer Burgison on C&M 74 and C&M 69. Walter has worked on the Illinois Division, the Southeastern and the C&M. After a few months' traveling around the country he and his wife plan to settle down on a resort in Minnesota.

Jay Line Conductor Jim Murphy, still in Wesley Memorial Hospital at this writing, was surprised the last of May when the nurses sang Happy Birthday to him and helped him celebrate with a big cake. Mrs. Murphy came

down from Madison, Wis., to spend the day with him.

Our sympathy to Switchman Miner Angle whose wife passed away the last of May.

Engineer Arthur Murawska, known to flower growers as the Peony Man, has some very choice peonies and iris this year that he has bred and raised himself. Art hopes to take some ribbons this year with these special blooms. Being one of the best read men in the state on peonies and iris, a trip to the Murawska flower gardens at River Road between Grand and North Avenue is well worth your time.

Switchman Art Wiseman has made his date as relief phone director.

Trainmaster Johnny Melvin and wife recently drove to El Paso, Tex., to visit their son who is in the Army.

GALEWOOD

Norma Gunderson, Correspondent



Muriel Brown

Muriel, the 17-year-old daughter of Checker Charles E. Brown, was chosen to act as a Junior Speaker for the Chicago Community Fund during the observance of Thanks to You Week, June 7-13. The purpose of the week is to give public recognition to the people of Chicago who provide health and welfare services through their gifts to the Community Fund, and report to them on how their Red Feather dollars are spent. As a member of the Junior Speakers' bureau, Marion gave a talk before the Irving Park Presbyterian Church congregation in which she said "thanks" on behalf of the families who are benefitting from the services which received support during last year's campaign. Marion attends Carl Schurz High School where she plays in the band and orchestra and is a reporter for the school newspaper.

Sorry to report that Madeline Kunberger was obliged to leave the company due to ill health.

Checker Archie Sinclair and wife are spending a month's vacation at Zephyrhills, Fla.

Foreman Leon Christensen's daughter Carol was married and is now residing in Kansas City.

Irene Giertz, counter clerk, returned to work May 21 from a leave of absence because of illness.

Sympathy is extended to Switchman Minor Angle whose wife passed away Apr. 26.

Pfc. Norman L. Beaubien, son of Sidney Beaubien of the cashier's office, was congratulated by Col. Donald R. Patterson, adjutant general, at a ceremony in Korea on receiving the Commendation Ribbon with Medal Pendant for meritorious service. He was decorated for outstanding performance of duty while assigned to the X Corps adjutant general section as a clerk typist. Serving in Korea since July, 1951, he is now at home released from Army duty.

A delegation of 11 men from Norway along with a representative of the Material Service Association, Washington D. C., visited the freight house May 27.

Trans-Missouri Division

WEST

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

One hundred and fifty members of Miles City Milwaukee Service Club gathered at the

and entered the employ of the railroad as a freight brakeman in 1911. Mr. Dunlap had been in poor health for some time. He is survived by his wife and two daughters.

Chauncey D. Tarbox, retired conductor, passed away in a Seattle hospital May 5. He had been in poor health. Mr. Tarbox was born in Spencer, Wis., Dec. 9, 1876. He en-

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(Advertisement)

Eagles dining hall Apr. 25 for their annual "Jiggs Dinner". Chef Sam Leo and his corps of kitchen helpers furnished a bountiful supply of traditional corned beef and cabbage with all the trimmings.

Alex Dunlap, Trans-Missouri conductor, passed away May 1 at a Seattle hospital. He was born Apr. 29, 1888 at Sheffield, Mont.,

tered Milwaukee train service in 1899 as a brakeman on the Valley Division. He moved west in 1907 and following his promotion to passenger conductor in 1911 he worked out of Miles City until his retirement in 1943 when he moved to Seattle. He was a member of the Masonic Lodge, the Eastern Star and the Order of Railway Conductors of America. He



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is survived by his wife, a daughter, three sons, a sister, eleven grandchildren and three great-grandchildren. Masonic funeral rites were held in Seattle.

Jeannie Cook, daughter of Mrs. Fred H. Cook, and Freight Brakeman Richard Iholts, son of Mr. and Mrs. Everett Iholts, were married May 3 in the First Presbyterian Church of Miles City. After a wedding trip to western Montana the couple will make their home in Miles City. Mr. and Mrs. Iholts are both graduates of Custer County High School.

Adolph J. Ruegge, retired pipe fitter helper, passed away at his home May 11 after a brief illness. A long time resident of Miles City, Mr. Ruegge was born Feb. 16, 1885 in Morrison, Mo. He is survived by a brother and a sister.

Leonidas Demetriou Elkas, retired boiler-maker helper, passed away at his home in Florina, Macedonia, Greece, on Apr. 17. Born Feb. 21, 1878 in Greece, Mr. Elkas, or Jesse James as he was affectionately known to mechanical department forces on the TM, came to this country and later entered the employ of the Milwaukee. After his retirement he returned to his native country. He is survived by his wife.

Marilyn Pyle, daughter of Instrumentman Vern Pyle, was one of five students to win scholastic honors at the annual spring scholastic meet held at Montana State College, Bozeman. Miss Pyle was awarded a \$100 scholarship, won in competition with more than 500 students from various Montana high schools. She is currently one of three students tied for valedictorian of the 1953 graduating class at Custer County High School in Miles City.

Jess Hiers, agent at Lavina, Mont., was recently admitted to the Holy Rosary Hospital in Miles City for treatment.

At last we have an oil well, and the best one discovered to date in the Williston Basin, near our railroad. Oil shipments began from Baker, Mont., during May from Shell Oil Company's Cabin Creek producer currently rated at better than 4,000 barrels per day. Shipments at present are limited to the amounts which can be trucked to loading facilities.

QUIZ answers

1. Lower.
2. A following section.
3. Time of departure.
4. Maine once had seven 2-foot gauge railroads—more than all other states combined.
5. The front engine.
6. After the Civil War; May 10, 1869, to be exact.
7. A braking device in the track which presses against the sides of the car wheels.
8. The remainder of total income after operating expenses, rentals, taxes, interest and other fixed charges have been paid.
9. About one-half (18.9 cents in 1949).
10. Three hours should be added.



VALLEY VETERAN RETIRES. Conductor S. J. "Sam" Loomis, known to every employe on the Wisconsin Valley and to hundreds of Northwoods vacation travelers, making his last run on May 23 after 51 years of service. The Valley Hiawatha crew pictured with him consisted of, from left: Fireman S. A. Schultz, Engineer A. C. Krueger, Trainman E. E. Karner, Conductor Loomis, Waiter-In-Charge Walter Shelton and Trainman F. P. Fredrick. Mr. Loomis, who started as a section hand at 17, had been in train service since 1903 and had never missed a day's work due to illness. His father, J. B. Loomis who is now almost 97, was a section foreman and roundhouse employe at Tomahawk for many years, and his son Gerald is a fireman-engineer.



BASEBALL BOUND. Down the unloading platform and across 44th Street go these Milwaukee Braves fans who traveled to Milwaukee May 10 on a special train sponsored by the East Side Businessmen of Madison, Wis. (Also see back cover).

JANUARY-JUNE. Milwaukee Chapter of the Women's Club holding its semi-annual birthday party on May 18 at which members whose birthdays occur during the first six months of the year were hostesses to the July-December group. The scene shows the Hiawatha Service Club Band presenting a program.



HATS were regulation office attire in 1898, to judge by this old picture of the Road's former office in Omaha, submitted by W. E. Bock, retired general agent passenger department in that city. The office was located in an old two story brick building at the northwest corner of 15th and Farnam Streets. Shown left to right: H. P. Butler, chief clerk; unidentified; "Happy Cal" Wagner, traveling passenger agent, Denver (formerly a famous minstrel man); Emil Brandeis, of the firm of J. L. Brandeis & Sons, Omaha, who was lost on the ill-fated Titanic 14 years later; Eugene Duval, assistant to general agent; W. E. Bock, operator and stenographer; W. C. Rink, office boy and later TFGPA, Des Moines; George B. Haynes, city passenger agent and later passenger traffic manager, who died May 2 of this year; and Court S. Carrier, city ticket agent.



FOR SAFETY. The cooperation of The Milwaukee Road in the safety activities of the state of Minnesota during 1952 is recognized by the Minnesota Safety Council with the presentation of the Governor's Industrial Safety Award Certificate. E. C. Kiesele, superintendent of safety, Chicago, is shown (left) receiving the award at St. Paul on May 13 from Governor C. Elmer Anderson; A. V. Rohweder, president of the Minnesota Safety Council, is looking on.



MILLINERY MADNESS. Bonnets designed by milady were headline stuff at the May breakfast of Mason City Chapter of the Women's Club. Prize winner of the lot was Mrs. W. P. Trenkler's "Hiawatha", a pancake type topped with an Indian doll and tepee. Mrs. W. T. Blackmarr's "Diesel Switch" featured a miniature engine and ruffled travel folders. (Mason City Globe-Gazette photo)

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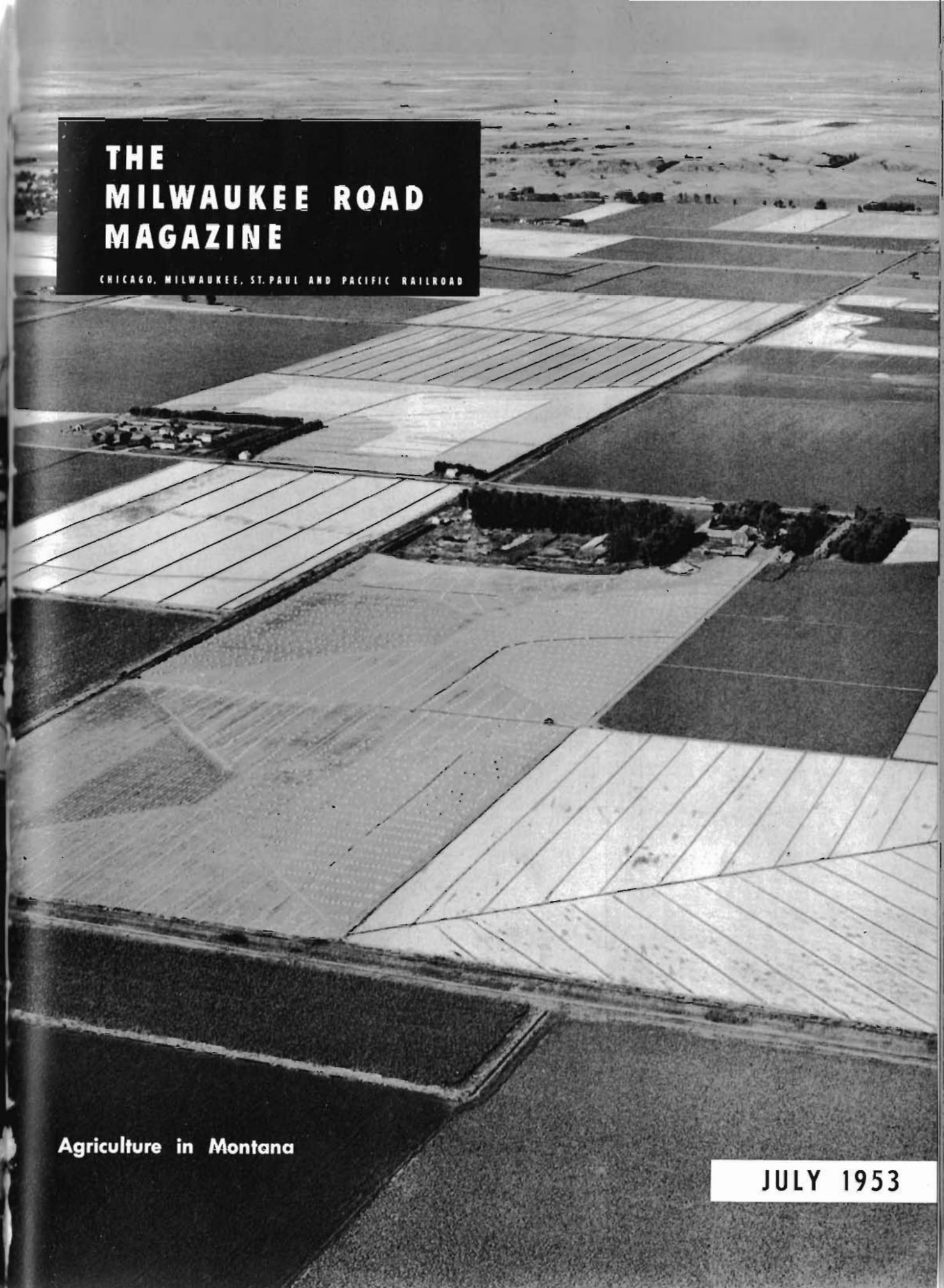
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CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

MILWAUKEE BRAVES fans from Madison, Wis., more than 600 strong, were first to use the Road's new Bluemound station in Milwaukee, where a loading and unloading platform has been built near the 44th Street entrance to the ballpark.



Agriculture in Montana

JULY 1953