

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

Agriculture in Montana

JULY 1953

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THE MILWAUKEE ROAD MAGAZINE

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Seeing What We Look At

I HAVE mentioned the fact in staff meetings repeatedly but would like to emphasize it for everyone on the Milwaukee Road:

In our continuing drive toward better service and greater efficiency there is nothing more important than cultivating the habit of seeing what we look at.

The point is less obvious than it may appear, for it is an unhappy fact that all of us are subject to the human failing of only half seeing the things around us, and not profiting by what we do observe. Scientific tests indicate also that practically everyone functions on a lower mental level than he is capable of, and consequently does less than his best. People, it seems, tend to live their lives in little preoccupied ruts. On a railroad such an attitude leaves a great deal to be desired.

The sum total of such attitudes determines whether or not a business organization drives ahead with progressive vigor. And it is largely a matter of attitude. One group bends to a humdrum task from day to day while the other, alert to new ideas and eager to learn and put into practice better methods, looks ahead to the more productive, more rewarding job they can do tomorrow.

The importance of seeing and learning applies to everything we do, from writing letters to dealing with people on trains, driving spikes and soliciting traffic. Our methods may seem efficient, productive, safe—but look around! The other fellow may be doing it better.

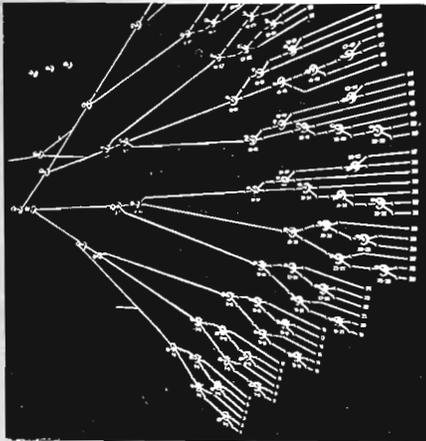
Company progress and individual success are built on the principle of always making tomorrow a little better. But tomorrow will forever be the same unless we really see what we look at today.

J. P. Kiley



PROGRESS REPORT

Eastbound Portion
of Bensenville Retarder
Classification Yard
Goes into Operation



Testing diagram in the instrument house near the retarder tower provides a simplified impression of the yard layout as it will appear when all 70 tracks are in. Retarders are not shown, and tracks are longer than indicated.

THE most important news on The Milwaukee Road centers around the new retarder classification yard at Bensenville, Ill., 17 miles west of Chicago, a portion of which is scheduled to be put into operation shortly after the middle of July. That portion, consisting of 37 tracks and known as the eastbound yard, constitutes, roughly, the south half of the area which will be occupied by 70 classification tracks when the project is completed.

Work began on the giant undertaking

July, 1953



From this office (now glass enclosed) atop the three-level tower at the crest of the yard the yardmaster commands a view of the master retarder (left), the retarder tower (right) and all of the classification tracks. The 37 lying to the right of the one leading straight down from the incline constitute the eastbound yard, now going into operation. Picture taken late in June.

Jan. 29 of this year and is expected to be completed in November. The entire project, costing approximately \$5,500,000, promises to be the world's largest and most modern freight car classification yard employing both route switching and retarder speed control. The capacity of the tracks will range from 52 to 102 cars each, with a total capacity of 5,311 cars when completed.

Like Air Line yard in Milwaukee, which went into service less than a year ago, the Bensenville yard is designed to provide better service to patrons through the faster handling of cars, as well as reduce the possibility of damage to the contents of the cars.

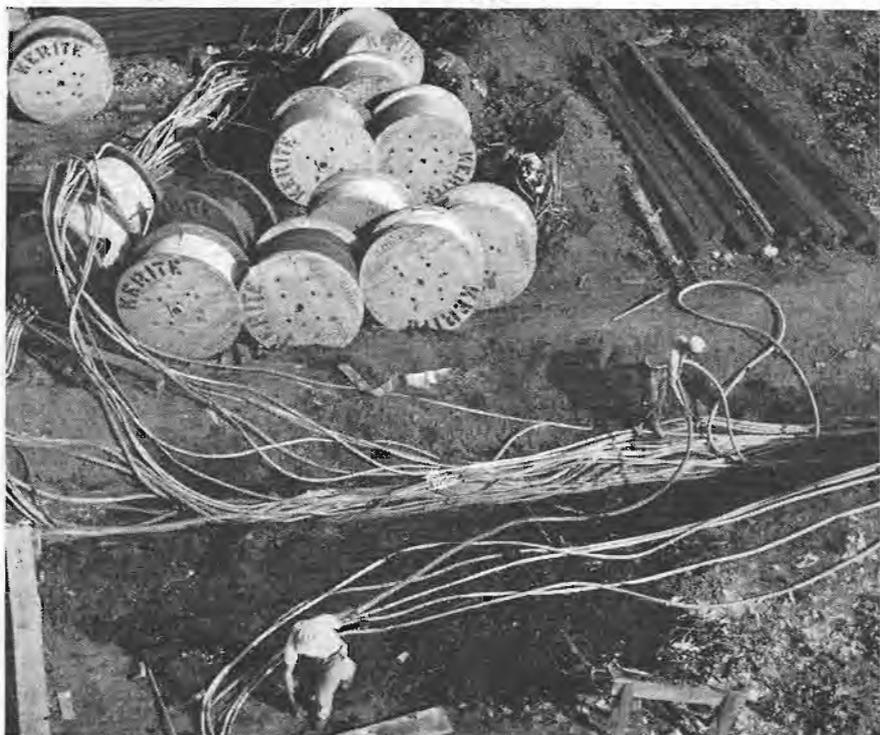
The operation of the new facility will be a study in coordination, with the greatest possible use being made of modern automatic devices.

Trains arriving in Bensenville yard where all freight cars to, from and through the Chicago area on the Milwaukee Road will be switched, will pass

Rising 100 feet, five towers such as this will provide flood lighting for night operation of the entire yard.

a train checker who will record the car numbers on a tape recorder. Typed lists showing the car numbers, together with the weight, description of contents and the track numbers to which the





Cables containing the electric wiring for control of retarders, switches, signals and many other devices were laid in trenches.

On the console is a miniature diagram of the yard layout, as well as an illuminated panel showing the next five routes set up by the switch foreman at the crest.

On the console in each tower are six levers which the operator can set to control the speed at which cars will leave the retarder. By pushing a lever in one direction for a heavily loaded car and reversing it for a light car the retarders will automatically apply the required pressure to slow the car to the desired speed, as well as provide required spacing between cars being switched.

The master and intermediate retarders can be set so that cars will leave these retarders at speeds from 6 to 12 miles per hour. Cars are controlled to leave the final retarders at speeds of 4 to 10 miles per hour, depending on how heavily they are loaded and how easily they roll. The grade of the tracks after leaving the final retarder is such that the cars gradually slow down approaching other cars on the same track. The system is designed to classify 3,600 cars in a 24-hour day.

cars are to go, will be dispatched by pneumatic tubes to all involved in the switching operations.

Continuing on to a receiving track, the cars will be inspected and journal box lids raised to permit lubrication of axle bearings.

Next the trains will be pushed to the crest of the grade, which is about 20 feet above the area where the cars will enter the classification tracks. On the way they will pass over devices that detect flaws in the brake rigging carried underneath the car and will pass a facility where lubricating oil will be squirted into journal boxes previously opened.

At the crest a switchman will "cut off" or separate cars that will continue by gravity onto the various tracks.

In an office at track level at the crest a switch foreman seated at a desk-type routing panel can, by pushing one of 70 buttons, automatically line up the switches that will permit a car or group of cars to roll onto any of 70 tracks. An illuminated panel indicates to the foreman-operator how he has set up in advance in consecutive order the next five "cuts" or groups of cars to be switched.

Half way down the gravity grade there will be two towers, one on each side of the yard, from which operators seated at desk-type consoles will control the speed of the cars into the classification tracks.

The Cover

RESEMBLING a study in modern design, the fertile farmlands along the lower Yellowstone River present a striking picture of agricultural progress typical of the farming areas served by The Milwaukee Road.

While most of eastern Montana is primarily grazing country, there are several irrigation projects such as this one along the Yellowstone River (flowing just to the left of the area shown) which The Milwaukee Road follows from Forsyth to Terry. In this part of eastern Montana there is also irrigation along the Musselshell and Tongue Rivers tributary to our line.

Irrigation has made great progress in Montana during the past two decades. All of the state's 56 counties now have some irrigated agriculture. It is estimated that 75 per cent of the livestock producers in the state are dependent for winter feed on hay produced on irrigated land.

Agriculture—farming and ranching—is Montana's leading industry. There have been years when over 80 per cent of the state's total income came from the sale of farm and ranch production.

Wheat harvesting will soon begin. The crop looks good. Moisture during the late spring and early summer has been the best in several years, particularly in eastern Montana, which ordinarily receives less rainfall than most other territory served by our railroad. This means a great deal to the livestock industry, as there are about 5 per cent more cattle and calves in Montana than a year ago. In 1952 nearly 29 million bushels of winter wheat and about 55 million bushels of spring wheat were grown in Montana. Grain farming in the state also includes the growing of flax, barley, oats and some corn. Sugar beets are grown under irrigation in some parts of the state—in our territory particularly in the Carterville-Thurlow Project along the Yellowstone.

It is a promising year for Montana's leading industry.

L. J. Benson and L. B. Porter Retire

JUNE 30 marked the conclusion of two Milwaukee Road careers which were notable both for their length and their accomplishments. L. J. Benson, assistant to president, long identified with the company's police work, safety and fire prevention programs, and L. B. Porter, superintendent of telegraph and signals, who directed the installation and maintenance of those many facilities which rank with the diesel locomotive as the mark of modern railroading, retired on that date. They had 47 and 43 years of Milwaukee Road service respectively.

In addition to other farewell affairs given by railroad officers, employes and friends both inside and outside the railroad fraternity, the two men were honored at a luncheon held in the Chicago Club on June 29 and attended by President Kiley and many other officers of the railroad.

"Larry" Benson, who remarked on his last day with the railroad that he was hired with boxing gloves on and hadn't had them off since, ends a career which has been as colorful and vigorous as any in the history of the industry. Born in St. Louis in 1888, he was only 18 years old when he went to Milwaukee for a boxing match and was hired in the Y.M.C.A. gymnasium there by W. C. Bush, local station master.

That was in 1906, and his first jobs were those of call boy, engine wiper, store department employe, machinist helper and fireman. He entered train service as a passenger brakeman in 1908 and in 1913 transferred to the police department as general inspector, having meanwhile distinguished himself in connection with a train accident in January,

1912. In 1916 he became captain of police at LaCrosse, served later in the same capacity in Chicago, and in 1921 went to Seattle as chief of the police department. Two years later he returned to Chicago as superintendent of police of the system, and in 1925 was appointed general superintendent of police of the system. In 1939 he became assistant to chief operating officer in charge of police, fire prevention and safety, which title was changed to assistant to vice president on Dec. 3, 1945. For many years he also was in charge of the smoke abatement program. His appointment as assistant to president came June 1, 1947.

Mr. Benson has served with distinction as an officer of many state, national and international associations of law enforcement officers. He originated the legislation creating a state Bureau of Identification and Investigation in Illinois, now known as the Department of Public Safety. He is a former member of the state Board of Pardons and is well known in police circles for his work in the solution of the famous mail train robbery which occurred at Rondout, Ill. in 1924. He served five terms as president of the Chicago Railway Special Agents and Police Association.

"The thing that happened on this big railroad in March," Mr. Kiley said at the luncheon, "is typical of Larry Benson. During that month we received not a single claim for stolen freight." The record is believed to be unique among major railroads.

Mr. Benson plans to start his retirement with a good rest at his home in Libertyville, Ill. and at his summer place on an island in nearby Countryside Lake.



L. B. Porter, who directed the installation of many of the automatic devices at Air Line yard in Milwaukee and the new classification yard at Bensenville, checks a track diagram.

The career of L. B. Porter was of an entirely different nature, although equally significant in the far-reaching effect it has had on the character and efficiency of the railroad.

Mr. Porter began signal work on the Union Pacific in 1906, following which he was employed in the signal department of the Wabash and the Rock Island. He joined The Milwaukee Road as chief draftsman in the signal department in 1910 and was promoted to the position of signal engineer in 1930. He was appointed superintendent of telegraph and signals in 1933.

During his 43 years with the Milwaukee, Mr. Porter pioneered in developing the automatic type of interlocking for railroad crossings and has been closely identified with the extension of automatic block signaling and centralized traffic control over 3,654 miles of Milwaukee Road main line, as well as the installation of other forms of safety devices and electrical equipment over the entire system.

He was elected chairman of the signal section of the Association of American Railroads in 1947 for a one year term.

Speaking at the retirement luncheon, Mr. Kiley said, "He is leaving monuments to Les Porter all over the railroad, such as the controlled automatic block system on the Trans-Missouri Division, the retarder yard at Milwaukee and the much larger yard at Bensenville."

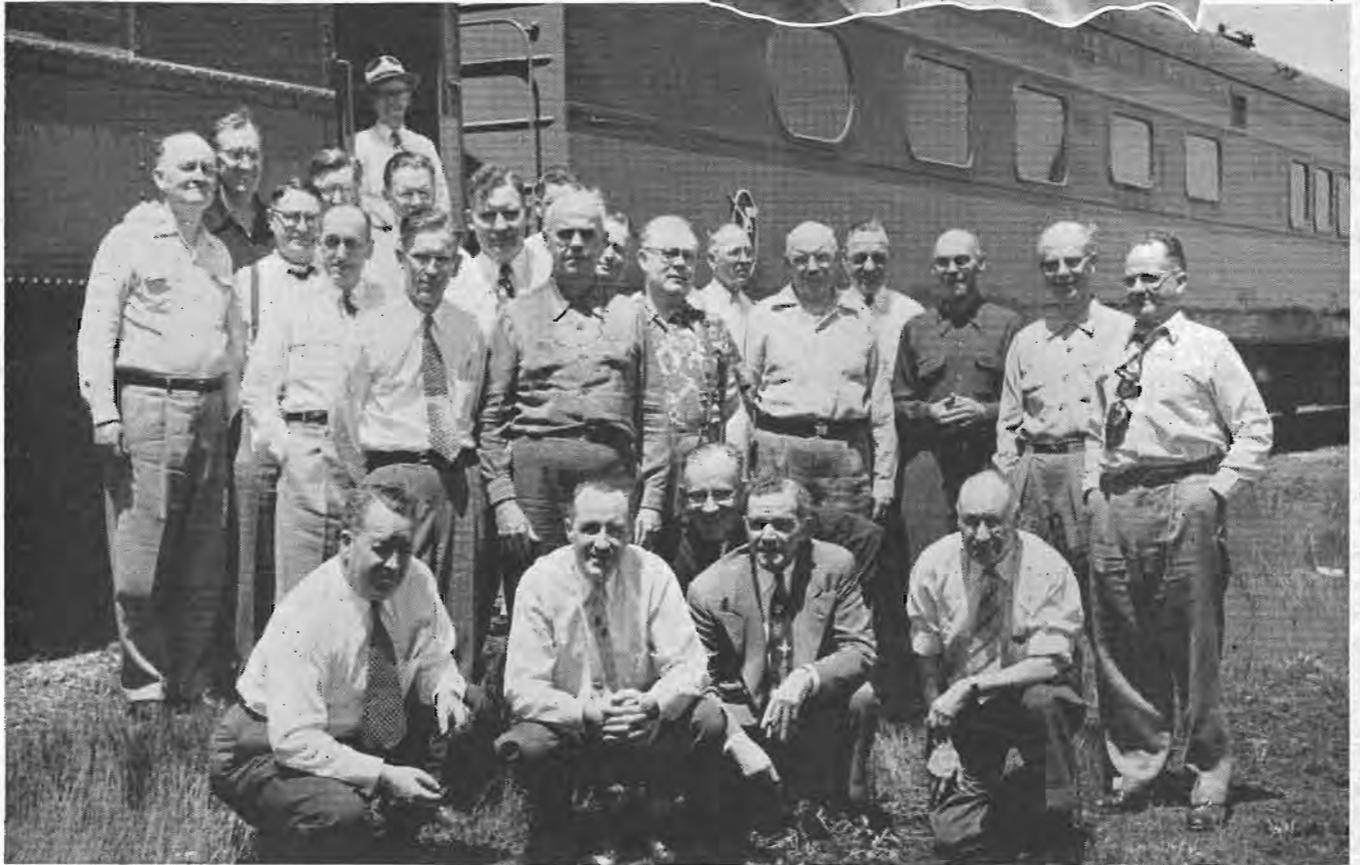
The Milwaukee Road is a better railroad for the work of L. J. Benson and L. B. Porter.



The quick and complete solution of the Rondout mail robbery case was a highlight in the busy career of L. J. Benson. He is shown here with pictures of the criminals involved and the volume containing complete testimony in the case.

SE 82 to Terre Haute

Standing in the cab of the diesel engine on SE 82, H. L. Holmes, general agent at Denver, studies the division time table. Earl Peters, traveling engineer, at right; Engineer Frank Ridgley at left.



The group which made the Terre Haute trip on May 21, shown at Faithorn. Front row, from left: J. O. McIllyar, freight traffic manager, Chicago; J. H. Bradley, GA, Winnipeg; J. G. MacDonald, GA, Salt Lake City; J. G. Hatcher, GA, Dallas; and R. S. Moore, GA, Toronto.

Standing, from left: D. J. Sullivan, TF&PA, Spokane; L. F. Walsh, DF&PA, Great Falls; H. D. Collingwood, DF&PA, Aberdeen, Wash.; H. A. Washburn (rear) commercial agent, Tulsa; F. W. Watkins, GA, Seattle; W. D. Goss (on step) GA, Boston; P. A. Larson, GA, Atlanta; C. P. Cassidy, DF&PA, Terre Haute; E. E. White, GA, Portland, Ore.; R. B. Amis (obscured) GA, Los Angeles; V. E. Straus, AGF&PA, Butte; L. J. Kidd, assistant to western traffic manager, Seattle; C. S. Winship, DF&PA, Miles City; R. A. Kinnear, GA, Everett; H. L. Holmes, GA, Denver; J. E. Marshall, GFA, Seattle; Paul Wilson, western traffic manager, Seattle; E. C. Chapman, GA, Vancouver; and J. H. Agner, DFA, Tacoma. H. O. Engel, AGFA, Seattle, is not shown.



WHEN the freight train known as South-eastern 82 left Bensenville yard early in the morning, the consist included a sleeping car and a cafe-parlor car in which 25 Milwaukee Road traffic men had just had a good breakfast.

All of them except J. O. McIllyar, freight traffic manager, who had ar-

The Canadian contingent got together with the boss for a memento of the trip. From left: E. C. Chapman, GA, Vancouver; R. S. Moore, GA, Toronto; J. H. Bradley, GA, Winnipeg; and J. E. Marshall, GFA, Seattle.

ranged the Terre Haute Division study tour, and C. P. Cassidy, division freight and passenger agent on that division, were from agency points far distant from Chicago. They had been in the city for the general staff meeting the latter part of May and had been invited aboard for the tour the following day, since many of them had never before had an opportunity to study that part of the railroad at close range.

The Terre Haute Division, which taps an area rich in coal and agricultural products, is also growing steadily

in importance to The Milwaukee Road because of its role as a transfer line for traffic exchanged with foreign roads serving the South and East.

Except for breaks for lunch and dinner and a few minutes to get out and stretch at the Milwaukee yard in Faithorn, Ill., the group remained on the train, and the day-long trip was devoted entirely to a study of the line, the transfer points, capacity of Milwaukee and foreign line trackage at those points, and the general character of the area. One of the principal values of the undertak-

ing was the opportunity it afforded the men to become personally acquainted and to find answers to small problems involving the other fellow's territory.

Being on home ground, C. P. Cassidy provided a detailed description of the division operation throughout the trip.

"Leaving Bensenville, we use our own line to Franklin Park", he began as the train left the Bensenville yard. "From there we use the IHB (Indiana Harbor Belt) to Blue Island where we go onto the B&OCT (Baltimore & Ohio Chicago Terminals) to Chicago Heights.

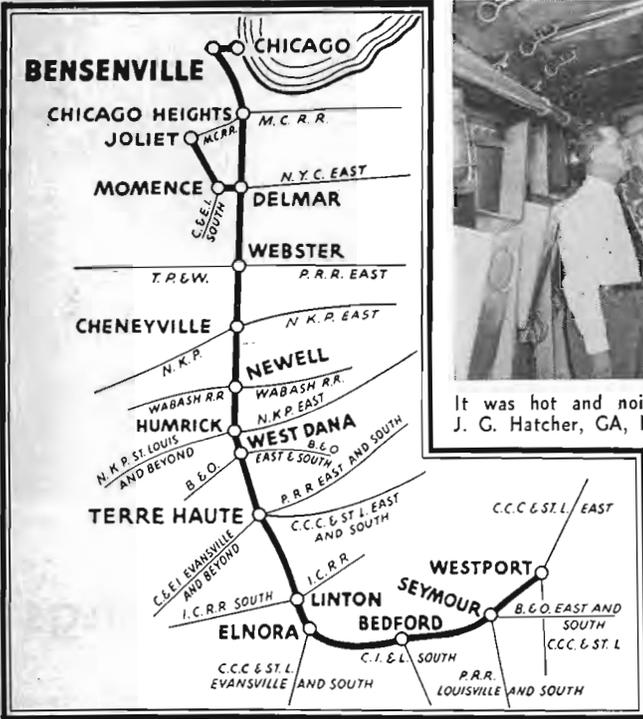
"We operate three trains daily south from Bensenville. Train 82, which is considered our hot shot, is due out of Bensenville at 7:15 A.M. This train handles cars for all points south of Terre Haute. It stops at Webster and Cheneyville. Train 84 is due out of Bensenville at 10:00 A.M. and terminates at Terre Haute. It stops at Delmar, Newell, Humrick and West Dana. Train 86 is the clean-up train and does all the short work. That is, it picks up and sets out at all junction points. . . ."

Then, as the traffic representatives from Canada and the east and west coasts and the deep south took notes and studied their charts and time tables, he outlined northbound service, the operation of Faithorn yard, the volume of freight delivered and received at each transfer point during the past year, and described the Milwaukee's exact method of handling such transfers, the time involved, and many other points.

Mr. McIlyar addressed the group as a whole from time to time and took advantage of the relaxed situation to discuss individual traffic problems with the men.

Although the train terminates at Bedford, Ind., the group left it at Terre Haute in the early evening and returned with the two passenger cars on a later train that night.

Convinced of the value of letting the company's salesmen study the railroad "on the ground", the traffic department has since operated similar trips between Bensenville and Milwaukee, and plans to broaden the program with others on the Terre Haute Division in the fall.



It was hot and noisy inside the diesel, but J. G. Hatcher, GA, Dallas, and C. S. Winship, DF&PA, Miles City, stopped for a closer look.

This map of the Terre Haute Division, showing connections with other railroads, explains the line's importance to The Milwaukee Road.

The men make themselves comfortable as the trip begins. The coats came off in short order.

J. O. McIlyar, freight traffic manager, (standing) stops for a word with two of the traffic representatives.





Music by Leo Peeper and fashions by Hixon's entertain members attending the luncheon at the Hotel Schroeder.

the Women's Club reports at district meetings



Mrs. C. C. Steed, president general, Milwaukee, addressing members of the executive committee at the close of the Milwaukee meeting. Seated, from left: Mrs. W. R. Dolan, second vice president general, Chicago; Mrs. G. W. Loderhose, general director, Chicago, and former president general; Mrs. J. L. Brown, general director, Chicago; Mrs. O. P. Callin, first vice president general, Chicago. Standing, from left: Mrs. F. R. Doud, general advisory officer, Minneapolis; Miss E. N. Lindskog, secretary general, Chicago; Mrs. J. L. Tarbet, general safety chairman, Kansas City; Mrs. E. M. Shortall, recording secretary general, Chicago; Mrs. R. Vannella, treasurer general, Chicago; Mrs. O. D. Wolke, general director, St. Paul; Mrs. R. E. Melquist, general director, Minneapolis; Mrs. A. O. Thor, general chairman of constitution and bylaws, Aberdeen, S. D.; Mrs. F. M. Ross, general director, Wisconsin, is not shown.

A DISTRICT meeting of The Milwaukee Road Women's Club at Sioux City on June 6 escaped only by hours the Floyd River flash flood which tied up industry there last month and drove hundreds from their homes. The havoc was even greater than that caused by the overflowing of the Missouri last year when Sioux City Chapter came to the assistance of Milwaukee Road families who suffered damage to their homes and possessions. In the current disaster the club, with the aid of funds voted by the general governing board, again helped to care for the emergency needs of those who were hard hit.

The Sioux City meeting was the second of four regional get-togethers planned for this year, the first having taken place at Spokane on May 26. About 80 members, representing 12 chapters in the area, attended the business meeting and formal luncheon at the Hotel Mayfair. Mrs. C. C. Steed, president general, Milwaukee, presided. Other general officers present were Miss E. N. Lindskog, secretary general, Chi-

ago; Mrs. F. R. Doud, general advisory officer, Minneapolis; Mrs. O. P. Catlin, first vice president general, Chicago; and Mrs. W. T. Blackmarr, general director, Mason City.

Mrs. C. O. Larson, president of Sioux City Chapter, was in charge of arrangements for the business meeting and the luncheon in the hotel ballroom. Entertainment at the luncheon consisted of a string quartet and a song program by favorite local entertainers.

Delegates from 13 chapters attended the meeting for Midwest members at St. Paul on June 1, which was a day-long session at the Hotel St. Paul. Reports of officers and chairmen concerning the various club programs occupied the morning hours. A luncheon at noon was followed by a continuation of the business meeting. Mrs. O. D. Wolke, as chairman of arrangements, assisted Mrs. R. A. Burns, chapter president,



Presidents and other officers who were delegates to the Sioux City meeting. From left: Mrs. A. Spencer, Sioux Falls (treasurer); Mrs. E. E. Godwin, Marion; Mrs. S. Core, Black Hills; Mrs. R. J. Dimmitt, Mitchell; Mrs. C. O. Larson, Sioux City; Miss L. Millar, Dubuque (good cheer chairman); Mrs. E. E. Smith, Council Bluffs; Mrs. E. Green, Perry; Mrs. C. Anderson, Des Moines; Mrs. R. E. Sizer, Mason City; Mrs. G. Thibodeau, Yankton (vice president); Mrs. B. Wright, Sanborn (first vice president).



Delegates to the district meeting in Milwaukee. Except as shown otherwise, they are their respective chapter presidents. First row, from left: Mrs. H. Grooms, Ottumwa (first vice president); Mrs. J. L. Tarbet, Kansas City; Mrs. A. Mogan, Channing; Mrs. H. Moreau, Green Bay; Mrs. J. O. Capoot, Bensenville. Second row, from left: Mrs. W. Koester, Milwaukee; Mrs. C. Allemang, Madison (Wis.); Mrs. E. Messerschmidt, Janesville; Mrs. O. Wacker, Savanna; Mrs. J. A. Graam, Terre Haute. Third row, from left: Mrs. J. E. Dexter, Wausau (recording secretary); Mrs. E. M. Shortall, Chicago-Union Station; Mrs. M. Eggen, Marquette (recording secretary); Mrs. C. F. Hoogland, Beloit; Mrs. R. McGinnis, West Clinton. Fourth row, from left: Mrs. H. Hadaway, Davenport (past president); Mrs. R. Schwallenberg, Iron Mountain (past president); Mrs. E. Bloomquist, Merrill (recording secretary); Mrs. Norma Gunderson, Chicago-Fullerton Avenue.



Presidents who represented their chapters at St. Paul. Seated, from left: Mrs. E. Baeyen, Minneapolis; Mrs. R. A. Burns, St. Paul; Mrs. N. T. Pfrang, Portage; Mrs. B. H. Dey, La Crosse; Mrs. R. Dunham, Tomah. Standing, from left: Mrs. F. L. Harvey, Aberdeen (S. D.); Mrs. M. Darr, Austin; Mrs. L. Belke, Sparta; Mrs. E. L. Nemitz, Montevideo; Mrs. H. J. Leary, Mobridge; also Mrs. J. McKeaney, ways and means chairman, New Lisbon.

Luncheon scene at the Hotel St. Paul. It was attended by delegates and members from 13 chapters in Minnesota, South Dakota and Wisconsin.



in entertaining the visitors.

Members of the general executive committee who attended the meeting included, together with Mrs. Steed, Miss Lindskog and Mrs. Doud, the following officers: Mrs. A. O. Thor, general chairman of constitution and bylaws, Aberdeen, S. D.; Mrs. E. M. Shortall, recording secretary general, Chicago; Mrs. Paul Bridenstine, general director, Mobridge; Mrs. J. L. Tarbet, general safety chairman, Kansas City; Mrs. R. E. Melquist, general director, Minneapolis; and Mrs. Wolke, general director, St. Paul. Also present was a former general director, Mrs. E. R. Morrison of Kansas City.

Convening at the Hotel Schroeder in Milwaukee on June 13, the fourth and final meeting dealt with the activities of 19 eastern chapters. Reports concerned the usual ways and means activities, social programs, participation in civic affairs, cooperation with the Veterans administration, and so on. Mrs. Walter Koester was the hostess president and Mrs. Frank Ross, general director, Wisconsin, the chairman of the committee in charge of arrangements.

The business session which lasted past noon, was followed by a gala luncheon in the hotel's Empire Room. Approximately 350 Milwaukee area members attended, including Mrs. Emma Hauser, 91, the oldest member of Milwaukee Chapter. The entertainment consisted of a style show and a program of original sketches by a popular humorist, Lillian Brodahl Smith.

Before adjourning—the close of the regional meetings marks the beginning of the club's summer recess—Mrs. Steed announced the major findings of the four regional sessions. They included the fact that as of Apr. 30 a total of 38 among the club's 60 chapters had exceeded their membership of 1952. Tops in the field was Chicago-Fullerton Avenue Chapter, of which Mrs. Norma Gunderson is president.

Railroad Hour Forecast

THE SUMMER program of The Railroad Hour presented every Monday evening over the NBC network is featuring a series of original musical dramas and romances based on the lives of the great and the well-loved melodies of famous composers. During the next four weeks the baritone voice of star Gordon MacRae will be heard in the following productions:

- July 27—"The Golden Empress", Maximilian and Carlotta in Mexico.
- Aug. 3—"On Wings of Song", Mendelssohn and his music.
- Aug. 10—"Trilby", DuMaurier's novel of artist life.
- Aug. 17—"Roaring Camp", the Bret Harte story.

appointments

Operating Department

Effective July 1, 1953:



E. F. Conway

operations. Mr. Conway started his Milwaukee Road service as a clerk in the operating department at Sioux City in 1920, under the Road's former president, C. H. Buford. He transferred to the police department in 1921 as a special officer and was promoted to captain at Kansas City in 1923. In 1928 he was appointed captain at Minneapolis, serving in that capacity until his current promotion.

Effective July 16, 1953:

P. Bridenstine is appointed trainmaster of the Iowa & Dakota Division Second District with headquarters at Sioux City, succeeding W. M. Freund, transferred. Mr. Bridenstine started with the Road in July, 1938 as agent-operator, has served as dispatcher and trainmaster at various points, and since June, 1950 has been trainmaster of the Trans-Missouri Division.

L. H. Walleen is appointed trainmaster of the Trans-Missouri Division with headquarters at Mobridge, succeeding P. Bridenstine. Mr. Walleen,

who entered service as a section man at Milan, Minn., in 1932 has been agent-operator, dispatcher and trainmaster. Most recently he has served as trainmaster of the Idaho Division.

J. W. Stuckey is appointed trainmaster of the Idaho Division with headquarters at St. Maries, succeeding L. H. Walleen. Having started in station service at Marquette in 1947, Mr. Stuckey was later a switchman and assistant to general manager, Lines East. He has been trainmaster on the Iowa & Southern Minnesota Division since August, 1952.

N. W. Soergel is appointed trainmaster of the Iowa & Southern Minnesota Division First District with headquarters at Austin, succeeding J. W. Stuckey. Mr. Soergel, who came to the Road as station agent in 1937, subsequently was a dispatcher and trainmaster of the Milwaukee Terminals. Since October, 1951 he has been trainmaster with headquarters in Savanna.

W. M. Freund is appointed trainmaster of the Dubuque & Illinois Division with headquarters at Savanna, succeeding N. W. Soergel. Mr. Freund has been with the Road since 1941, starting as a call boy at Kansas City and serving since then as brakeman, conductor and special assistant to general manager, Chicago. Most recently he has been trainmaster of the Iowa & Dakota Second District.

Freight Traffic Department

Effective July 1, 1953:



W. H. Kuhls

F. D. Basil

W. H. Kuhls is appointed coal traffic manager and assistant to freight traffic manager at Chicago. Mr. Kuhls' service with the railroad dates from 1924, starting as a clerk in the coal department. He was chief clerk from 1926

to 1936, since when he has been coal traffic manager.

F. D. Basil is appointed manager, traffic research, at Chicago. The position of export and import agent is abolished. Mr. Basil has been with the Road since 1922 and has served in various positions in the freight department, including that of chief clerk. He was appointed export and import agent in 1943.

M. L. Bluhm Heads Group of Railway Counsel

M. L. BLUHM, vice president and general counsel, Chicago, was elected chairman of the Western Conference of Railway Counsel on June 16. He succeeds N. F. Morehouse, vice president and general counsel of the C&NW.



M. L. Bluhm

The conference has a membership of about 50 railroad lawyers residing in the Chicago area who represent primarily the western lines, as well as some of the eastern lines, which enter Chicago. It meets twice a month from September to June. Matters of general interest to the railroad industry and to lawyers are subjects for discussion, and are presented by guest speakers or speakers chosen from the membership.

Among former chairmen of the conference were Judge R. V. Fletcher, retired president of the Association of American Railroads; W. T. Faricy, current president of the A.A.R.; C. S. Jefferson, late general solicitor of The Milwaukee Road; and A. N. Whitlock, the Road's retired vice president and general counsel.

D. C. Curtis

D. C. CURTIS, who was the Road's chief purchasing officer for 22 years before his retirement in 1947, passed away at his home in White Bear Lake, Minn., on July 3. Funeral services were held in Milwaukee and burial was at Wauwatosa, Wis.

Mr. Curtis, born in Remington, Ind., in 1878, grew up in the vicinity of Huron, S. D., where at the age of 12 he was a full-fledged cowboy, riding herd for neighboring ranchers. Due to his ranch work his education was acquired

July, 1953

C. E. Crippen Addresses Seattle Service Club

AT A MEETING of the Milwaukee Road Service Club in Seattle on June 16, C. E. Crippen, who was recently appointed general manager, Lines West of Moberge, was the guest of honor and principal speaker. The meeting, held at the Transportation Club in the American Legion building, was attended by 120 members.

Presiding as chairman, B. E. Lutterman introduced several guests and speakers. Among those who gave brief talks were Joshua Green, Seattle, a member of the board of directors; J. H. Andrews, general freight claim agent, Chicago, and a former chairman of the Seattle Service Club; and W. R. McPherson, assistant to general superintendent of transportation, Chicago.

Mr. Crippen, who was introduced by L. H. Dugan, vice president and western counsel, spoke on several timely topics. The chief subject of his talk was the part played by employes in creating good will and friendliness between the railroad and its patrons.



C. E. Crippen, general manager Lines West (left), with L. H. Dugan, vice president and western counsel, at the Service Club meeting.

Several vocal selections were given by Mrs. Kathleen Richards, accompanied on the piano by her brother, Bob Brinkley of the vice president's office.

the hard way, but at the age of 19, having managed to graduate from high school, he went east and in 1898 took a job with the CB&Q in Chicago as a junior clerk in the engineering department. Transferring the following year to the mechanical department, he worked in the shops by day and studied mechanical engineering at night, eventually being transferred to the stores department where he became a traveling storekeeper.

During World War I, under federal administration, Mr. Curtis served as superintendent of stores in the northwest region with jurisdiction over 52 railroads. He came to the Milwaukee in 1920 as general storekeeper and was appointed chief purchasing officer in 1925.

Mr. Curtis is survived by two sons, James A. of Chicago and Paul D., St. Paul, and seven grandchildren.

our safety score

reportable casualties on The Milwaukee Road through the first six months of 1953, compared with 1952

Month	1953		1952		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	2	41	1	50	+100	-18
February	...	19	1	43	-100	-56
March	1	29	..	47	-38
April	...	26	2	33	-100	-21
May	...	27	1	32	-100	-16
June	...	23	..	36	-36
TOTALS	3	165	5	241	-40	-32
Casualty Rates	.10*	5.26*	.14	6.97	-29	-25
*Estimated						

J. T. Gillick Scholarship Winner Announced

ROGER N. COE, son of W. M. Coe, a signal maintainer at Tama, Ia., has been chosen as the third recipient of a J. T. Gillick Scholarship, according to an announcement made by C. Wm. Reiley, director of admissions, Northwestern University, acting as chairman of the committee which judged the qualifications of the candidates. There were 46 applicants for the 1953 scholarship, which is named for the Road's retired operating vice president.

Roger was valedictorian of the June graduating class of the Tama High School. His qualifications included the fact that with the exception of one B grade in the first semester of his freshman year, he earned straight A's throughout his four years of high school. In his application he said that he hopes to follow engineering as a profession.

In extending his congratulations to Roger, President J. P. Kiley said that his achievement is particularly commendable in view of the high qualifications of the field of candidates which competed for the award. "In judging your qualifications," he said, "the committee has expressed itself as being impressed by the well rounded schedule of activities in which you have participated during your high school years."

The award committee has expressed the opinion that a number of the applicants who had exceptionally good scholastic records would undoubtedly be welcomed as scholarship students in universities of their selection where scholarship funds are available for students in the courses they wish to pursue. More information about the winner will appear in a later issue.

Today, as in Years Gone By

THE CERTIFICATE OF SERVICE sent to Mrs. Emma B. DeLong, a typist in the Chicago Union Station, when she retired some time ago, was acknowledged by her in a letter to Comptroller R. S. Stephenson. From Harrison, Ark., where she now makes her home, Mrs. DeLong wrote:

"My interest in the railroad will always be an integral part of my life. About four years ago there was a contest among employes on the subject of 'Why I Like to Work for The Milwaukee Road.' I took part in it, and although I did not win a prize, I want to express my appreciation to you and President Kiley for this recognition of my service by repeating the opening paragraph of my essay—with the same sincerity today as in years gone by:

"'Why do I like to work for The Milwaukee Road? I have long wanted to express myself on this subject, for to me the railroad has meant stability and security. Through wars and depressions, through personal misfortune, my job has been my haven—something to fall back on while other things failed.'"

"Today, as a retired worker, this sentiment still holds good—'Something to fall back upon'."



*test your knowledge of
railroads and railroading*

(Answers on page 38)

1. Which of these four distinguished Americans was a railroader—Horace Greeley, James J. Hill, Thomas B. Reed or Winfield Scott?
2. In which state is the nation's longest stretch of straight track—North Carolina, South Carolina or Utah?
3. What is the width between rails of a standard gauge railroad—4 ft. 6½ in., 4 ft. 8½ in. or 4 ft. 10½ in.?
4. Is a dynamometer car used for (1) serving meals to track workers, (2) detecting defects in railway track, or (3) testing locomotive performance?
5. Which of these initial combinations relates to signal operations—CTC, CIF, FOB?
6. Do all Class I railroads have a uniform system of accounts or

does each railroad have a system of its own?

7. What period is covered by an interchange report—24 hours, one week, or 10 days?
8. What is the approximate cost of a standard passenger coach—\$80,000, \$100,000 or \$140,000?
9. What are known as "piggy backs"—(1) steam locomotives with cabs over the center of the boilers, (2) freight cars carrying loaded highway trailers, or (3) tractor-drawn trucks employed at freight stations?
10. What per cent of total railway operating revenues goes to pay railway taxes—6, 10, or 12 per cent?

Where Credit Is Due

MRS. W. W. BLETHEN, Magazine correspondent at Madison, Wis., learned not long ago of an incident which reflects credit on several Madison Division employes. A letter from Mrs. H. E. Miller of Beloit, Wis., about a trip she made to Rock Valley, Ia., wherein she transferred at Janesville from the C&NW to the Milwaukee, described how she left her purse containing her return ticket and cash on the North Western train and did not discover her loss until it had pulled away. She wrote:

"No sooner had I notified Mr. Berg (G. E. Berg), your operator at Janesville, than he was on the trail of my purse. He spent much of my wait at the station in locating it, in making arrangements for it to be brought to the station at Madison, and in wiring Mr. Rathbun, your conductor on No. 11, asking him to accept my duplicate copy of the telegram for passage to Madison.

"Mr. Rathbun, too, was extremely kind, even offering to claim my purse at Madison and thus spare me the necessity of leaving the train. Furthermore, the operator who replaced Mr. Berg showed me the same considerate attitude. As a result of this experience I shall always have a warm spot in my heart for The Milwaukee Road."

Those who assume the prerogatives of back-seat drivers must be willing to share the responsibilities, in the view of the Michigan Supreme Court.

Upholding a lower court decision, the panel denied damages to a wife who was injured in an auto-train crash. As reported by the Commerce Clearing House, the court, noting her testimony that she was accustomed to watch and warn her husband when he was driving, held that she was guilty of contributory negligence in failing to see an approaching train at a familiar crossing.—Nation's Business.

Lannon, Wis., Agent Claims Kinship With Lone Eagle



E. L. Seal

THE NAME OF Lindbergh, which is best remembered for the spectacular New York to Paris non-stop flight of a young American aviator in 1927, happens to be the middle name of the agent at Lannon, Wis. —Earl Lindbergh

Seal. Actually, although it is little known, Agent Seal is a first cousin of the world famous aviation figure. His mother was a sister of Charles A.'s father.

The elder Lindberghs were Swedish immigrants who settled in the vicinity of St. Cloud, Minn. Linda Lindbergh married Joseph H. Seal, a German immigrant and man of education who held various civil posts at Little Falls and Melrose, Minn., during his lifetime. Earl Seal was born at Little Falls in 1888 and graduated from the Melrose High School in 1906.

During boyhood, due to the difference in ages, Earl Seal and Lindbergh did not associate closely. Earl Seal's life, however, while not marked by any such extraordinary incidents as his cousin's, has nevertheless been packed with a variety of experiences. Fresh from school he took up telegraphy with the GN in Minneapolis to become an agent-operator. At various times since he has worked on the Milwaukee, C&NW, NYC, Pennsylvania, Southern, C&O, ACL, Washington & Old Dominion and the North Shore Line.

During World War I he was a musician in the First Engineer's Band which is the present Army Band in Washington. Between railroad jobs he also served as a captain of police in the Capitol building in Washington, as a government meat inspector, grocery chain store manager, and a band and orchestra instructor in schools, for which he holds a Wisconsin teacher's certificate. Since coming to the Road he has been employed in the dispatcher's office and the depot ticket office in Milwaukee, and for the past five years at the agencies at Lannon and Sussex.

Mrs. Linda Lindbergh Seal, who will be 90 this fall, is still in good health. She spends a great deal of time with Agent Seal and is in frequent communication with Lindbergh. He consulted her



Directors Visit Milwaukee Shops

New developments and the opportunity of reviewing established practices at the shops in Milwaukee occupied the attention of the board of directors and a number of officers of the company on the morning of June 10 when the group made a tour of those facilities. The tour preceded a meeting of the board that afternoon, held in railroad cars parked in the station in Milwaukee.

In the picture above, President J. P. Kiley is shown explaining the function of locomotive speed tapes and the operation of the tape recorders. From left:

Directors Judson Large, William J. Froelich, Louis Quarles, John B. Gallagher (obscured), Philip W. Pillsbury, Mr. Kiley, William L. O'Brien and Arnold B. Keller. Earl Williams is seated at the desk.

The picture below was snapped as the group inspected the diesel shop. Shown, from left: L. F. Donald, vice president—operation, Director Elm er Rich, J. J. Roche, secretary of the company, and Directors William J. Froelich and William J. Sinek.



at length while writing his most recent book, "33 Hours to Paris," which has just been published serially in the Saturday Evening Post. The air-minded

tradition he established in the family is being kept up by Agent Seal's son, Earl D., who is a lieutenant colonel in the Air Corps, regular army.

how are we doing?

	MAY		FIVE MONTHS	
	1953	1952	1953	1952
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$20,785,964	\$21,546,836	\$105,555,162	\$106,450,618
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS).....	(52.1)	(53.0)	(50.1)	(52.7)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	659,575	680,769	3,046,006	3,292,816
PER DOLLAR RECEIVED (CENTS).....	(3.2)	(3.2)	(2.9)	(3.1)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest....	9,715,338	9,739,004	47,302,561	46,354,359
PER DOLLAR RECEIVED (CENTS).....	(46.7)	(45.2)	(44.8)	(43.5)
NET LOSS	411,488	285,046		
NET INCOME			2,336,139	673,046
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	124,763	122,919	617,921	612,391
Increase 1953 over 1952		1,844		5,530

L. H. Dugan Addresses Roundup, Mont., Commencement

TO SPEAK out against the dangerous ideology that is confronting our form of government today, to acquaint others with the facts and to lead them back into proper perspective is the task facing the modern graduate. As the principal speaker at the commencement exercises of the Roundup, Mont., High School, L. H. Dugan, vice president and western counsel, Seattle, offered this challenging statement to the graduating class on May 28.

Stating that America's greatness is not accredited to its political system but to a philosophy of life—to the idea that man, the individual, is more important than the state—Mr. Dugan gave an accounting of some of the major accomplishments made possible by this philosophy. The United States, he pointed out, with only 7 per cent of the world's population, has 85 per cent of the world's automobiles, and notwithstanding that it has only 5 per cent of the land area, it owns 30 per cent of the railroad mileage.

The standard of living in this country is the highest ever known to man, Mr. Dugan reminded the group. Here in America we send more young people

to high school than all of the rest of the world combined, and our system has enabled every American worker to produce and possess more than six times as much goods as the average worker outside the United States. All of this almost unbelievable progress, he pointed out, was achieved in two centuries under the philosophy of freedom from confining restrictions and regulations.

Directing a personal message to the graduates, Mr. Dugan said he believed that success in combating subversive influences directed toward our present form of government is dependent upon the ability of young people and will be measured by their sincerity, the knowledge they acquire and the use they make of it.

"I want to give you for consideration the phrase, 'Believe and Succeed,'" he said. "It is the key to success, and by success I mean whatever your purpose, be it wealth, fame, contentment, or what you will. To explain this dynamic truth we must keep in mind that there are two kinds of belief—temporal, as it pertains to yourself and your everyday life, and spiritual. Faith in yourself will lift you over difficulties of every kind, and through spiritual faith you can release the power of God within you and set your capabilities free."

A. A. Wilson

ARTHUR A. WILSON, former assistant general freight agent-solicitation, Chicago, passed away June 23 in San Francisco where he had maintained his home since retiring in 1945. He was 79 years of age.

Mr. Wilson started with the Road in 1895 as a telegraph operator at Milwaukee and had been agent at Ripon, Marinette and Green Bay before joining the traffic department in 1906. He was traveling freight agent, division freight agent, commercial agent, division freight and passenger agent and assistant general freight agent at various points in the Midwest until 1922 when he left to become traffic manager of the Salt Lake & Utah Railroad.

Returning to the Road in 1926, Mr. Wilson was subsequently assistant general freight agent at Seattle, general agent in Denver (1928) and general agent in Chicago (1935). He was appointed assistant general freight agent in charge of sales and service in July, 1942 and served in that capacity until he retired in July, 1945.

Mr. Wilson's wife, Leora, survives him; also a son, Lawrence, a daughter, Marion and several grandchildren and great-grandchildren.

West Coast Pioneers Rally at Spokane

THE Milwaukee Pioneers, trail blazers of the Road's west coast extension, rallied their forces for a banquet and old-time get-together at the Spokane Hotel in Spokane on June 20. Arrangements for the meeting were carried out by J. P. Downey, president, with the assistance of C. H. Coplen, secretary pro tem, and F. Fiebelkorn, vice president, all of Spokane.

Membership in the Pioneers is limited to employees who were working west of Butte when the last spike was driven in May, 1909—in other words, to veterans of the Road's first steel trail through the Bitterroots and Coeur d'Alenes, across the plains and over the Cascades to the waters of Puget Sound and the Pacific. The organization has been meeting since 1915.

A group of musicians which included Mr. Downey's daughter Kathryn and Mrs. Coplen's son, Stanley Atkins, presented an entertaining program. Engineer Sam Winn, representing the Deer Lodge terminal, followed with a speech—Mr. Winn is well known in the West for his work in the Montana state legislature—and L. K. Sorensen, retired general manager Lines West, Seattle, also spoke. Mr. Sorensen proposed more activities for the coming year: "These contacts and discussions are enjoyed by all," he said. "We Pioneers, of course, put in a lot of difficult days, but there was enjoyment in the hardships we shared with each other".

Speaking for the women's side of the pioneering story, Mrs. "Cap" Allen, wife of the retired roadmaster, Spokane, described their experiences when in 1908 they met and married at Clinton, Mont., and set up housekeeping in a tent. She recalled the shack built



Above: Part of the group of Pioneers and their guests who attended the banquet at the Spokane Hotel. Right: A "barbershopping" harmony group consisting of (seated) H.W. "Squeak" Callahan, 87, and the oldest Pioneer; and (from left) Engineer Sam Winn, Deer Lodge; L. K. Sorensen, retired general manager Lines West who was elected president for the coming year; J. P. Downey, outgoing president; and C. H. Coplen, youngest member of the organization.



hurriedly to welcome the first Allen baby, the dining room table acquired from the pool hall, and the bed in the kitchen. The life was typical of many pioneers, whether on the railroad or in some other industry.

The meeting was concluded with an election of officers for the coming year.

Mr. Sorensen was elected president, along with Jean McGuire, Seattle, as vice president and Roy Gardner, Tacoma, as secretary. It was agreed that all members present should make every effort to attend the 1954 get-together which will be held in Seattle. As the new president Mr. Sorensen said, "To keep the Pioneers alive and active everyone must do their part. It is teamwork now, as in the pioneer days, that counts."

Notice—Military Railway Service Veterans

THE EIGHTH annual reunion of the Military Railway Service Veterans will be held in New Orleans on Sept. 18-19-20. All veterans who served in World War II and Korea, including those who may now be employed outside the railroad industry, are invited to attend. Among the prominent railroad and Army men who plan to be present is Gen. Carl R. Gray, Jr., honorary director-general of the MRSV and former Administrator of Veterans Affairs.

Headquarters for the reunion will be at the Jung Hotel. Arrangements have been made to offer veterans, their families and friends several sightseeing tours, a golf tournament, a banquet and a dance. Full particulars may be had from the MRSV director-general, K. F. Emmanuel, Peoria & Eastern Railway, Indianapolis, Ind.

An ambitious young man once went to a university professor and said: "I want to take a course that will fit me to become the superintendent of a large railroad system. How much will such a course cost, and how long will it take?"

"Young man", replied the professor, "such a course would cost you \$20,000 and require 20 years of your time to finish. However, by spending \$500 of your money and three months of your time, you may be elected to Congress. Once you are there you will find yourself competent to direct not one but all the great railroad systems of our country."

—Wall Street Journal

did you know?

Wisconsin Cuneo Press in Milwaukee, which prints The Milwaukee Road Magazine, specializes in telephone directories and has an understandable interest in what goes on in the field—even as far away as Russia. The March-April issue of Cuneo Topics, company magazine, quoted Fulton Lewis, Jr., Mutual's Washington correspondent, as saying that Moscow had just put out its 1952 telephone directory. It is the first one published since 1939, and although the city has a population of five million, the book contains only 75,000 listings, which is fewer than Cuneo puts into the directories for Madison or Racine, Wis. Milwaukee, with a population of approximately 600,000, has more than 260,000 listings, with 6,500 persons waiting to have telephone service installed, the magazine said. And all directories in this country are issued annually, with daily and monthly addenda for those in the larger cities. Mr. Lewis and the Topics reporter felt that it all added up to an interesting commentary on things Russian and American.

After 13 years of continuous operation, the miniature Museum & Santa Fe Railroad, a stellar attraction at the Museum of Science and Industry in Chicago, will close down this summer for overhauling and modernization. Its more than 600 feet of main track, as well as the signal system and equipment, will be renewed and a modern freight classification yard complete with electric circuits will be added.

The fertile bottomland of the Yellowstone River is yielding a crop of sweet Spanish onions which are exceptional for size, eating quality and good storing characteristics. Farmers meeting at Miles City recently to organize a marketing association for national distribution announced the purchase of a warehouse on the Milwaukee Road tracks for the initial handling of the crops. The yield has been between 600 and 800 bushels per acre. This year 26 farmers in an area extending from Kinsey to Cartersville are growing 200 acres, and the expectation is that next year the planting will be increased to 1,000 acres.

The first installment of the Milwaukee Road's Wisconsin tax bill of \$1,367,-

772.50 for 1953 was paid to the state on July 8. Last year, besides making substantial purchases of materials and supplies in Wisconsin, the Road gave employment to more than 8,500 whose payrolls amounted to \$37,555,510.

The Illinois Bell Telephone Company, marking the 75th anniversary of its first exchange in Chicago last month, saluted The Milwaukee Road as one of its first subscribers. Of Chicago's population of almost half a million, only 290 telephone customers were listed in the first telephone directory published in 1878. The Milwaukee Road is one of about 50 pioneer concerns whose names appeared in the original issue

and have continued to appear in every directory since. The telephone number in those good old days was "Wire 15, Call 2".

An army of tent caterpillars swarming over the tracks of the NYC in upper New York state halted a four-unit diesel and a string of empties recently for 35 minutes. Unable to get any traction on the slippery rails, the way was finally cleared by uncoupling the diesel and sending it over the track alone. After spreading sand on the rails, the locomotive was able to proceed. It was the second time in two days that operations in that section had been delayed by caterpillars.

Rail oddities

THE RECENT SOVIET-SPONSORED "WORLD YOUTH FESTIVAL" IN EAST BERLIN TURNED OUT TO BE A FLOP WHEN THOUSANDS OF THE KIDS HUSTLED OVER TO SEE AN AMERICAN MODEL TRAIN EXHIBIT SET UP BY THE MAYOR OF WEST BERLIN AS A COUNTER ATTRACTION.

REMOVING SNOW AND ICE FROM THE TRACKS —KEEPING THE LINES OPEN AND THE TRAINS RUNNING — COST THE RAILROADS \$31 MILLION DURING THE WINTER OF 1951-1952.

RAILROAD MEN IN A BIG QUANDARY OVER GETTING A CIRCUS GIRAFFE UNDER A LOW BRIDGE SOLVED THE PROBLEM BY DROPPING A CARROT ON THE FLOOR OF THE CAGE ... SNEAKED TRAIN UNDER BRIDGE WHILE GIRAFFE'S HEAD WAS DOWN.

ASSOCIATION OF AMERICAN RAILROADS 553

Safety Records Win "Superior" Citations

THE presentation of 1,352 Superior Service Award cards to foremen or supervisors with clear safety records for 1952 was recently announced by E. G. Kiesele, superintendent of safety, Chicago.

The cards, first presented in 1930, have been issued annually since then where no reportable or lost time injuries occurred to a foreman or the men under his supervision during the course of a year. The employees honored this year included 131 foremen who had maintained clear records for the entire period January, 1930 to December, 1952.

In presenting the 23-year cards, Superintendent Kiesele commended the vigilant observance of the safety code which had made the records possible. "It must be remembered," he said, "that all of the foremen and the supervisors, as well as the employes under their jurisdiction, have done an excellent job of accident prevention during the past year. It is records such as these that improve the standing of The Milwaukee Road in comparison with other railroads in Group A as published in the tabulation by the Association of American Railroads."

Included in the group of 131 foremen whose records were outstanding was James Munro, chief sub-station operator at Cle Elum, Wash. Mr. Munro, who has been with the Road since 1922, is very active in civic affairs at Cle Elum, especially those pertaining to safety. He has taught first aid and accident prevention in upper Kittitas County since 1940 and in 1951, when he was appointed supervisor of the Ground Observer Corps for Cle Elum, he organized one of the few posts in the state to maintain 24-hour service. He is also the father of the late Douglas A. Munro, a former Coast Division employe who was posthumously awarded the Congressional Medal of Honor for sacrificing his life to lead the rescue of 500 Marines trapped by Japanese gunfire at Guadalcanal. Douglas Munro was the only Coast Guardsman to receive the Medal during World War II.

An outstanding Madison Division safety record wins a 23-year award for Section Foreman Fred Jones of Beloit. From left: Roadmaster J. W. Thompson, Superintendent C. H. Rowley, Mr. Jones, Assistant Superintendent J. O. Willard.



B. A. King, local storekeeper at Austin, Minn., who was one of the supervisors who maintained a clear 23-year record, receives his Superior Service Award. From left: A. M. Lemay, district storekeeper, Minneapolis; M. T. Sevedge, superintendent of the I&SM Division; Mr. King; M. O. Anderson, store helper, Austin.



The outstanding safety record of James Munro, chief sub-station operator at Cle Elum, Wash., is recognized with the presentation of a 23-year Superior Service card. Left to right: W. J. McMahon, safety engineer; Mr. Munro; J. T. Hansen, superintendent of the Coast Division; and E. K. Randle, foreman of sub-stations and trolley.





When a Man Cooks OUT-OF-DOORS

THE increasing number of backyard grills, barbecue pits and garden fireplaces is building up the manhours that father spends in preparing steaks and hamburgers, fish, franks and poultry out of doors. The aroma of sizzling meat on a grill, of chicken turning on a spit give background and glamour to tasks that would have no allure in the confines of a kitchen.

Centuries-old traditions of cookery have been revived. Metal skewers for grilled meats and vegetables are the *modern version of the shepherds' sticks* on which they roasted their food. Crusade-bound warriors stabbed chunks of meat onto their swords. Today business men turn crusaders for the outdoor meal, roasting their shish-kabobs—squares of beef and pork—over their own cook fires.

Taste appealing combinations are cubes of lamb, beef or smoked ham served with small new potatoes, slices of tomato or dill pickles. Slide the meats into buttered buns. A pot of baked beans can be heated over the fire, shucked ears of corn can be wrapped in aluminum foil and roasted in the coals. Allow about 20 minutes for cooking the corn. While the meat is cooking, the buns or bread may be heated in a metal basket warmer. For added flavor, the bread may be sliced and spread before hand with herb or garlic butter. Iced watermelon and summer fruit pies are popular desserts. The pie may be heated on the grill after the meats are served.



The straw hat theater circuit, the concerts and operas all being staged in out-of-door settings are also encouraging the trend to outdoor meals. An additional reason for their popularity is that backyard cooking makes entertaining simple both for plan-in-advance meals and spur-of-the-moment invitations. Here are some recipes which will appeal to women guests as well as more hearty appetites, and which can be prepared easily by the man of the house:

Olive 'Burgers

- 3 cups (1½ lbs.) ground beef or hamburger
- 2 tbsps. chopped stuffed olives
- ¼ cup chopped dill pickles
- ½ tsp. dry mustard
- 1 tsp. salt
- ½ cup dry bread crumbs
- ¾ cup water
- 8 sandwich buns
- ¼ cup soft butter or margarine

Combine beef, olives, pickles, mustard, salt, bread crumbs and water. Shape into 8 meat patties using ½ cup meat mixture per patty. Grill patties, turning them so they'll brown on both sides. Cut heated, buttered buns in half and insert patties.

Sausage-Spiced Apple Kabob

- 1 doz. spiced crabapples
- 1 doz. pork sausage links
- 1 doz. (1-in.) green pepper cubes
- 6 frankfurter buns
- 2 tbsps. soft butter or margarine

Wrap a sausage link around each spiced crabapple. Alternate 2 or 3 sausages and

apples with a cube of green pepper on each skewer. Broil over outdoor grill or under indoor oven broiler for 5 minutes, turning to brown on both sides. Slide 2 sausages and apples into heated, buttered buns and serve at once.

Roka 'Burgers

- 2½ cups (1¼ lbs.) ground beef or hamburger
- ⅓ cup crumbled Roquefort or Bleu cheese
- ¼ cup French dressing
- 1 tbsps. Worcestershire sauce
- ¾ tsp. salt
- 6 sandwich buns
- 2 tbsps. soft butter or margarine

Combine beef, Roquefort cheese, French dressing, Worcestershire sauce and salt. Shape into 6 patties, using ½ cup meat mixture per patty. Grill patties, turning to brown on both sides. Place hot patties between heated, buttered buns.

It's an Idea!

WHEN a wire coil snaps in some heating element—either a hot plate toaster or iron—it's just possible you can make a costless repair. Better Homes & Gardens magazine suggests you hook the broken ends of the coil together, turn on the juice, then drop a bit of powdered borax on the joint. The loose connection will cause a hot spot, as you probably know, and often the borax will act as a flux to weld the ends together.

Found...Space in the Family Garage

AMONG the owners of small homes, finding room to store the maintenance materials is frequently a problem. The solution in many cases can be found in the family garage where hundreds of cubic feet of unused space will provide efficient storage room.

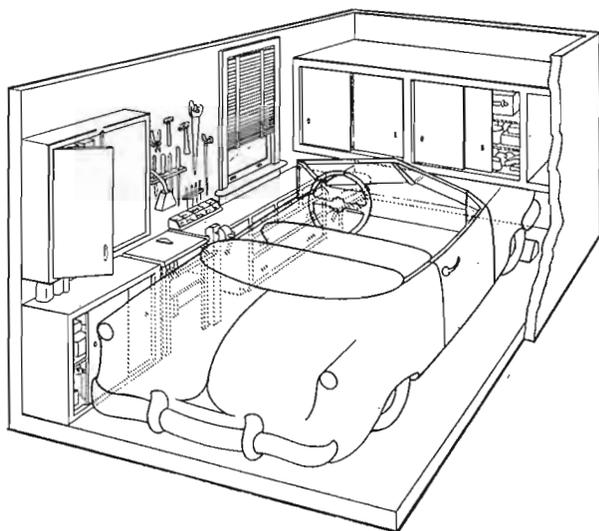
Even the minimum-size garage—10x20 feet—can house much more than the family car. Here is how to utilize the waste space:

Drive the car into the garage front first. Then measure the space above the hood. It would be nothing unusual to find 250 cubic feet of space that can become shelves or cabinets accommodat-

ing dozens of paint cans, cleaners, lubrication supplies and tools.

If the space must be accessible even when the car is in the garage, install a sliding door on the outside wall.

A shed built onto the side of the garage will keep wheeled tools and bulky equipment neatly in place and ready to use. It will also give space for a workshop, if desired. Extend the garage rafters for the shed roof; or bolt a 2x4 along the outside (to the garage studs) and use it to anchor the new rafters. The floor can be concrete or gravel. (*Home Modernizing magazine*)



All available space is used in this tiny garage. Cabinets above the hood of the car and along the side wall house tools and supplies.

on the Sunny Side of the House

IF YOU want to stay cool and comfortable this summer, there's a place for cotton canvas on the sunny side of your house.

Outsmarting the sun takes planning. You are going to need protection on the east, south, and west exposures sometime between dawn and dusk, and during the day when the sun's rays do not strike the windows you will want to admit light, air and view.

The wonderful thing about window and patio awnings of canvas is that they can be designed to meet the changing moods of the sun. They can be easily erected, and just as easily furled or dismantled.

On a patio, for instance, canvas has many fascinating uses as vertical shields, pivotable screens, fences, portable shel-

ters, outdoor curtains, sliding panels and giant umbrellas. Stretched overhead, it shades and protects yet still allows you to enjoy an out-of-doors feeling.

If you live where the summers are hot or moist, a sliding canvas roof will give you real comfort. When opened to the night air after sundown, an area protected during the day from the sun will cool off rapidly. Sprinkling a stationary canvas roof with water will give you further cooling by evaporation.

Your sun stoppers can be as gay and colorful as you like. Don't be afraid of vivid hues in your awnings, particularly where they cover small areas and serve as accessories. An accent of color at windows and doorways is the finishing touch needed by many nondescript brick, stucco or frame walls.



Dog Photo Contest

Do you own both a dog and a camera? If you can capture Towser's lovable qualities in a photograph, it's possible to win as much as \$500.

A contest for dog photographs was recently announced by the Gaines Dog Research Center. Any good interesting picture is eligible. Close-up shots are preferred, but pictures that include people and other elements will be accepted, provided the dog is the dominant figure. The first prize is \$500, with a second prize of \$250 and a third of \$100. For a copy of the official contest rules address a post card request to the Gaines Dog Research Center, 250 Park Avenue, New York 17, N. Y.

A canvas sunshade at the entrance of a home offers a cool, inviting welcome on a hot summer day. The rope lacing on the iron frame provides an interesting pattern of light.





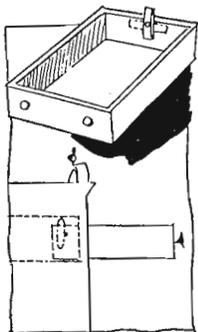
BEACH SET IN PEASANT COLORS. Whether you are planning a vacation in the sun or just sunning on the beach at home, you will need some seasonal wardrobe accessories. Crocheters will find this colorful beach set both easy and inexpensive to make. The bag is roomy enough for a swimsuit and extras, or for a picnic lunch and a cardigan. Matching slippers in an unusual moccasin pattern (they can double as bedroom slippers) pick up the gay peasant color scheme, in this case a combination of Spanish red, yellow, turquoise, pink and hunter's green. Direction leaflets for BEACH BAG AND SLIPPERS may be had free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

thin metal or soft plastic as well as leather.

Ugly ducklings in the form of old desks, radios, trays, picture frames, lamps, irons, buckets, can be converted to new usefulness with Peter Hunt folk art decorations. The designs for which the Provincetown artist is famous—the little peasant people, the heart and flower motifs and novel borders—are now available in decals. The designs, each signed by the artist, consist of murals, spot decorations, florals and borders in a large range of sizes. Manufactured by the Meyercord Company, they are sold in five and dime, paint, houseware and department stores.

Peter Hunt decals in a picture frame carry out the hearts and flowers motif of the bedstead.

Hints for the HANDYMAN



A NAIL and a peg—that's the simple remedy for a bureau drawer that jams and then comes flying out, spilling the contents on the floor. The idea, which comes from Norman Brokenshire, star of the TV

"Better Home Show," is explained like this: Nail a peg about the size of your index finger to the back panel of the drawer. Place the peg so the short end of it will stick up just enough to catch on the front frame of the drawer space when you pull the drawer out. When you want to remove the drawer, just reach inside, turn the peg to a horizontal position, and out slides the drawer all the way.

To avoid ragged, splintered edges when cutting plywood on your bench saw, make use of that roll of cellulose tape. It's a simple precaution that pays off in neater work. Just place a strip of the tape over the cut mark and run the stock through the saw slowly, for a smooth cut.

Home handymen who are caught without regular acid or resin flux in the middle of a soldering job should make haste

to the kitchen. According to Better Homes & Gardens magazine, lemon juice squeezed directly on the area to be soldered cleans the surface by action of the citric acid.

Nothing can look so ragged as an extra belt hole made with an ice pick. If you don't have a leather punch, you can make one by grinding or filing off the point of a nail. This makeshift punch works on



retirements

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

CHICAGO GENERAL OFFICES

DAHLMAN, MAMIE M.
Clerk Chicago, Ill.
GRAY, JAMES C.
D. C. Steward Chicago, Ill.
GRIFFIN, JOHN T.
Clerk Chicago, Ill.
LEWANDOWSKI, STANLEY M.
Cook Chicago, Ill.
SAUNDERS, GUS
Slp. Car Porter Chicago, Ill.

CHICAGO TERMINALS

LECTURE, THOMAS L.
Clerk Galewood, Ill.
POBLOSKE, BERNARD G.
Asst. Agent Galewood, Ill.
SHEA, JOHN D.
Machinist Chicago, Ill.
SLONCEN, EDWARD L.
Clerk Chicago, Ill.
ZAMANAKAS, JOHN J.
Laborer Chicago, Ill.

COAST DIVISION

HALE, WARD D.

Conductor Malden, Wash.
RICKARD, WILLIAM J.
Helper Tacoma, Wash.
SCHULTZ, OTTO H.
Spl. Supervisor Seattle, Wash.

DUBUQUE & ILLINOIS DIVISION

KEMP, ALLOY E.
Roadmaster Savanna, Ill.
SHAFER, EARL E.
Sec. Laborer Liberty, Mo.
SHEDDEN, ARTHUR
Crossingman Elgin, Ill.
THOMAS, ROBERT A.
Conductor Laredo, Mo.

HASTINGS & DAKOTA DIVISION

HOHENSEE, FRED J.
Laborer Aberdeen, S. D.

IDAHO DIVISION

KENNEY, JOHN S.
Groundman St. Maries, Idaho
ROBECK, AUGUST F.
Sec. Laborer Spokane, Wash.
THORNTON, GEORGE D.

The Milwaukee Road Magazine

TelegrapherSpokane, Wash.

IOWA DIVISION

FORD, MERRITT A.
Rndhse. Foreman.....Council Bluffs, Iowa
SHULKES, GEORGE
Ex. Gang LaborerDes Moines, Iowa
YEMENEZ, RANALDO
LaborerCedar Rapids, Iowa

IOWA & DAKOTA DIVISION

JACOBS, HAROLD W.
AgentChamberlain, S. D.
RAABE, ALBERT, SR.
Sec. LaborerTyndale, S. D.
SNYDER, THOMAS G.
ConductorSioux City, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

HALVORSON, HANS P.
Sec. LaborerLyle, Minn.
STROMSODT, INGVALD N.
BrakemanAustin, Minn.

LA CROSSE & RIVER DIVISION

BEASLER, ALEX
Ex. Gang Laborer.....Watertown, Wis.
BRINKMAN, RUDOLPH A.
MachinistLaCrosse, Wis.
DUNN, BEN D.
MachinistPortage, Wis.
GROVESTEN, ROY
Electrician Helper.....Tomah, Wis.
MONTAGUE, JAMES H.
Mail CarrierFall River, Wis.
REDPATH, HAZEL I.
ClerkLaCrosse, Wis.
SWEET, HERBERT
Sand DryerLaCrosse, Wis.
VAN WORMER, HERBERT C.
Sec. LaborerBabcock, Wis.

MADISON DIVISION

HYZER, WALTER P.
Chief ClerkRockford, Ill.

MILWAUKEE DIVISION

McDONALD, PETER G.
Sec. LaborerFox Lake, Wis.
OLSEN, JOHN E.
Loco. EngineerGreen Bay, Wis.
ZAGER, JOHN
Sec. LaborerChanning, Mich.

MILWAUKEE TERMINALS & SHOPS

BUCKINGHAM, CARL S.
HostlerMilwaukee, Wis.
CERVENANSKY, JOHN F.
MachinistMilwaukee, Wis.
GRAY, WILLIAM
LaborerMilwaukee, Wis.
HATZMAN, PETER
Ex. Gang LaborerMilwaukee, Wis.
HAUENSTEIN, GEORGE J.
Mach. Hand Helper....Milwaukee, Wis.
HIETEL, GEORGE C.
Divn. Frt. Agt.Milwaukee, Wis.
LOFY, JOHN W.
CarpenterMilwaukee, Wis.
McDERMOTT, JOHN F.
SwitchtenderMilwaukee, Wis.
ROGERS, HARRY B.
ForemanMilwaukee, Wis.
SAYERS, MICHAEL J.
Yard ConductorMilwaukee, Wis.
SCHULTZ, LOUIS V.
Loco. Engr.Milwaukee, Wis.
SMITH, WILLIAM C.
SwitchmanMilwaukee, Wis.

WALSH, JAMES
LaborerMilwaukee, Wis.

ROCKY MOUNTAIN DIVISION

AUBRY, STEPHEN P.
Tel. OperatorButte, Mont.
BOICE, ELMER F.
Loco. FiremanHarlowton, Mont.

TERRE HAUTE DIVISION

DOWLING, WILLIAM P.
ConductorTerre Haute, Ind.
HENSLEY, ROY M.
ConductorCrete, Ill.
McBRIDE, HOMER E.
ConductorWest Clinton, Ind.
ROBSON, GEORGE M.
TrainmasterCrete, Ill.
SMITH, LAWRENCE, E.
Boilermaker HelperW. Clinton, Ind.
STAHL, ROBERT H.
LaborerTerre Haute, Ind.
STONE, SOL
Asst. Car ForemanTerre Haute, Ind.

TRANS-MISSOURI DIVISION

BACZUK, ANDREW J.
Sec. LaborerTrail City, S. D.
EISENBEISZ, CHRIST
Rndhse. LaborerMobridge, S. D.
HUNKLER, FRANK L.
Agent-OperatorMott, N. D.
LINTVEDT, CARL G.
Mach. HelperMarmarth, N. D.
NOLAN, ROBERT
PorterSaugus, Mont.
PORTER, ELMER E.
Sec. ForemanDupree, S. D.
THOMPSON, IVAN
B&B CarpenterMiles City, Mont.

TWIN CITY TERMINALS

AMDAHL, SVEN, L.
LaborerSt. Paul, Minn.
BEYER, GEORGE N.
HelperMinneapolis, Minn.
GROSCHKE, SOREN
MachinistMinneapolis, Minn.

Flood Relief



IN THE flash flood at Sioux City last month, 16 employes living in the disaster area suffered damage to their homes, seven families losing all of their possessions. Aided by funds from the general governing board, the local chapter of the Women's Club helped those who were hard hit through the crisis.

In addition to supplying food and dry bedding, the club posted notices on the bulletin boards in the various shops and offices, asking for donations of used furniture, clothing and bedding, and for volunteers to help the flood victims clean out their homes. One home was almost completely refurnished with furniture, clothing, dishes and cooking utensils. This picture shows the committee in charge of relief checking emergency purchases of bedding. From left: Mrs. Homer Snow, welfare chairman, Mrs. C. O. Larson, president, and Mrs. Clarence Embick, good cheer chairman.

about people of the railroad

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

The recent consolidation of the North Milwaukee station and the Fowler Street station accounting has brought in more new faces. Lois Scott is assigned to the extension desk, Betty Metchl is presently acting as bill and expense clerk and Bill Koepke is assisting at the switching desk. The following still remain at North Milwaukee: E. A. Keller, K. Stelzel, Mary Ann Graczkowski, H. C. Ruck.

From Chestnut Street, where the brewery strike has greatly crippled operations, we have Mary McCormack, LCL bill clerk, and Frank Lamb, yard clerk.

From house 11 comes the report that Gordon Gates has left the Road to join the Continental Can Company.

Diane, daughter of Frank Ciskowski, assistant foreman at house 11, has been graduated from St. Mary's Academy with high honors in music. Diane has definite ideas about her vocation, desiring very much to enter a religious order.

Check Clerk H. Hempe's daughter, aged three, has been confined at Children's Hospital a full month at this writing with a serious ailment. She is reported to be improving, however.

The R.B.W.A. of Milwaukee held its final dinner meeting of the year at the Pfister Hotel June 18 and installed new officers. An excellent program was provided by the members, proving that the club is well endowed with talent. A round-the-world trip was presented with songs and dances, composed by Patricia Daly of the traffic department and narrated by Ramona Kopitsch of the locomotive department. Girls from Fowler Street taking part were Mary Pruitt doing an Irish dance, Carol Keller in a Russian dance, Ollie Yerman in the hula, and all the girls participating in a cancan number. Ollie also displayed her talent as a singer.

Henry Miotke has been ill for a month, but is finally on the convalescent path.

The committee in charge of the Victory Lodge 1236 picnic are Joe Wuerl, Fowler; E. T. Nowicki, Fowler; Joe Hussey, Shops; William Luebke, Shops; Frank Skola, Shops; and Ollie Yerman, Fowler. The picnic is scheduled to be held at Gazvodas Park, free to all union members, and a charge of \$1.50 per couple to non-members.

Bob McCormack and Edith Tesch, former yard clerks, are not operating the car messenger runs. Edith, an equestrienne from way back, is now interested in raising colts as a hobby.

DAVIES YARD

Charles Pikalek, Correspondent

Sgt. Merlyn Kruz, on a military leave of absence, expects to be discharged from the Army in August.

Gerald Radtke left the railroad to join the Wauwatosa Fuel & Supply Company.

Mrs. and Mr. Raymond Bernier spent a vacation in California recently.

Clarence Proell underwent surgery June 24. John Bauman made a trip to San Diego recently to visit a niece he had not seen for 49 years.

Mrs. Grace Grassl is back to work after an extended leave of absence.

Milwaukee Shops

STORE DEPARTMENT

Virginia Schori, Correspondent

Wedding bells rang out for two store division employes last month. On June 20 Patricia Steinhoff, comptometer operator, became Mrs. John O'Shea at St. John the Baptist Church in Wilton, Wis. The O'Sheas spent their honeymoon in northern Wisconsin. Joseph McLean, storehelper, claimed Jeanne Poppendieck as his bride on June 13 and also spent his honeymoon in the north woods.

Sympathy is extended to William Hawthorne, counterman in section C, and his family. His daughter, Mrs. Helen McDonald, an Army nurse, was killed in action in Korea in May. Funeral services were held last month after her body was returned from overseas.

Illness has taken three store division employes from their regular routines. A speedy recovery is our wish for Clerks Paul A. Schmidt and Rudy Beier, and Stockman A. J. Kulk.

It has been brought to the writer's attention that C. V. Hammer, retired traveling accountant, passed away on June 29. His many friends in the store division extend condolences to his family.

I recently received the following article from the Tomahawk Leader, a local newspaper in Tomahawk, Wis.:

"Although it has never before been necessary to conduct intelligence tests to determine the mental superiority of beaver vs. men, a recent item released by the Wisconsin Conservation Department indicates that such a project might well be undertaken. The release tells:

"At Tomahawk it has come to a test to which are smarter, the men running a railroad or the beaver trying to flood it out. Beaver are damming a small creek just below the Milwaukee Road grade near Tomahawk to soften the roadbed. Walter Rush, section foreman, figured he could stop the beaver activity by frightening the animals. He suspended a lighted red lantern on a hoe handle from the middle of the dam and the beaver were grateful for the contribution. They cut the hoe handle and used the lantern to plug a hole in the dam."

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

One of our larger programs at the freight shop at present is the equipping of some of our gondola cars in the 360,000 series with steel sides replacing wood sides. The change will greatly strengthen these cars.

Harold Fligge, car checker in the freight shop, was married to Grace Schober of Beloit on July 4. The couple spent their honeymoon in Minneapolis.

Frank Vander Linden, former trucksmith, is enjoying retirement at his home near Escanaba, Mich. He is spending part of his spare time remodeling his home and the remainder at fishing. He sends a cordial invitation to his friends here to pay him a visit.

Daniel Hurley, retired air brakeman, and wife are now living in Ireland where Dan says he is living like a king on his pension.

Two more veterans reached the 45-year service mark with the Road last month and were presented with Silver Passes. They were William H. Krueger, steamfitter, and Frank Mulvanny, machine hand.

George Hauenstein, machine hand helper, retired June 1 after serving 51 years with our company. George is 69 years old and the holder of a Gold Pass.

Sympathy is extended to Paul Geisler, retired transfer man, whose wife passed away recently.

OFFICE OF MECHANICAL ENGINEER AND SUPT. OF CAR DEPARTMENT

Harold Montgomery, Correspondent

A standing invitation to all interested: Free motor boat rides to those who dare get in the boats of J. A. Schnell and Hank Kunder. John has a Mercury 25 while Hank has a Scott-Atwater-Kent 16. Warning: It's best if you come prepared for the worst. Wear a Mae West.

Ed Carpenter of the M. E. office has taken employment as a draftsman in his home town of LaCrosse. Ed served his apprenticeship in the locomotive back shop before coming to the drafting room in 1951.

Condolences are extended to the Jack W. Mulhollon family in the death of Jack's mother May 31. She was the wife of W. H. Mulhollon, a baggageman on the LaCrosse Division for the past 35 years.

The E. A. Kuntz family took a vacation trip to the Smoky Mountains in Tennessee, reported a swell time. Elmer, accustomed to Milwaukee golf courses, says the grass on a Nashville course was so tall, he had better luck playing in the rough.

The Harold T. Odegards announce the graduation of daughter Nancy from the University of Wisconsin. Nancy has been learning occupational therapy. She leaves for a hospital in San Francisco to start her internship.

The Art L. Schultz family is awaiting the return of No. 1 son, Gordon, from Iceland.

The Milwaukee Road Magazine

He has been stationed there since July, 1952 as a dental technician. He will be allowed 30 days to catch up with his civilian liberties before entraining for Mitchell Air Force Base at Long Island, N. Y. No. 2 son, Kenneth, is now in the Air Force mechanic's school at Shepard Field, Tex., until Sept. 15, when he also will be assigned elsewhere. Both boys were firemen in the Milwaukee Terminals before leaving to help Uncle Sam.

Bruce Engelke, No. 2 son of the R. W. Enkelkes, figures he has the formula this year to cop the 1953 Soap Box Derby which last year eluded him in the class A finals by four scant inches. "The Milwaukee Road" will be painted on both sides of his car. Bruce is the brother of Robin who in 1949 took top honors here and went to Akron, Ohio, where he made a great try for national honors. Robin now is a hot rod enthusiast.

Miss Myra Verket has left the M. E. office. Her new headquarters with the Road is in the office of clerical union, Victory Lodge. Her position was taken over by Jeanice Myers who formerly worked in the locomotive office.

Newcomers: Anthony Teisl — 10 years in the freight shop as apprentice and carman, replaces Ed Carpenter in the drafting room; Joseph Gagliano — 11 years in the blacksmith shop, now finishing his apprenticeship with four months' training on the drafting board; Fred Zittel from the car department machine shop, finishing his time as a machinist apprentice with a four-month stint on the drawing board; Lee Shiplett — electrical apprentice from the car department electrical department (brother-in-law of Foreman Joe Kolanda of the electrical department) who spent two years in Korea and Japan with the Infantry, now finishing his apprenticeship which was interrupted by the war.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Sympathy is extended to Mary Jane Schwachtje on the sudden death of her mother. Also to Tony Gutt on the death of his mother.

Minnie Helgerson has returned to work after an extended leave of absence and Rosemary Salavitch after a six-week leave of absence. Dorothy Graham is recuperating from an acute attack of appendicitis.

The welcome mat is out to the following new and returning temporary employes—Robert Mielke, William Simkus, Theo Bahwell, Gerda Huber, M. Grenlin, George Storm, Richard Lipinski and Shirley Baumgartner.

Engagements for June: Lois Hedborn of shop timekeeping, Diane Korn of the typing bureau, Jean Jassak of the B.&V. (to Leonard Bigott of the AFE bureau), and Carol Woods, keypunch bureau.

Sylvia Dudzinski left the railroad and is now the proud mother of an adopted baby boy.

Lee McMakin has a big smile these days. She has another grandchild—a girl.

Mrs. June Peterson left the Road June 30. She is moving into a new home in Batavia, Ill.

Marion Graczyk, a former employe, is now Sister Richard Mary. She completed nine months of training at Rosemont, Pa.

Anyone interested in raising roses and



TALENTED. News from Wausau, Wis., last month concerned the sons of Chief Clerk Earl Hazelwood. Donald, graduating from the University of Wisconsin with a Bachelor of Science degree, was the university's 100,000th graduate. Shown with him are President E. B. Fred and Miss Carol Pierce, who started the school's second 100,000. Donald has been granted a research assistantship in the zoology department and will begin studying for his master's degree. Philip, who is stationed at the naval air base at Alameda, Calif., is shown making a long distance call to his mother as his prize for winning a USO cake-baking contest; listening in, his sponsor in the contest, Mrs. Nelson. The Hazelwoods were further surprised because cake-baking is about the last thing they would ever expect Philip to excel in, they said.



GOOD FELLOWS GET TOGETHER. Having moved to California recently, W. F. Brechlin of Van Nuys (center) looked up two other retired Chicago Terminals engineers, William Farrar of Culver City (left) and Gene Moore, San Diego. This picture was taken at their get-together at Mr. Farrar's home.



AND NOT A DROP TO DRINK.

A river flowing right down the middle of Main Street was the sight which greeted employes reporting for work at Lewistown, Mont. on June 4. The recent flood at Lewistown, the worst in the city's history, caused considerable damage to Milwaukee Road installations. This picture, taken by Clerk Ray Kester, shows high water surrounding the freight house on Main Street.





FROM THE UN. P. H. Draver, vice president-traffic, discussing Milwaukee Road traffic procedures with Mohd Bashir Khan Malik, executive officer of the Pakistan State Railways at Lahore. Studying under a United Nations fellowship, Mr. Malik visited Chicago last month to study American railway methods as they apply to rates and traffic salesmanship and to inspect the Union Station.



THE GOOD YEARS. William Roloff, formerly of the auditor of equipment accounts office in Chicago, pictured with Mrs. Roloff at their new home in Los Angeles. Mr. Roloff, who retired in 1950, now spends his leisure hours cultivating his lawn and flower garden.

wanting some good advice should see John Ritter. From all reports, his garden is a show place.

Arno Franz paid us a visit; said he is enjoying his retirement in Florida. The girls envied his suntan.

The paymaster's office received a letter from Pvt. Kenneth Eklof, stationed at Camp Roberts in the hills of California. He wrote that he will never complain about getting to the office at 8:30 again. His gripe in the Army is GI beans and GI gravy. "Wish I'd joined the Navy," he says.

CHORAL CLUB NEWS

Theresa Glasi, Correspondent

The Choral Club climaxed its season by presenting a concert at Mayfair Presbyterian Church on the evening of June 17. The club has presented 11 concerts for special organizations during the past season in addition to the Christmas singing in the Chicago Union Depot. It has been a very successful season.

The club will have two picnics during the summer. One will be held at the home of June Mathison and the other at Portage Park where the members of the club will be able to indulge in a little swimming.

The club will sign off for the summer, and it is hoped that all of you have a fine vacation and that you will be on the lookout for news of the club with the beginning of the fall season.

PASSENGER TRAFFIC DEPARTMENT

John Koepke, Correspondent pro tem
City Ticket Office

Note: The press of business is temporarily immobilizing the regular correspondent of these monthly items. However, he has been fortunate in securing the services of John Koepke, and it is his items that you will be reading for the next few months. John is neither a stranger to the Road nor to the printed word. As No. 141, he was on the reservations staff last summer and during the Christmas vacation. This summer he has joined the Monroe Street force. As a scholarship student at Northwestern University (to which he returns this fall to complete his

TOPS IN SAFETY. C. P. Fisher, general manager of the Chicago Union Station Company (left) and Ned H. Dearborn, president of the National Safety Council, with the plaque



which declared the company winner of the Railroad Employees' National Safety Award for 1952 among Group "A" switching and terminal railroads. This group includes railroads in that classification whose employees worked more than 1,500,000 manhours during 1952. Presentation was made at a dinner attended by all department heads and supervisors of the Union Station Company on July 2. In a letter to all employees of the company, Mr. Fisher expressed his personal appreciation and commended them heartily for their work.

senior year), John has been a sports writer on the Daily Northwestern. This practical experience has been buttressed with courses in journalism. In addition, he has studied transportation, focusing principally on the economic and regulatory areas of the field. Career-wise, he has aspirations in transportation. So with no further ado, sign in, John Koepke.—Fred Carney.

A railroad trip as part of a vacation is hardly a novelty in this business, but occasionally you run across one that is a little different. Doug Keller, city passenger agent, for instance, has found that happy medium by combining work with pleasure. Over the past few months Doug worked out the details for 158 members of Serra International, a group conventioning in Seattle. Riding the Olympian to Seattle, the conventioners returned via Vancouver, Jasper, Lake Louise and Banff. Doug traveled as passenger representative.

One man who is too busy to be thinking about vacations is Harold Williamson, chief clerk to V. L. Hitzfeld, GAPD. The stork recently delivered a daughter, Susan Anita, to the Williamsons, so between Susie and son Robert, vacationing ideas have taken a back seat.

If anyone wonders why Hazel Collins of the information bureau isn't sporting a suntan, it's simply because she has been spending her week ends unpacking crates in her new apartment. Her back aches, but she is quite happy with the new quarters.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Arona Warren and Tom Puttrich exchanged marriage vows at St. Sylvester's Church June 6. The honeymoon was spent in Winnipeg, Canada.

A newcomer to our central station accounting bureau is Carol Ann Pike.

Congratulations to Barney Weichbrod upon becoming grandpa on June 11 when he was presented with a grandson.

At this writing Thelma Petri and her grand-daughter are vacationing in Seattle and other points of interest on the west coast, Art LaRue and his grandson at Lake Nogue Bay, Wis., and Charles Brossman has returned from a fishing expedition at Ely, Minn., with a record breaking catch.

William L. Dunlap, retired employe of this office, passed away suddenly at Lowell, Ky., while visiting his daughter.

Jay D. Lindquist was granted a leave of absence to enter the U. S. Naval Academy at Annapolis.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

June bridal showers were given for Beatrice Chalupka and Mary Toporek. Attendance included girls from the office, relatives and friends. The girls received many useful gifts.

Vince Hunt, retired veteran, has been enjoying a vacation in Denver, according to recent letters. Art Slider, retired veteran now residing in Texas, dropped in to say "hello" while touring the country.

It is a pleasure to advise that Gerald Hefron and Howard Muse have left the hospital. Gerald returned to work June 29 and Howard is convalescing at his home in Huxneston, Ia. Aileen Hermes spent an enjoyable vacation

among friends in Tampa and Orlando, Fla. Ethel Haynes enjoyed a stay at Daytona Beach, Fla.

New employes include Adell Morland, Paul Larson, Ernest Schultz, Edward Marciszewski, Donald Kuehn, Richard McConnell, Roger Schoner, James Heuel, Mildred Johnson, Allen Asmundsen, Robert Burton and Florence Swanson. Florence was employed in the Freight Claim about 12 years ago and her friends here enjoyed seeing her return.

Ruth Ballin is the proud mother of Barbara Ruth born May 29.

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

V. E. McCoy and Frank Casey attended the A.A.R. Purchases and Stores Division convention at Atlantic City June 21 to 26. Mr. Casey, who was a member of the committee on purchasing and stores procedure, spent one morning on the American Steel Foundries test train. He reports the exhibits and meetings very interesting, and his one regret is that more of the purchasing department members were not able to attend.

Eleanore Auberg's baby arrived on June 21—a boy! Both are reported doing well.

We have two new department members—Fred Diaz, order file clerk, and Robert Buchanan, office man.

Dorothy Chisman, known as Dorothy Hess when she was in our department as Mr. Casey's secretary, visited the office to say hello. She is now living in North Dakota and raising a family.

Marilyn Rycroft, another former employe now Mrs. Joseph Cole and living in New York, sent word of the birth of a son on May 31.

OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

The warm weather has made everyone vacation minded. California has lured Mildred Hoffmann, Herb Mueller, Joe Riplinger, Harry Wallace, Ed Bradtke and E. S. Haidys; Helen Kaeseberg and Nina Clark are seeing Seattle; Grant Miller visited his brother in Portland, Ore.; Florida attracted John Orlovski and Ann Gustafson; W. Steckman chose Kansas; W. Yadgir—Michigan, and Blanche Debs—Wisconsin. A. Route is spending a month in Frankfort, Germany, and Mary Fitzpatrick a month in Ireland.

Sympathy is extended to W. Krause on the loss of his sister; to Al Dinoffria on the loss of his father; to Elizabeth Lindmark on the loss of her mother and to Betty McKee on the loss of her grandmother.

The following cases of "fishing pox" have been reported: in Canada—Nellie Zeman and Herman Hoffman (according to his snapshots he made quite a catch); in Minnesota—Bill Bodecker and Ed Marx; in Wisconsin—W. Kures.

Rose Voss is on leave due to ill health. Elaine Benzinger is on furlough visiting her parents in Minnesota.

We are glad to report Adele Hirsch and Herb Dombrow as back at work.

Doris Schaller is leaving service to become a housewife. Betty Hansen resigned to make her home in Minnesota with her parents. Angela Mattioli is adding "Mrs." to her name in August and will assume the duties of a housewife.

July, 1953



GOOD FOR A LIFETIME. Minneapolis freight house employes were interested spectators last month as Louis Cohen, check clerk (center), received his Silver Pass, token of 45 years of continuous service. Agent L. M. Truax is making the presentation, with General Foreman M. F. Marrin at the far left.



TESTIMONIAL. Retiring on June 30, L. J. Benson, assistant to president, was honored with a testimonial dinner at the Palmer House in Chicago on June 18. The turnout included all people in his office, and many of the safety engineers and police officers who were associated with him. The head table group shown here is (from left) E. F. Conway, captain of police, Minneapolis, who succeeds Mr. Benson as superintendent of the Road's police force; W. H. Block, supervising captain of police, Chicago; Mr. Benson; Mrs. Benson; and Miss Florence Walsh, Mr. Benson's secretary.

The Willard Hettingers have joined the ranks of property owners. They now own a home in Palatine a few blocks from the Warren Burgs.

Frank Lonergan returned to St. Anne's Hospital with a heart ailment. He has been on furlough since May, 1952.

We are glad to report that John Griffin is up and around again and on the road to recovery.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

In recognition of 30 years of service Marie Streiber was honored by her co-workers on May 29 with flowers and a "money plant."

Mamie Dahlman retired on June 12 and was presented with many gifts, a cash purse and flowers. She will make her home with her daughter in Bayside, N. Y.

We were pleased to see George Kullowitch upon his return from service in Korea on June 2. After his furlough he will receive his discharge.

Sympathy was extended to Tony Fiori in the loss of his sister on June 29.

Ramona Ruggeri was honored with a baby shower on June 26 when she retired for the expected event.

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

Welcome to Ralph H. Sompolski and Harold R. Anderson, two new draftsmen in Architect Ken Hornung's department. Also welcome to Lawrence F. Coffill, detailer in the office of Ed Burch, bridge engineer.

Ernie Wiltz, assistant engineer in H. B. Christianson's office, has again joined the ranks of the F.O.P.P. (Fraternity of Proud Papas). The new arrival, Richard Alan, was born June 9. This makes Ernie a three-time member of the fraternity.

W. E. (Bill) Bobbitt, assistant engineer—construction at Bensenville yard, has returned to work after several weeks of convalescing at Rochester, Minn., and his home.

B. L. Hilliker, superintendent of the rail mill at Tomah, Wis., and his wife celebrated their 25th wedding anniversary June 27. They are spending their second honeymoon on a trip through northern Wisconsin and Canada.

That big smile on the face of B. J. Ornburn, assistant chief engineer, structures, is caused by the good news that his son, 1st Lt. Ben J. Ornburn, Jr., Corps of Engineers, will be home in time to attend his dad's birthday party July 21. Lieutenant Ornburn has been on active duty in Korea for quite some time, and this will be a real celebration.

25

Glenn Berg, assistant engineer in Mr. Powrie's office, together with his mother and sister Claudine and brother Calvin, recently flew to Seattle to attend the wedding of his sister, Karen to Warren Leyde. Karen and Wilma, another sister, are hostesses on Northwest Airlines planes. Glen returned via the good old Milwaukee. Mr. Leyde is from a railroad family, his father having been a Milwaukee employe until his retirement. Glenn is the son of A. T. Berg, a superintendent on The Milwaukee Road until his demise.

M. L. Bardill, former division engineer at Terre Haute, stopped in to say adieu. He is leaving the service of the Milwaukee and plans to live in Dubuque, where he has become associated with a business concern.

Don Nelson, of the office of N. E. Smith, division engineer at Minneapolis, also leaves



LAST INSPECTION. June 30, his last day on the job, found Dining Car Inspector Ray F. Landis of Chicago sampling a Hiawatha menu with M. P. Ayars, superintendent of the sleeping and dining car department, as his host. Mr. Landis started with the Road as a steward in 1928 and was promoted to inspector in 1939. He and Mrs. Landis are making plans to move to California.



THEY CAN DANCE, TOO. This lively cancan was the hit number of a revue entitled "Around the World in Song and Dance" presented recently by Milwaukee Chapter of the Railway Business Woman's Association. The gay Parisiennes are, from left: Ollie Yerman, Fowler Street station; Pat Daly, traffic department (author of the revue); Mary Pruitt, Fowler Street; Nancy Houting, Davies yard; and Carol Keller, Fowler Street. For details see Correspondent Pearl Freund's column.

the service of the company. He is moving to Akron, Ohio.

Ed Volenec, steno-clerk to B. O. Johnson, is leaving the service of the Milwaukee to assume duties elsewhere.

Freeman P. Drew, chief draftsman to Ed Burch has resigned to take a position in the research department of the Association of American Railroads. Charlie Bredfeldt will assume his duties.

Ed Tomasik, detailer in the office of Ed Burch, is convalescing at home at this writing after surgery at St. Joseph's Hospital.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Wedding bells rang out for five of our lovelies. Loretta Licht and Jack Spring were married May 9 at Bethany Evangelical Church, followed by a dinner at the Fireside Lounge. Loretta and Jack honeymooned in the Smoky Mountains. Arona Warren and Tom Puttrich were married June 6 at St. Sylvester's Church, followed by a dinner and reception at Allgauer's Fireside. They honeymooned in Canada. Louise Filezer and Charles Heath were married June 6 at the Church of the Holy Ghost, followed by a reception at the Wooddale Community House. The newlyweds honeymooned at Wisconsin Dells. Joan Goedde and Ted Anderson were married June 20 at Gethsemane Church, followed by a reception. They toured Wisconsin. Mitzie Mutert and Art Wachowski were married June 27 at St. Vincent's Church. The reception was held at the North Shore Legion Post. Mitzie and Art honeymooned in Florida.

Ruby Dunaven celebrated her 30th anniversary with the company and received many good wishes and gifts from her friends.

Kitty McCants, Ardell Westerberg, Irene Barry, Ann Doran, Josephine Smith and Georgianna Kuchvalek attended the Women's Club district meeting in Milwaukee last month.

Leah Aaron gave a very interesting lecture on Israel at a recent Women's Club meeting. Flo Hurless and Gertrude Walsh are back after extended illnesses.

The vacationists went west last month as Dorothy Massaccesi journeyed to California and Texas, Mary Ann Hoogeslear picked Texas as her vacation land, Elizabeth Weig went to California, and Evelyn Gunnell spent a week at Paddock Lake.

Coast Division

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

Mrs. Esther Delany, stenographer in the superintendent's office, has returned from vacationing in California with her husband Bill, retired general car foreman at Tacoma.

Trainmaster R. C. Schwichtenberg, on vacation, reports from Redfield, S. D., that the fish were never bigger.

Jack McMahan, B&B carpenter, is back on his feet and smiling following his recent stay in the hospital.

Wesley R. Nelson, engineering department, Tacoma, proudly showed a gold medal which he won in the Seattle Rose Society's 40th annual show. His sweepstakes winner was a large white exhibition rose named Mrs. Charles Lamplough.

Mrs. Ruby Baker, who was the stenog-

rapher in the chief carpenter's office, Tacoma, and who has been in the hospital for quite a spell for operations on her back and leg, is out of the hospital and just returned from a trip back east with her husband.

SEATTLE YARD

F. J. Kratschmer, Correspondent

George Schindler, night car inspector, spent three weeks in June visiting in the Middle West and taking in big league ball games in Chicago and Cleveland.

Car Inspector Horace M. Morrow got tired of batching, so he took unto himself a wife on June 17.

Hilden Heath joined the local car forces on June 10 as a carman's helper.

Helper John Picinich of the car department took a leave of absence on June 30 to try his luck this summer on a fishing boat. He will work out of Gig Harbor on a 65-foot boat with a crew of nine men, fishing around Puget Sound and the Pacific coast.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Agent O. R. Powels attended the 1953 annual meeting of the Freight Station Section of the A.A.R. held in Detroit May 26 to 28 inclusive, and reported on the highlights at our June claim prevention meeting.

Chief Clerk Fay Clover spent his two-week vacation moving into his brand-new ultra modern home at Summit.

Arnold Benson, a newcomer from Spokane now on the outbound revising desk in the Tacoma freight office, is vacationing at the present writing. Frank Bushey is relieving.

Ticket Clerk Carl Tvetter and wife have returned from a vacation in New York and Montreal, Canada; Lysle Smith relieving.

We wish to take this opportunity to thank Chief Yard Clerk R. D. Shipley and Counter Clerk Ralph Moyles for the beautiful fresh flowers supplied the freight office gang each week.

Ticket Clerks Glen Russel, Carl Tvetter and Lysle Smith attended the Seattle Transportation Club banquet and meeting at the Benjamin Franklin Hotel in Seattle last month.

Mrs. Rose Gratzler, stenographer to Chief Clerk Sargent in the car department, is taking a leave of absence. Mrs. Cleva Johnson is relieving.

Clerk Lyle Zimmerman of the car department has left the railroad to go back to Michigan State University; being replaced by William Balmer.

Miss Anne Johnson, former employe of the division engineer and roadmaster's office, is back home visiting old friends. She has been making her home in California since leaving the company several years ago due to illness.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Richard A. Piper, son of A. L. Piper, chief clerk to general manager, was married June 6 to Donna Jean Schelly in the Bethany Presbyterian Church on Queen Ann Hill. Following the ceremony a reception was held in the church hall for 150 guests.

On June 18 a group of about 60 retired

The Milwaukee Road Magazine



The Columbians, league champions, who have set a fast pace for the male bowlers. Kneeling, from left: Doris Hescox and Marilyn Scholl. Standing: Ethel Schmidt, Virginia Clark and Alice Pettersen.

Len Rickett (standing, right), a member of the Machine Shop team, is the only original league member still bowling. Kneeling, from left: Bill Price and C. K. Clifford. Standing: Joe Kuenze, Ken Olson and Mr. Rickett.



Leo Jensen (standing, right), of the Coach Yard team, boasts the highest game score in the league's history—a 286 bowled in 1951. Kneeling, from left: Dick Connally and Ted Christiansan. Standing: Harry Connally, Walt Loring and Mr. Jensen.

Herb Davis (standing, right), of the Boiler Makers team, rolled the highest game in the league during the past season with a 257. Kneeling, from left: C. P. Miles and Ed Gettman. Standing: Dick Paulsen, Bill Mojean and Mr. Davis.



Milwaukee Bowling League Oldest in Tacoma

THE Milwaukee Bowling League in Tacoma, some of whose members are shown here, has the distinction of being the oldest organized league in the city, having been at it since 1926 without a hitch.

T. W. Carscallen, division editor in that city, reports that Len Rickett, a machinist in the shops, is the only original member of the league who is still bowling, but Roy Tidd and Walt Jennings, Sr., have been knocking them over long

enough to be classed as genuine veterans. Roy, as a matter of fact, has been secretary of the league for the last 19 years.

The league began with eight teams, all men. And, as Mr. Carscallen says, "it stayed that way" until about 1946 when two women's teams were added. While there is nothing official on it, it may be that some of the men now regard 1946 as a dark year in the aggregation's history, as one of the girls' teams made off with the league cham-

pionship this past season. The Columbians, they call themselves, and it seems they nosed out The Supervisors, who had stayed out in front during the first half, by a score of 2360 to 2267.

The Milwaukee bowlers in Tacoma rate themselves with becoming frankness as "not a high scoring league", but they have spirit to spare and they take second place to none when it comes to a good time. They figure that's how they've lasted 27 years.

employees met in the Women's Club rooms in the Union Station for the purpose of forming a club for retired employes in this vicinity, including Tacoma. Byron P. Walker, former locomotive engineer, was elected president of the group, F. W. Rasmussen vice president, Ray Grummel, secretary-treasurer and Mrs. Genevieve Roberts, assistant secretary. The purpose of the club is to continue to promote interest in the railroad and to renew old acquaintanceships.

Agnes Mooney, chief telephone operator in the Seattle general offices, started her vacation June 29 with plans to take an automobile trip to California, visiting en route at Missoula and Butte. She was accompanied by Mr. Mooney.

Mrs. Lucille Eaton of the general agent's office has as guests her mother and father, Mr. and Mrs. Walter Wright of Minneapolis who made the trip out here to bid adieu to grandson Bob Eaton, who was recently inducted into the Army.

C. W. (Chuck) Reynolds, buyer in the purchasing department, was recently elected for a three-year term as trustee of the Pur-

chasing Agent's Association of Washington.

George W. Knowles, assistant chief clerk in general manager's office, accompanied by Mrs. Knowles left June 22 for Columbia, S. C., to visit son George and family. They will be joined there by a daughter and her family from Minneapolis.

Bill Sarakenoff, chief clerk in the transportation department, finds his evenings pretty well taken up in making trips out to East 125 to check on the progress the contractor is making on his new home.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

It's here — that time of the year everyone works for. We look forward to vacation time all year, to go somewhere or do something different, or just to stay home and enjoy that. But if your vacation is already spent, don't feel too bad. Your work will be all caught up when someone else is just struggling back after a two-week trip that brought him back

tired and lazy and, worst of all, broke.

Mabel Viets, cashier at Spokane, just missed the tornadoes when she went south.

W. J. Keenan, chief clerk, traveled back to Ohio and at a safe distance witnessed one of those treacherous funnel-shaped clouds travel, do its damage and die away.

Ed Swergal had another of his articles in print in a recent Sunday issue of the Spokesman-Review, the story of Comanche, a famous war horse in the battle of the Big Horn territory. Mr. Swergal is quite a historian as is evidenced by his accomplishments in print.

When on vacation back home, Mel Thoreson wired back that his father passed away. Our sympathies are extended to this family.

Roses are much in evidence around the various offices during this wonderful weather. Each one tries to outdo the other in bringing the best and largest. Your writer always has a hard time convincing folks that her flowers actually came from her garden. When vegetables come into their own, I will gladly say they didn't come from my garden, if someone will furnish me with tomatoes, corn, etc. Don't have any.

I & D Division

SANBORN—RAPID CITY

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

H. M. Davis, former agent at Draper, has gone to LaCrosse as the third trick dispatcher. D. P. Mohr of Ethan is acting agent at Draper.

J. A. Thompson, formerly of Sioux City, is the new assistant master mechanic with headquarters at Mitchell. He is planning to move his family here as soon as he can find a place to live.

Machinist Paul Ewert of the Bensenville diesel shops paid the boys at Mitchell a visit recently. Paul is a former employe of the Mitchell roundhouse.

Electrician B. T. Stroh, Mitchell, is the father of another boy. He now has a trio of boys, Roger, Dennis and now Curtis Lynn.

Section Laborer Nick Schmitt and wife of Mt. Vernon have returned from a trip to California.

The L. A. Lindemer family of Minneapolis were in Mitchell recently. He is now a shop foreman in Minneapolis; formerly car foreman at Mitchell.

EAST END

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

Shirley Ann Merritt, daughter of Engineer Foster Merritt, was married June 9 to Henry William Anderson at the Wesley Methodist Church in Mason City. The bridegroom is in the Army, stationed at Fort Leonard Wood, and the couple will live at Rollo, Mo.

Mrs. W. F. Ingraham, wife of the retired superintendent of the I&D Division and former special representative to general manager, died at Mason City June 4 after an illness of several months. Mrs. Ingraham was born in Oslo, Norway in 1879, the daughter of the Reverend Frederick and Anna Ring. She and Mr. Ingraham were married in Chicago in 1901 and lived at various points on the railroad before moving to Mason City in 1925 when Mr. Ingraham was appointed superintendent. Besides her husband, she is survived by two sons, William F. of Omaha and Sidney C. of Houston, a daughter, Mrs. Lavern Kohlhurst of Pasadena, three grandchildren and one great-grandchild. Mrs. Ingraham was an active leader in several clubs and organizations, particularly in the field of music. She was one of the organizers of The Milwaukee Road Women's Club.

It's a girl—born June 16—for the Robert Saliers. Mrs. Salier is the former Judy Hogan, who was employed as roadmaster's clerk.

Conductor J. P. Hogan is the proud grandpa.

C. R. (Bob) Petersen and family are vacationing in Los Angeles and San Francisco at this writing. Mrs. Margaret Nolterieke is substituting as bill and expense clerk at the freight office while Bob is gone.

Funeral services were held at Farmersburg, Ia., on June 11 for H. H. Will, agent at St. Olaf. We extend our sincere sympathy to Mrs. Will and family.

Frank Pavlovec, section laborer at Calmar, is confined to his home due to a heart condition. Frank Schuman, section laborer at Lawler, has also been ill for several months.

John L. Paul, section laborer at Mason City, and wife made a vacation trip to Seattle by motorcycle. John is a motorcycle enthusiast and evidently his wife—at least we hope—shares his enthusiasm.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Engineer Walter T. Lynberg and wife attended graduation exercises at the State University of Iowa June 12 when their son Raymond received a degree from the College of Medicine. Doctor Lynberg will interne at St. Luke's Hospital in Spokane during the next year. The Lynbergs also visited with the family of their son Charles who is attending law school at the University of Iowa.

We are sorry to report the illness of Roadmaster J. M. Murphy who is confined at the present writing in McKennan Hospital at Sioux Falls with a virus pneumonia.

It's a boy for Fireman W. Burris, born June 20 at Sioux City.

Operator W. B. Bryant has returned to service on the I&D after serving 14 months in Germany. He is also getting acquainted with a new son born in July, 1952.

Your correspondent had a nice vacation trip to northern Minnesota. Fishing was good, and the weather nice and cool. Also was gone during the flood trouble at Sioux City, which from all reports was terrible.

Milwaukee Division

SECOND DISTRICT

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

Cecil Huntley, chief clerk at the freight house, is a proud granddaddy to a little grandson, Michael Rhodes, born in Austin, Tex.

R. L. Hicks, assistant superintendent, spent a week up at Land-of-Lakes with his family and we understand he landed a five-pound walleye pike, thus keeping his promise that he would catch at least one. Roadmaster W.

F. Weiland spent a week of his vacation driving to South Dakota for a family reunion.

F. T. Buechler, retired superintendent, reports he has been seeing quite a lot of Washington, D. C.

"Andy" Rassmussen, 80-year-old retired engineer, came back from Long Beach, Calif., where he now resides to visit the old friends and the railroad. He is looking fine and says he likes California, but missed the old friends.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

The second annual outing of the Railroad Agents and Station Employes Association was held June 20 at a resort at Lake Delton, Wisconsin Dells, to which they traveled via special train. Entertainment on the train consisted of professionals Hal Cone and Bud Oskins, pseudo conductor and porter, respectively. There was also an accordionist to extract song from the 131 travelers. Refreshments were dispensed on the train through the courtesy of the Union Refrigerator Transit Company and their genial representative, Sheldon Beyer.

At the Dells the heat was so intense that the ball game and tug of war that had been scheduled were forgotten and everyone took to the air conditioning of the hotel like ducks to water. Cards, bingo and other indoor activities were quite popular. Those who cared for the outside took the amphibious boat trip on the Wisconsin River, others found the pool at the resort just the ideal place. A beauty contest was won by Operator J. Leland Frindell, the prize being a case of canned kraut. The time went so fast that before anyone realized it, it was time for the banquet, which was followed by dancing and a pleasant trip home. The thanks of all who attended go to the following employes who rendered the necessary train and engine service: Paul Lucas of the locomotive department, Conductors B. G. Walter and J. W. Welch, Brakemen W. E. Kennedy and W. B. Haggard, and Enginemen Thomas Wade, Will Patek, John Hahn and Al Shallow.

We are sorry to report the death of Arnold Brown, former agent at Deerfield who last worked at tower A-3. Mr. Brown died at Hines Hospital on June 24.

Tom P. Mahoney, retired C&M brakeman, passed away June 20. Sympathy is extended to Mrs. Mahoney.

Wealth may not bring happiness, but it seems to bring a pleasant kind of misery.

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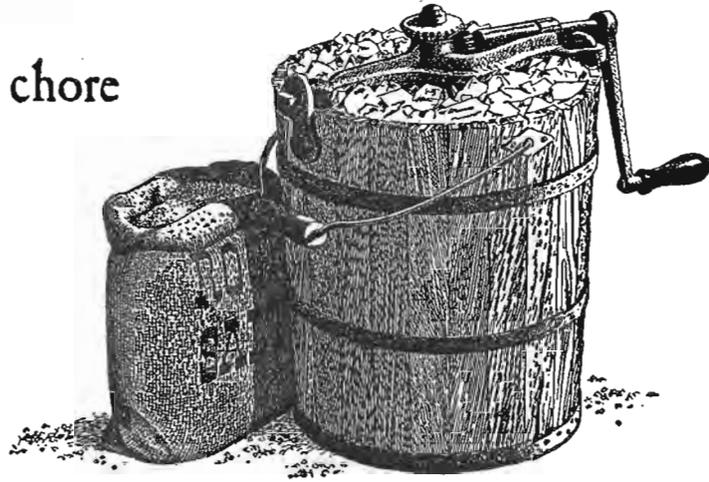
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La Crosse & River Division

SECOND DISTRICT

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

Thomas French, 88, retired machinist, La Crosse, passed away June 3. He is survived by his wife; two sons, George and William (an engineer in La Crosse yard); a daughter, Miss Martha French; three grandchildren and four great-grandchildren, all of La Crosse.

June saw the passing of another retired employe at La Crosse, Wayne B. Betts, 84, who had been section foreman in La Crosse yard for many years. He is survived by two daughters, nine grandchildren and ten great-grandchildren.

Alfred W. Marsh, Minneapolis, made his last run Sunday, June 14. Starting as a fireman on Nov. 22, 1902, he was promoted to engineer on July 28, 1907. He had been engineer on passenger trains since 1935, for the past four years on trains 16 and 5.

THIRD DISTRICT

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

Mechanical Department Employe Walter Osswald and Mrs. Osswald attended commencement exercises at the University of Wisconsin when their son Jack was honored for outstanding university work. Jack, recently one of the three new members accepted for Gamma Eta Gamma, legal fraternity, is a

member of Phi Sigma Phi, scholastic fraternity. He was a candidate for student editor of the Wisconsin Law Review, moderator for the state intercenter forensics contests and won high ratings in the university national forensics tournament at Purdue. He will continue his studies at the university this fall, entering the law school.

A delightful day was spent by 60 members of the Valley Division chapters of the Women's Club on Lake Katherine at Hazelhurst, where they were entertained by Mrs. George W. Loderhose at her summer home. A picnic dinner was served on the lawn at noon and card playing was a feature of the day's entertainment. Present were several general officers, Mrs. C. C. Steed of Milwaukee, and Mrs. O. P. Catlin, Mrs. W. Ray Dolan and Miss Etta Lindskog of Chicago.

Godfrey Paulus, retired crossing flagman, and Mrs. Paulus have returned from New London, Conn., where they attended the commencement program of the U. S. Coast Guard Academy at which their grandson, Cadet Donald Hintze, received his commission as ensign in the U. S. Guard and shortly thereafter wed Miss Norma Lancello in the Academy chapel. The Pauluses also visited in New York City and Niagara.

Engineer William Streeter is vacationing at his cottage, Rainbow Lodge, near Minocqua, where he has started a small scale chicken farm.

Vacationists this month include Conductor and Mrs. Raoul Bertrand who are enjoying an outing in Michigan. Roundhouse Employe Joe Braun and Mrs. Braun took a leisurely auto and fishing trip to northern lakes, and

Machinist Ned Conklin with Mrs. Conklin and four children left for a sightseeing trip to Los Angeles. Ticket Agent Clarence Sydow and Mrs. Sydow will journey to Seattle and Vancouver, B. C.

Terre Haute Division

HULMAN STREET YARD

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

Switchman R. L. McCullough was in the hospital for surgery during June.

Conductor Bob Davis is still unable to work at this writing on account of illness.

Brakeman W. P. Wise and family were on vacation at Miami, Fla., in June.

Bennie Conner, retired brakeman of St. Bernice, is improving after a serious illness.

Conductor Don F. Wile, wife and son Donald visited in Ohio in July and then went on to Canada. Don says he knows where the big fish are.

Roundhouse Foreman Homer "Peck" Wallace is working at Bedford.

Railroad veterans desiring to join the Veterans Railroad Association may become immediate members by handing two dollars to Special Officer Virgil Wilson.

Steno-Clerk Elizabeth Brown, who has assisted the correspondent for this magazine, has moved to Terre Haute. She and her family lived in St. Bernice for a good many years. She is now on vacation in Seattle.

Mrs. Walter C. Glass, wife of storekeeper, is still seriously ill at her home.

We do not know whether Crossing Watch-

man Albert S. Anderson felt honored or just surprised when he learned that this correspondent was his next door neighbor.

Freight Office Clerk Bill Hewitt, wife and son, visited their brother, Conductor George Hopkins, in California during June.

Miss Mary Young of San Francisco is visiting her parents, Brakeman and Mrs. O. A. Young, in St. Bernice at this writing. Mary is a staff sergeant in the Marines.

REA BUILDING

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

Mrs. Merrill Trumbine of Des Moines, while driving on the highway north of Webster, Ill., noticed a hot box on our extra 69-C north as the train was passing. She drove to the tower at Webster and reported the incident to our operator. We want Mrs. Trumbine to know that we appreciate her alertness and the action taken by her in the interest of preventing accidents.

Trainmaster George J. Barry was transferred to Portage, Wis., recently.

Conductor Homer McBride, St. Bernice, retired June 1. He was, by seniority, the oldest conductor on this division.

Car Distributor George School, wife and daughter, left for California on June 19 to visit relatives. Mrs. Ed Bevington, wife of dispatcher, also is visiting in California.

Sympathy is extended to the family in the death of Richard Roth's father on June 18. Dick is now in the engineering department in Chicago.

We are very sorry to lose M. L. Bardill, assistant division engineer, who leaves July 1 for employment in private industry at Dubuque. Both Mr. and Mrs. Bardill's parents live in Dubuque.

H & D Division EAST END

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

Dispatcher Eugene J. Albrecht died suddenly of a cerebral hemorrhage on June 24. He was stricken while at work and just at the end of his turn.

Death has claimed John Nordquist, retired engineer, who lived at Milbank, S.D.

Brakeman Jack Hamling was called to Eugene, Ore., because of the death of his father, a retired Milwaukee Road stationary engineer.

Andy Noard, retired engineer, and Beatrice Van Tine were married in Chicago on June 17. They will live in Chicago.

Pat Hanson, retired engineer, took his grand-daughter, Rita Matthews, down the aisle at Mason City, Ia., recently. Rita was married to "Skid" Engel, University of Minnesota football star.

There was a farewell party for Roundhouse Foreman Pete Kamla held recently at Montevideo that was perfect in every respect. Curly Moran of St. Paul catered for a bang up smorgasbord that was proclaimed as the ultimate in gastric delight. After the feed there was a program at which everybody said nice things about Pete and he was presented with a gift, to which he responded in flowery language. Pete retires at the end of July when he reaches the hale and hearty age of 65.

MIDDLE AND WEST

R. J. Huger, Correspondent
Operator, Aberdeen

Sympathy is extended to the family of Train Dispatcher E. J. "Gene" Albrecht who passed away suddenly at Montevideo June 25. Funeral services were held there.

Train Dispatcher R. Keith Nystrom has taken a leave of absence and returned to the Air Force. At this writing he is stationed in Mississippi.

We think a little credit is due certain members of the railroad family who helped the American Legion drum and bugle corps take state honors recently at the Legion convention. J. Flattum, Bob Hale and Yours Truly contributed their part.

Roundhouse Laborer George Clay and wife vacationed in Colorado Springs. Dispatcher B. F. Fuller returned from his vacation proudly displaying pictures of his catches in northern Minnesota.

Conductor A. Liebenow is at St. Luke's Hospital at this writing, having been con-

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lined for about two weeks.

Agent L. H. Walleen, Ellendale, is off duty, getting a check-up. He is being relieved by M. M. Geist.

Past presidents of Aberdeen Chapter of the Women's Club were honored at a party in May. The guests were seated at a table decorated with a Maypole and sunbonnet favors, and were presented with corsages and other gifts. Bridge and Canasta were the entertainment.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Marie Riley, clerk in the over and short department, is all smiles due to having a grandson born May 29. She is now the grandmother of four girls and one boy.

Sympathy is extended to Minerva Sullivan whose mother passed away May 31. Minerva has since transferred to the Union Street station.

Ellen Woods of Tucson, Ariz., formerly of Galewood office, visited here June 3. She was staying with her son Jim Kelly who is employed at Western Avenue. Husband Elmer Woods is hospitalized at Berkeley, Calif.

Louis, Pabst, pensioned check clerk, and wife celebrated their golden wedding with family and friends June 14.

Dolores Schultz, comptometer operator, and family moved into their new home at Lake Zurich recently.

Al Wagner, supervisor of car records, reports having a grand vacation at his son's home in Winter Park, Fla.

The beautiful roses around the office the past month were from the garden of Phil Scorza, assistant slip bill clerk.

Don Cameron, pensioned clerk at Elmsere station now living in Riverside, Calif., visited here June 12.

Sorry to report that Checker Charles Lehman is confined to Hines Hospital and that Tom Lecture, station accountant now on disability pension, is confined to the Elmhurst Hospital at this writing.

UNION STREET

Florence La Monica, Correspondent

Sorry to report that several of our co-workers were hospitalized the past month. They were Bill Sinew, night yard clerk in house 2, John McKee, cooper in houses 2 and 3, J. Sylvester, checker in house 2, Helen Gadjia, stenographer to the trainmaster, and Tony Scott, checker in house 4. Understand Helen will be out and recuperating at home this month, and that Tony is doing well but it will be some time before he will be working again. We all send kindest thoughts to our shut-ins.

John Horn, supply clerk in the office, became the father of a boy, Charles Paul, born in St. Elizabeth's Hospital on June 12.

The office force recently had a nice cake and coffee party in honor of George Thomas, night bill clerk, who was presented with a Gold Pass upon completing 50 years of service with the Road.

Also, during the past month George was the victim of a couple of hold-up men while en route to his home. He was hit about the head several times and considers it fortunate that he was not seriously injured.

WESTERN AVENUE

At a recent meeting of Fullerton Avenue Chapter of the Women's Club which paid tribute to the mothers of members, Mrs. Emma Waage, the mother of Mrs. Marie Mueller, former switchboard operator at Western Avenue, was honored as the oldest mother present. Mrs. Waage recently celebrated her 90th birthday. Mrs. Ernst Buchholtz, wife of the district general car foreman at Western Avenue, was honored as being the youngest grandmother.

Mrs. Mueller, it will be remembered, was in sole charge of the Western Avenue switchboard for more than 33 years before transferring to Fullerton Avenue when Western Avenue was converted to dial operation. When Fullerton Avenue changed to dial service on June 10, Mrs. Mueller was appointed operator in charge of the new automatic control system there.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Mrs. Arthur Koch, historian of Bensenville Chapter of the Women's Club, reports that an extra special potluck supper was served in honor of contributing members before the meeting of June 3. There were over 60 members present, including husbands and wives. The hostesses were Mmes. Dallas Davis, Leo Koch, William Schenck, Ralph Hartman and Arthur Koch. Before the dinner pictures were taken by our Bensenville correspondent and a set will be presented to the club.

Yardmaster Ray Granger and wife Margaret welcomed little Richard John on May 29.

Pablo Moreno, PFI man, with his wife and six children and his mother left June 27 for a vacation in Texas and Mexico. The Moreno family are making the trip in their new Plymouth sedan.

Mrs. Ruth Vannella of the Bensenville Women's Club had a bit of news right in her own family—Theresa Anne Kratochvil, a brand new grand-daughter. Mrs. Kratochvil is Ruth's daughter, and son-in-law and proud

father Joe is a yard fireman at Bensenville. Sister Bernadette, 20 months old, was thrilled to have a new sister.

Rosalie Dieckriede, age 3, thinks it's grand that she too has a new little sister Roberta. The baby arrived June 12 at the home of Robert Dieckriede, Illinois Division conductor, in Bensenville on June 12.

Good news! At this writing Jay Line Conductor Jim Murphy is once more at home in Madison, Wis., after several months in Wes-

CREOSOTED MATERIALS

and

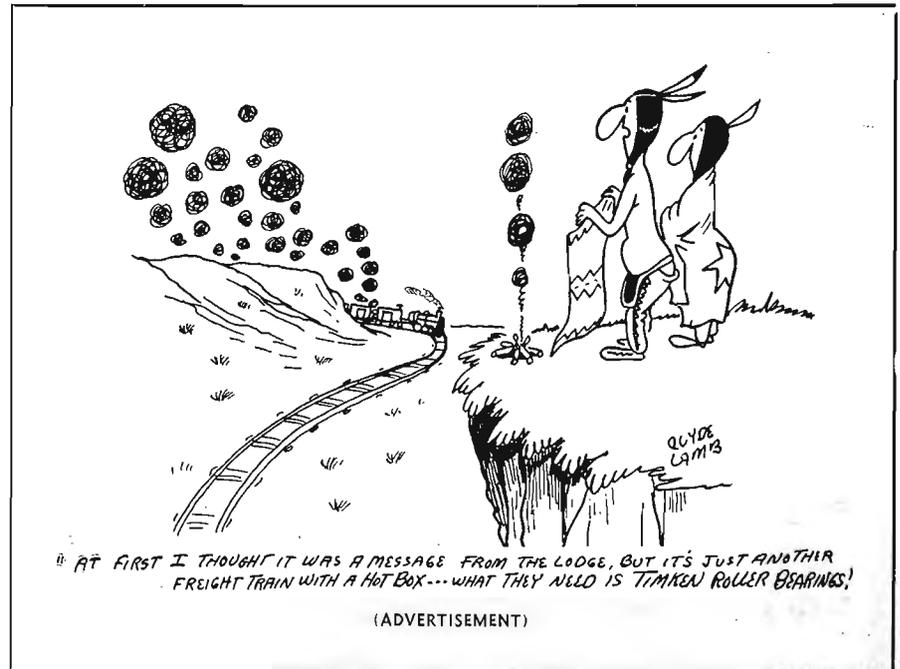
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ley Memorial Hospital in Chicago.

Martha and Harry (yard clerk) Zender have their farm looking like a picture post card. Snowy white chickens, a perfect garden, a strawberry patch out of this world (and oh! are those berries sweet), a collection of antiques and a couple of cute kittens.

By the time this goes to print the children of Engineer Ray Lange will be busy filling orders for blackberries and raspberries. The children make their spending money by tending berry patches and filling orders for canning and freezing. These busy youngsters live just south of Green Street and the Bensenville roundhouse.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

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

Agent J. E. Leibel of Mendota passed away June 1. He was one of the old timers on the division and holder of a Silver Pass. Also Agent H. T. Torbenson of Hopkins and Retired Switchman John D. Smigh of Minneapolis passed away recently.

The Minnehaha Trinity Church on June 5 was the scene of the wedding of Charlotte Knoke, daughter of E. R. Knoke of the superintendent's office at Minneapolis, and J. Kenneth Trautmann of Hastings. After a trip in northern Minnesota Mr. and Mrs. Trautmann are at home at 5047 Lyndale Avenue South in Minneapolis.

Our former captain of police at Minneapolis, E. F. Conway, was appointed superin-

tendent of police-system effective July 1. Marvin V. Cunningham of Milwaukee succeeds Mr. Conway as captain of police at Minneapolis.

Another successful Milwaukee Road Service Club annual picnic has come and gone, and much of the credit goes to Chairman Frank Huweiler and the members of his committee, including Charles Rodine, Roy Melquist, Harry Gee, Donald Muelken, Harry Loucks, Albert Quail, Frank Hardy and Frank P. Rogers. Sunday, June 14, was the date, Excelsior Park was the place, and from all accounts everyone had a wonderful time. There were races and free rides for the kids of all ages from 6 to 60, bingo in the afternoon and dancing in the evening. We are all looking forward to next year's event.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Now that the fishing season is on in full swing, Fred Overby and Alec McCool are taking on a deep tan.

At this writing Chris Piedmont of the roundhouse is undergoing surgery at a local hospital.

John Skaar and J. T. Young, both yard conductors at St. Paul, retired last month.

Vic Barquist of the St. Paul ticket office died suddenly June 20 while picking strawberries on a farm at the outskirts of St. Paul.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

General Car Foreman W. J. Weatherall enjoyed a visit from his brother, Maj. Richard Weatherall (U. S. Army Medics), and family of San Antonio, Tex., the week of June 15.

Norman Wood, sheetmetal worker at the coach yard, enjoyed an auto trip by trailer to San Bernardino, Calif., and return accompanied by his children Jeanette, Monty and Gene Rea.

John Arundson, retired locomotive department boilermaker who resides near San Francisco with his family, was a recent caller at the shops. He remarked that he reads the Magazine from cover to cover every month.

Boilermaker Helper John O'Connell of the roundhouse retired June 22 with 36 years' service on the Road.

Joe Lugow and wife (store department clerk) recently moved into their new rambler home at 51st and Ewing, Minneapolis. It is very lovely.

Mr. and Mrs. J. H. Mueller of the store department (Lorraine Kline formerly) welcomed their fourth child, a boy, on June 6.

An early recovery is hoped for Mrs. Mary Troyer (store department office) who underwent a serious appendectomy June 21.

Glad to report that Miss Nelle Hiddleston, retired clerk of the locomotive roundhouse, is improving nicely following a recent illness.

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

June brought two new faces to the city ticket office. One is there only temporarily, belonging to Norman Geving who replaced Ted Nelson, our telegrapher, while Ted "relaxed" on his vacation. Norman was borrowed from the Minneapolis "C" office.

The other newcomer is Gordon Landahl, ticket clerk, who fills the vacancy created when Bill Wais was promoted, as reported last month. Gordon comes to St. Paul from the Minneapolis city ticket office.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

The Minneapolis Star of June 25 reported that the Twin Cities will have the largest representation of any community in the country—15 players—in the National Publincs golf tournament in Seattle next month. This situation, the article said, can be credited to our own Al Wareham, chief clerk to agent, whose hobby for many years has been public golf and who some time ago was appointed by the United States Golf Association to an official position in the public links setup.

"Wareham doesn't do a half-way job in anything he undertakes," the article read. "After making it possible to get 15 qualifiers for the national, there is a matter of financing their jaunt to the scene of the tournament. Al has attended to that angle, too. With the aid of his well organized association, enough money is available to pay a good share of the expenses. It's the old story. Organization and leadership make the wheels spin."

We are sorry to report that at this writing Leda Mars is in Deaconess Hospital recuperating from an operation; also, that Don Anderson is confined to Swedish Hospital.

Iowa Division

MIDDLE—WEST—DES MOINES

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

S. J. Evans, retired conductor, and Mrs. Evans were guests of Iowa State College. The occasion was the presentation of medals to

students of the college 50 years ago. Twenty-three medals were presented, the one to Mrs. Evans being the only one in this immediate area. They were entertained at Memorial Union and the week end activities included luncheons, receptions and dinners.

Agent B. DeVoe and wife are vacationing in California at this writing to visit their son Richard and make the acquaintance of their new daughter-in-law. Richard who was formerly train dispatcher at Perry is now associated with a western railroad.

Congratulations to Engineer and Mrs. E. J. Collins, Jr., on the birth of a daughter. Paternal grandparents are Engineer and Mrs. E. J. Collins, Sr.

Donald Hoes has taken a leave of absence as fireman to serve with the armed forces. He is the son of Roundhouse Foreman F. R. Hoes.

EAST END

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

Florian Francik, retired switchman, had a heart attack and was taken to the Veterans hospital at Des Moines.

The death of Frank J. Fuller, retired B&B carpenter, age 94, occurred on June 17 in a Dubuque hospital. He had lived in Marion from 1924 to 1943. Two daughters, Mrs. Josephine Stoneham of Chicago and Mrs. Zeola M. White of Kansas City and a son, Steven of Denver, Colo., survive him. Funeral services and burial were in Marion.

Chief Carpenter A. W. Hodgson, after serving for three years on the Iowa Division, transferred to Sioux City July 1 to serve in the same capacity. As soon as the sale of their home is completed, Mrs. Hodgson will join him in Sioux City. R. R. Cheney succeeded Mr. Hodson as chief carpenter with headquarters in Marion.

Mr. and Mrs. Walter Koon, son-in-law and daughter of Operator R. F. Johnston, Cedar Rapids, suffered multiple injuries in an automobile accident recently near Yankton. Both are back in Cedar Rapids and recovering as well as can be expected.

Pfc. Chandler Boettcher, son of Assistant Engineer L. R. Boettcher, Marion, spent a furlough from Camp Chaffee, Ark., at his home during June. He accompanied his parents to Beaver Dam and Devil's Lake, Wis., to visit with relatives during his sojourn in Marion.

A son, Steven LeRoy, was born on June 9 to S/Sgt and Mrs. Richard Wink of Manassas, Va. The father is a son of Pump Repairer E. L. Wink of Marion.

D. L. Davis, retired roundhouse foreman, and wife have sold their home in Cedar Rap-



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ids and are leaving July 1 for California. Their daughter Betty, an employe in the state house at Springfield, Ill., is planning to join them later.

Assistant Engineer R. J. Brueke has plans to vacation in Ontario, Canada. Sunset Lodge at Macdiarmid will be his headquarters and fishing will be enjoyed in Lake Nipigon.

Dispatcher R. L. Martin and wife and daughter Charlotte vacationed during June with relatives in New York state, Cincinnati and Cleveland, Ohio. Dispatcher Otte relieved Mr. Martin.

W. J. Westmark, Savanna, is assigned to work as relief dispatcher at Marion during this season.

Charles Field, retired telegraph operator, was a recent visitor in Marion. His home is now in Kilbourne, Ill. He and Mrs. Field were visiting with their daughter, Mrs. Carl Kantor, and a son, W. A. Field, in Cedar Rapids.

James Whalen of Ann Arbor, Mich., joined the engineering force in Marion as instrument-man on June 8. Temporarily assigned to the engineering force are Tom Paton of Terre Haute and Billy Lundquist of Marion, who are working the vacation period.

Being miserable cannot be a purely personal affair. Like the mumps, it spreads to the rest of the household.

COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

Arthur Bates, yard clerk who resigned to attend Iowa State Highway Patrol School at Camp Dodge, was one of 35 chosen out of 144 applicants, and among 21 selected for patrol and drivers license examining duty. He is assigned to patrol duty in the Des Moines area.

Among those in the car department who have returned from vacations are Ual Birdsong and family, who visited Yellowstone Park. Carl Kretschmer and family visited Carl's father and sister at Denver and also took a trip through the Colorado Mountains, including Estes Park.

Yard Clerk Sid O'Brien spent part of his recent vacation fishing at Lost Island, way up in northern Iowa.

Switchman Floyd Hudson, who is Scoutmaster for a local group, reports that he and 25 Cubs and seven Den Mothers recently boarded the Hiawatha at our coach yard for a ride to Omaha on the Hiawatha backover from Council Bluffs to the Union Station. They also had a ride on the escalators, spent two hours at the Union Pacific Headquarters Museum, and took a motor trip to River View Zoo. Floyd reports that the Cubs, all between 8 and 11 years of age, were most enthusiastic over the train ride, as none of them had ridden a train before.

Three young men working in the car department while on college vacation are Don Hannum, Dick Lake and Barry McKinley. Don, who is the son of Yardmaster Earl Hannum, graduated from military college at Boonville, Mo., this spring and plans to attend college in Boston, Mass., this fall. Dick is the son of Max Lake, airbrake tester in the car department. Dick has had two years at Iowa U. and plans to continue if Uncle Sam doesn't select him first. Barry McKinley graduated from Creighton U. and plans to attend Lorais College at Dubuque this fall.

Rocky Mountain Division

EAST END

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

Boardman Merrill and wife, Traveling Engineer Howard McGuinn and wife, Engineer Jim Britzus and wife, and Mrs. Nora Decco spent a very enjoyable week end on Cliff Lake where they claim to have made a very nice catch of fish. Leaving the lake, Mr. McGuinn and wife and Britzus and wife toured to Jackson, Wyo., where they viewed the famous bar of the Wert Hotel wherein \$2,232 in silver dollars is imbedded.

Once again Capt. Dean Pogreba, saber jet pilot fighting in Korea, comes to the front with shooting down a Red MIG; his record now, one destroyed, one damaged. Captain Pogreba was a conductor on the Road here at Three Forks before entering the service.

Engineer Thomas Lefever and Mrs. Lefever are spending their vacation in Alaska.

Pvt. Richard Wilcox, son of Engineer Clifford Wilcox, visited with his wife and parents during his leave. He is stationed at Camp Roberts, Calif.

The fourth episode of the Lewis and Clark pageant will be held July 25 and 26. This year's pageant entitled "Louisiana Territory

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NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Relief Section Foreman Gordon Irion and Mrs. Irion of Harlowton announce the arrival of a boy born May 21. He was named David Allen.

Mrs. Tom Welton, wife of deceased conductor of Harlowton, is in the Harlowton Hospital at this writing after falling recently and breaking her left arm.

Our train service is back on schedule at this writing, after being tied up for 10 days on account of high water, washed out bridges and land slides. The heavy rains also caused the yards in Lewistown to be under water for several days and closed the traffic on Main Street. Montana really suffered with rain this year. Great Falls had many thousands of dollars' damage, and I heard that the town of Belt, near Great Falls, was completely washed away.

Operator Jewel Osterholm is home from medical school and holding down the operator job at Straw.

A new addition to the freight house clerks is Mrs. Helen Dockery, sister of Warehouse Foreman Bob Porter.

Conductor Ed Dunn and Mrs. Dunn, also Freight House Clerk Ray Kester, are spending their vacations in Alaska. Looks like Alaska is getting to be a regular vacation land.

A new addition to the Lewistown section is Dick Moore, son of Conductor Lyle Moore.

I heard through the grapevine that Mrs. Jim Reigh, wife of Carman Reigh of Harlowton, caught a trout that weighed over five pounds. Looks like the women have that old fly rod under control this year.

Yard Foreman Noel Kennett and Mrs. Kennett spent their vacation in Newton, Ill., with Mr. Kennett's mother who celebrated her 90th birthday while they were there. The elder Mrs. Kennett has been in our news writeups two or three times. We want to wish her many more happy birthdays.

Funeral services were held at Lewistown June 25 for W. H. Montgomery, retired operator, who worked at Ryegate for many years. He retired in 1938.

Newly-hired men on the Rocky Mountain are Clayton Nelson and Ronald Osterholm, brakemen, and Donald Zwolle, fireman.

I was pleased to run into Henry Arlin, retired engineer from Harlowton, who was shopping in Lewistown last month. Henry has made his home in Hobson, Mont., since his retirement.

D & I Division

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

Henry Messinger, retired car department employe, passed away at his home in Savanna on June 7. Mr. Messinger entered the service of the Milwaukee in 1912 as a car department employe and retired in 1944. Surviving are his widow, two sisters and one brother.

Mr. and Mrs. William Wires, accounting

July, 1953

department, Chicago, had a family gathering at their home in Bartlett on June 7 in honor of their son, Pfc. Robert Wires, who was home on furlough from Camp Breckenridge, Ky., and leaving soon for overseas duty. The Wires' also have a son, Allen, in Tokyo, Japan. Assistant Chief Clerk and Mrs. C. H. Plattenberger of Savanna, Trainmaster and Mrs. William Plattenberger and family of Milwaukee, and Operator and Mrs. George Noffs of Elgin were present.

Donald L. Ackerman, son of Conductor Chester Ackerman of Sabula, graduated on May 31 from the school of civil engineering and engineering mechanics at Purdue University.

Donald Manson, former yard clerk at Nahant, and son of Yardmaster G. J. Manson, received his Bachelor of Arts degree on May 31 from St. Ambrose College, Davenport.

Benny D. Hess, airman-first class, who has been stationed at St. John's Air Force Base, Newfoundland, arrived in Savanna the early part of June for a 30-day furlough with his parents, Engineer and Mrs. Earl Hess. After his furlough he will report to Floyd Bennett Air Base, New York.

Iowa Division Conductor and Mrs. Donald W. Adams are the happy parents of a new daughter born at Savanna City Hospital on May 30. This also is the first grandchild of Iowa Division Conductor Richard Adams.

Robert Boice, Iowa Division conductor, died of a heart attack in the Savanna City Hospital June 2. Bob had been in train service on the Milwaukee for 23 years. Surviving are his mother and one sister, Mrs. Thomas (Helen) Ladd of Santa Monica, Calif.

The marriage of Brakeman George McDaniels and Mrs. Marjorie H. Pfeiffer of Savanna took place on June 3.

Gladis Hall, of the car department, and sister Lorine, of the freight house in Savanna, left June 18 from Chicago for an air tour of the West Indies. They planned to visit Puerto Rico, Haiti, Jamaica and St. Thomas in the Virgin Islands, returning to the mainland at Miami on July 3.

Sherrod McCall, son of Switchman S. B. McCall, Savanna, received his Bachelor of Science degree from Northwestern University,

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G. S. Turner

Evanston, at commencement exercises on June 15. He received several awards at the annual awards day program.

Patricia Smith, daughter of Night Chief Dispatcher C. C. Smith, is acting as life guard and swimming instructor for the summer at the Savanna Ordnance swimming pool. The pool is sponsored by the Civilian Welfare Council of the Savanna Ordnance Depot.

Corp. William Doherty, Jr., son of Machinist William Doherty, Savanna, and brother of Bud Doherty of the engineering department, spent a 30-day furlough with his wife and parents, leaving June 13 for Camp Crowder, Mo.

Richard Georges, son of Herman Georges of the engineering department, Savanna, received the degree of Doctor of Dental Surgery from the University of Illinois at commencement exercises June 18 at Navy Pier in Chicago. Richard received his B.S. degree in 1951 from the University of Illinois. He has accepted a position with the state as dental officer of Jackson County for 10 months, after which he will set up his own office.

Leland Smith, son of Night Chief Dispatcher C. C. Smith, Savanna, is the only Savanna Boy Scout to attend the national Scout Jamboree in Santa Anna, Calif., July 17-23. He is a member of Troop 44.

Conductor L. J. Moran has a picture to prove he caught a 13-pound 14-ounce northern pike while fishing in Big Boy Lake in Minnesota.

At the potluck luncheon held by Dubuque Chapter of the Women's Club in May, it was announced by Mrs. Frank Barber, president, that the chapter had gone over the top in membership.

Trans-Missouri Division

EAST END

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

We are sorry to lose Conductor Ralph Fraher and family, who recently moved to Miles City. Their daughter Patricia received a Bachelor of Arts degree with a major in music (voice) at the University of Montana on June 8.

Adna Fisher, retired engineer, and wife, now living at Park Rapids, Minn., are spending some time here with their sons Adna Jr. and La Burn.

Ticket Agent Ted Johnson and wife spent part of their vacation at Watertown, S. D., where Ted was a delegate to the Masonic Grand Lodge held there June 9-10. From there they went on to Minneapolis and Wisconsin for a visit with relatives.

Conductor Robert Riddell, wife and daughter Marion have gone to their summer home at Nemo, S. D., in the Black Hills for the summer. Marion was elected Honored Queen of the Bethel, No. 14 of Jobs Daughters at services at the temple on June 20.

Trainmaster Paul Bridenstine is being transferred to Sioux City after serving four years at Moberidge. He is being succeeded by Lloyd H. Waleen of St. Maries.

Conductor Louis Schiefelbein and wife spent their vacation with relatives and friends at Tacoma and Seattle. On their return Louis went on to Wisconsin for a visit with relatives there.

Mr. and Mrs. Albert Baum and two sons of Townsend, Mont., are visiting with Mr. Baum's parents, Carman Gottleib Baum and family, and with Mrs. Baum's mother, Mrs. Hilda Schmidt. Albert received his master's degree in education at the university at Missoula on June 8.

Engineer Haver Byron Culp passed away recently from a heart attack after being ill three hours. He is survived by his wife Evelyn; one son, Jerald, of Pickstown, S. D.; three daughters, Mrs. C. Clark of Spokane and Mrs. Frank Sonnek and Shirley of Moberidge; his mother, Mrs. Ella Culp of San Francisco; three sisters and three brothers, all residing in California.

Mrs. Emil Schaefer, wife of retired boiler-maker, passed away recently. She is survived by her husband; two sons; Emil Jr. of El Segundo, Calif., and Otto of Moberidge; three daughters, Mrs. John Graese and Mrs. Lyle Swanson of Bonner's Ferry, Idaho, and Mrs. Fred Bunkelman of Moberidge.

R. S. Lewis, retired agent, passed away May 30 at Spokane after a year's illness. He was born in Chatounagpore, India, in 1869 and educated in England, coming to the United States in 1885. He began his railroad service in 1899, coming to Moberidge in 1910. He was later agent at Thunder Hawk and New England, returning to Moberidge in 1919 where he served as agent for 10 years, then to Glencross, taking his retirement in 1938. He is survived by two daughters, Mrs. Horace Cook of Spokane and Mrs. Chester Helme of Moberidge. The remains were shipped to Moberidge for burial beside his wife and Masonic memorial services were held here.

Mrs. Bertha Miller, mother of Engineer Ed-

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Richardson has served in that capacity at Kansas City since 1946. In 50 years he has suffered only one personal injury

HALF-CENTURY PASS.
Section Foreman W. W. Richardson, Kansas City, recently completing his 50th year of service, was presented with his Gold Pass by A. C. Novak, superintendent of the Milwaukee-Kansas City Southern Joint Agency; looking on are General Yardmaster H. F. Austin and Chief Clerk R. H. Scully (left to right). Starting as a laborer and promoted to regular foreman in 1916, Mr.

gar Miller, passed away recently at his home where she has lived for several years. She is survived by one daughter, Mrs. Helen Brown of West Palm Beach, Fla., and four sons, namely Engineer Brian Miller of Tacoma, Blaine of Kirkland, Wash., Charles of Alderwood Manor, Wash., and Edgar of Moberge. All the children came for the funeral which was held at the Congregational Church.

Machinist Pete Green passed away June 12 after an illness of several months. He leaves his wife and two daughters, Mrs. Pearl McChesney of Spokane and Mrs. Viola Tisdall of Selby, and three sisters. Funeral services were held at Zion Lutheran Church of which he was a member; also a member of the railway Brotherhood.

Conductor Ross Grange passed away June 19 following a heart attack suffered the week before. He is survived by his wife and nine children, all of whom came for the funeral, namely James, Richard, Mrs. Stapleton of Vancouver, Dr. William of Tyndall, 1st/Lt R. S. Grange of Honolulu, Mrs. R. F. Urquhart and Mary Doris of Portland, Ore., Mrs. R. C. Miles and Beth of Moberge. Mr. Grange was a member of Moberge Masonic Lodge, a 32nd degree Mason, Shriner member of Yelduz Temple, Aberdeen, and a member of the Brotherhood of Railway Conductors.

Conductor Roy Haux, who has been ill for some time, has undergone a second operation and is now recovering.

Mrs. Anna Hourigan, wife of Yard Clerk

Larry Hourigan, was elected a member of the Moberge school board at the recent school election.

Car Clerk Van Raeder is now working as warehouse foreman at Lemmon, S. D.

Mrs. Lorraine Hand, clerk at the Western Union relay office who was laid off Feb. 1, is back on the job again.

Miss Carol Fischer, daughter of Engineer Vernon Fischer, who teaches at McIntosh, is attending summer school at Black Hills Teachers College, Spearfish.

Dr. A. W. Spiry attended the annual convention of the South Dakota Medical Association in Rapid City. He was accompanied by his wife and daughter Joyce.

Due to the fact that your correspondent spent the winter in Seattle and California we are behind on news, but will try to make up for it from now on.

Pvt. David G. Bergstrom, who was an agent-operator at Moberge before entering the Army last September, recently joined the Infantry in Korea. He was formerly stationed at Fort Sill, Okla., where he received basic training.

WEST

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

Eddy Halvorson, who has frequently appeared on programs for Milwaukee organizations in Miles City, recently won first place among regional contestants in the Horace

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Heidt Youth Opportunity Show. Eddy, who sings and accompanies himself on the guitar, sang the Hank Williams song "Kaw Liga." He won over young performers from Iowa, South Dakota Wyoming and Montana. In addition to the \$150 cash prize Eddy made a tour of the Northwest with the Heidt group. He will enter further competition later.

Flora Hamilton, Broadus Stage, recently became the bride of Virgil Rask, Miles City, in the First Presbyterian Church of Miles City. They will make their home in Miles City where she is a bookkeeper for the Beacon Carter Service and he is a carman for the railroad.

Service Club members gathered at the Elk's Hall in Miles City June 13 for the annual spring dinner party. A roast beef dinner was served in the air conditioned dining hall, and afterward the party moved to the ballroom for bingo, which was followed by dancing to the music of John Shine's orchestra. Members who worked on the kitchen and dining room committees included: S. Leo, P. Leo, J. Moyes, D. Tedesco, J. D. Wagner, M. Kelm, T. M. Bankey, D. Campbell, V. Rask, C. Halvorson, H. H. Kruse, J. Hennessey, B. Michaels, C. Daugherty, F. Zawada, J. Schell, R. Grant and D. Schell. Serving on the door committee and handling table decorations were Ann Anderson, Eleanor Klar, Bertha Helland, R. Grant and Bill Klar.

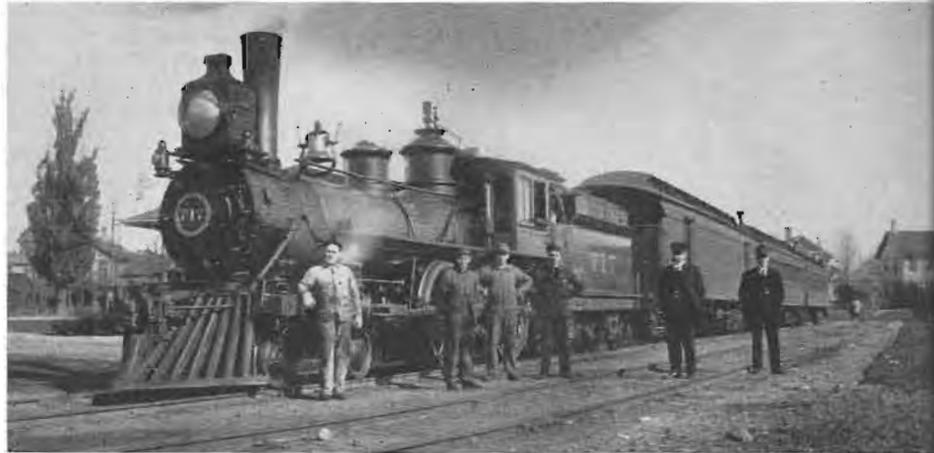
Edwin H. Mundt, carman at Miles City, passed away suddenly at his home June 16. He was born in Davenport, Ia., Aug. 8, 1887 and moved to Ismay, Mont., in 1910. Seven years later he moved to Miles City and shortly thereafter entered the employ of the railroad as a carman. Survivors include his wife, a daughter and four grandchildren. Burial was in the family plot in Custer County cemetery, with the Masonic Lodge officiating at the graveside rites.

June 26 to 28 was rodeo time in the old cow town of Miles City. Old time cowboys from all over the Northwest assembled for the annual meeting of their organization, The Range Riders. Members of the Milwaukee Service Club and other concessioners operated booths in the Main Street carnival area. Each night there was the rodeo and entertainment at the Eastern Montana Fair grounds arena; whoopee and excitement a-plenty for everyone.

Fun is like insurance—the older you get, the more it costs you.

QUIZ answers

1. James J. Hill.
2. North Carolina.
3. 4 ft. 8½ in.
4. For testing locomotive performance.
5. CTC (Centralized Traffic Control).
6. They have a uniform system of accounts, prescribed by the Interstate Commerce Commission.
7. 24 hours.
8. About \$140,000.
9. Freight cars carrying loaded highway trailers
10. 12 per cent



AMONG THE SOUVENIRS. John Otto, veteran conductor on the Milwaukee Division Second District, has preserved this picture taken in 1908 when he was starting out as a brakeman in passenger service. The train was No. 406 from Menominee, Mich., connecting with mainline trains 31 and 6. The crew, he remembers, was (from left) Engineer Tom Adams, Fireman Frank Maas, Express Messenger Frank Golden, the next two unidentified, and Brakeman Otto.



CAMPAIGNERS. Under the Army reserve program, a full-scale summer training exercise for General Headquarters, Military Railway Service, was held at Camp Atterbury, Ind., May 31-June 14. Officers and enlisted men from all over the United States took part in the operations, the first since World War II. Milwaukee Road Reservists included Lt. Col. J. D. Shea, Miles City (superintendent, Trans-Missouri Division), Pvt. J. Hammerschmidt, Washington, Minn. (car oiler, St. Paul), and Capt. L. V. Anderson, Seattle (superintendent of transportation, Lines West).

MAKING HISTORY. S. W. Olsen, city passenger agent, St. Paul, accepts on behalf of the railroad a citation presented by the St. Paul Association of Commerce to St. Paul firms which have been in business for 75 years or more for their outstanding contribution to the business development and civic welfare of the city; Miss Carol Arundel is handing him the citation. The Minnesota Central Railway, a predecessor line of the Milwaukee, reached St. Paul in 1866.





LIKE A GIANT ERECTOR SET, a block-long bridge span for the new Milwaukee Road bridge near Chamberlain, S. D., is assembled for match marking in the bridge division of the U. S. Steel plant in Gary, Ind. The span, 372 ft. long, 56 ft. high and weighing 875 tons, is the next to the last one to complete the Road's mile-long single track bridge over the Missouri River which is being erected by the government to replace at a higher level the present structure, a move made necessary by the construction of the Fort Randall Dam. After the steel structural members are matched they will be taken apart and shipped by rail to the site. (U. S. Steel photo).



DOUBLE EAGLE. For many years a leader in Scouting, H. C. Sterba, traveling freight agent, Indianapolis, recently had the honor of conferring on his son Ronald his own Eagle Medal, the highest Scout rank, which he had received 29 years ago. Ronald is also wearing his dad's belt carrying the highest camping award which he received in Omaha 30 years ago. (Indianapolis News photo.)

COMMENTATOR. The story of Air Line yard and the Milwaukee Road's beginnings in the city of Milwaukee were told over station WTMJ-TV the evening of June 13 by J. J. Dombrowski, superintendent of the Milwaukee Terminals (left). In his first television appearance Mr. Dombrowski, who was the guest of Jack Brand, m.c. for the Schlitz Saturday Night Theater program, gave a star performance with a first hand report of the operation of the Road's "push button" yard in Milwaukee.



DIXIE IN DAIRYLAND. Recent passengers on the Hiawatha to Madison, Wis., were Miss Carolyn Landry, Louisiana's Dairyland Queen (left) and Miss Barbara Quebedeau, Musical Maid of the Louisiana Dairy Festival, shown here changing trains in the Chicago Union Station. Sponsored by the Abbeville, La., Chamber of Commerce, the Dixieland belles represented Louisiana at the annual Dairyland Festival in LaCrosse.



THE MILWAUKEE ROAD MAGAZINE

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HEAVY CABLE containing many separate wires make possible the complex system of controls at the new Bensenville retarder classification yard. The completed project will employ more than 500 miles of electric wiring. Shown at the right are the control tower at the crest of the grade and an instrument house. (See "Progress Report", page 3.)

