

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



JULY 1954

BIG DAY at the DEPOT page 5

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THE MILWAUKEE ROAD MAGAZINE

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Our Best Foot Forward

THERE is one thing to be said for a period of reduced earnings on the railroad: It offers us the opportunity of improvement, and in pursuing that opportunity we can set forces in action which will work to our advantage for years to come.

Those who watch our earnings from month to month know that The Milwaukee Road, like practically all other railroads, has experienced a dropping off in carloadings this year. I firmly believe, however, that there is something each one of us can do to remedy the situation.

In the first place, our volume of business can be expected to improve during the remaining half of the year. Traditionally we are called upon to carry a heavier load of agricultural products, manufactured items and other freight during the late summer and fall. Furthermore, vacation travel and the return of college students to school put a great many more people on our trains than during any other season. Many of these passengers and shippers will be using Milwaukee Road service for the first time.

The opportunity presented us in this connection is obvious. I would like to feel that every individual on the railroad sees this opportunity in terms of his particular work and that he understands to what extent it can become a personal one.

In other words, experience leaves no doubt about the fact that the "selling job" which counts for the most in the long run is the one we do after the customer is in his seat or the shipment is on our rails.

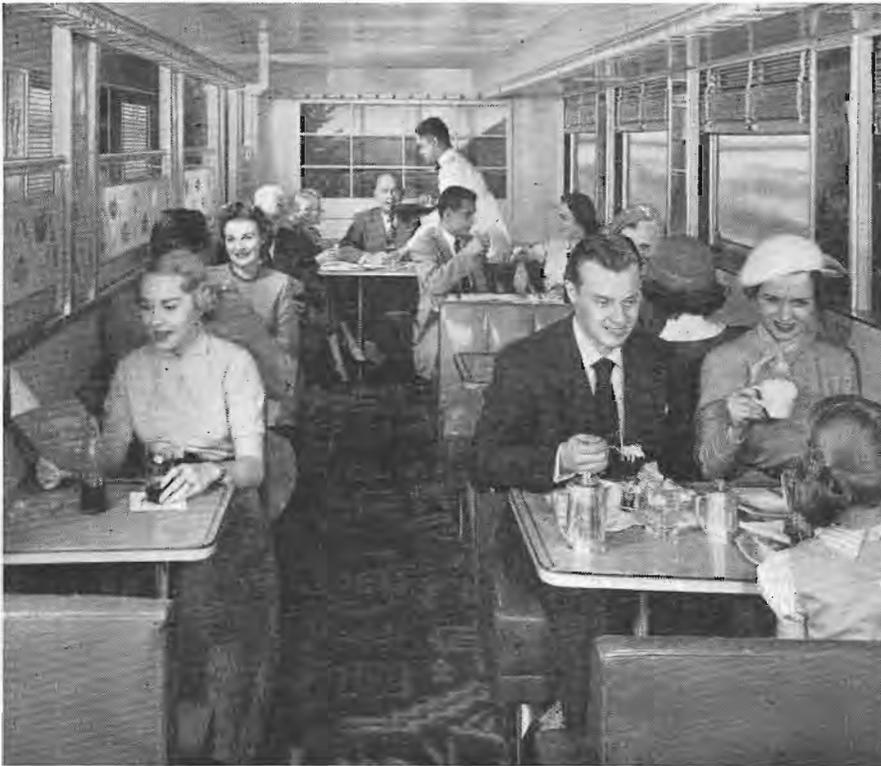
I would like to ask, therefore, that during the months ahead we concentrate on putting our best foot forward. Courtesy, careful handling, on-time service and a personal interest in the business entrusted to us will be a pleasant invitation to our new friends to join the ranks of our many older ones whose patronage we value so highly.

J. P. Kiley





ECONOMICS OF THE MILWAUKEE ROAD



CHAPTER THREE

What Price Passenger Service



PASSENGER service is a little harder to analyze than freight service. One of its assets is that it helps "sell" our railroad to the public. The value of this in dollars and cents is rather difficult to estimate, but we know that it is considerable.

We believe in providing the best possible passenger service wherever it is needed. We have some of the finest trains to be found anywhere. Our Hiawathas compare favorably with anything on American rails. We all have a right to be proud of these trains.

Modern passenger equipment is expensive. At present prices a coach

costs \$168,000, a diner \$231,000, a Skytop Lounge car \$200,000 and a Super Dome \$350,000. The cost of one Olympian Hiawatha is about \$1,500,000. The complete service represents an investment of \$8,250,000.

Even so, the Olympian and other Hiawathas are more than earning their keep. But we have other passenger trains that are not. We are compelled by law to keep some of them running practically empty, piling up heavy losses day after day.

For example, Train No. 117-118 running between Harlowton and Great Falls, Mont., is operating at a loss

averaging more than \$7,000 a month. Another example is Train No. 200-201 between Wausau and Woodruff, Wis., which loses about \$6,000 a month.

A study made two and a half years ago showed that our railroad was operating 27 such losing passenger services. Since then we have been successful in getting public service commissions to permit us to discontinue 21 of them, in some instances substituting bus service. Many heavy losers are still being operated, however. Among them are the two mentioned above. In both these cases our petitions to discontinue the losing service were denied.

Of course, another aspect of our overall passenger service situation is the problem of continuing deficits resulting from the operation of Chicago suburban commutation services which, in 1953, showed an out-of-pocket loss of \$1,300,000.

Our railroad feels a moral obligation to provide passenger service so long as that service is fulfilling a public need. But when the people of a territory served by a train no longer patronize it, our railroad believes itself justified in asking permission to halt its losses.

The losses sustained by unpatronized trains reflect on the comparatively good showing of the Hiawathas and, of course, help to pull down the earnings record of the passenger service as a whole.

In 1953 we carried 3,167,624 passengers on our trains (exclusive of commuters), and the average trip per passenger amounted to 208.5 miles. Our total revenue for carrying passengers, including the provision of coach, sleeping car, dining and buffet car, and parlor car services (exclusive of commuters) amounted to \$18,144,760, or an average of \$5.73 per road haul passenger.

Actually, passenger service, including the hauling of mail, express and baggage, brings in only 13 per cent of our revenue. Freight traffic accounts for the other 87 per cent.

Next Month

WHERE EACH \$100
IN REVENUE GOES



From China, Japan, Alaska, India and the Antarctic once came oil to fill these huge tanks of the Milwaukee Road oil plant at Seattle, shown shortly before the work of demolition began. The Hanford Street Elevator is at the left. The dwindling stream of oil and the growing demand for grain elevator space dictated a change in the use of the land.

Import Oil to Export Grain

EARLY in May the last of 13 oil storage tanks was removed from the Milwaukee Road's oil plant location at the foot of Hanford Street in Seattle, thus closing out an industry which began operation back in 1927. There were only three small tanks on the site at that time, but in 1929 three more were added, and an additional one made its appearance in each of the following years—1930, 1935, 1937, 1938 and 1941. Then in 1946 two underground tanks were placed in service to handle fish solubles, providing a total of 2¼ million gallons of tank storage.

The original installation was primarily for the handling of China wood oil, but during later years a number of different types of oil were stored and handled.

From China and Japan came China wood and tung oil. There was palm oil from the Dutch East Indies, coconut oil from India and the Dutch East Indies, perilla oil from Japan, sperm oil from the Antarctic, herring and salmon oils from the Alaskan waters, as well as tallows and greases from western United States for export to all parts of the world. Several years ago, when the business reached its peak, we handled

586 carloads of oil in one year.

Shortly following World War II the development of detergents, to replace fish oils in particular in the manufacture of soap, decreased the demand, and such lessening of demand, together with high production costs, reduced materially the production of fish oils from the Alaskan waters. Naturally, unsettled conditions in the Orient in recent years have all but stopped the flow of Oriental oils into the United States, with the result that during the 1952-53 season we handled less than five million pounds of oils inbound via water, and we stored and handled between two and three million pounds of domestic tallow for export.

In 1942, after this country had entered the war and the Strategic Materials Commission had been set up, the Norwegian whaling vessel *S.S. Thorshammer* was sent to the Antarctic on a whaling expedition. It returned to Seattle carrying 12,000 tons of sperm oil, completely filling all of our available storage tanks both at Seattle and Tacoma. This tonnage was moved out as required for war industries throughout the United States.

The accompanying article casts an interesting sidelight on a subject with which the average person comes in contact only rarely—the handling of the railroad's industrial properties to best meet the changing needs of its customers and to create a maximum of traffic for Milwaukee rails. —Editor

•JAMES FARRELL & COMPANY, one of the largest brokers of fish and vegetable oils on the West Coast, was one of the railroad's principal customers in its oil plant operation. That this company appreciated the services which the Milwaukee personnel strove constantly to give is evidenced by the following letter which W. C. Hanson, of that company, addressed to J. R. Ludwick, Milwaukee Road agent at Seattle:

"We have many thoughts of regret when we realize that we are no longer concentrating our oil business in your hands. The fine cooperation we enjoyed over the long period of years was a very pleasant relationship. We will miss the many services received from you. It was always our desire to see that you received the benefit of as much of our freight as possible, not only that originating at the oil plant, but from other points as well.

"If you have any plans to re-establish yourself in the handling of fish oils, even on a smaller scale, we will do our best to cooperate with you."

Much of the success of this plant was due to the untiring efforts of Oil Plant Supervisor A. S. Howes, who had charge of the plant from its beginning until his retirement about a year ago. Incidentally, in all those years he had

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Urge End to Airline Handouts

PRESIDENT EISENHOWER has been given a plan which recommends that the federal government gradually eliminate subsidies to domestic airlines and start assessing charges against commercial users of federal aids to aviation.

The plan is contained in the report of the Air Coordinating Committee which was set up last year by the President to review civil aviation policies.

The report proposes "a positive program for the orderly transition of the domestic aviation industry to a self-sufficient basis."

While air transportation is not yet fully developed, the statement points out, it surely can no longer be regarded as an infant industry, but has reached a state of economic maturity where further development does not depend on federal aid.

Encouraging to the railroad industry is the fact that the report calls attention to "national interest in the economic soundness of all forms of transportation."

"This principle has assumed increasing importance as air transportation itself has grown in size and in competitive impact", the report states. "In the long run, the public can best be assured of maximum economy and efficiency of the over-all transportation system if each form of transportation is required to compete with other forms on the basis of inherent service advantages and true economic costs."

a perfect safety record—not a single injury among the men he supervised.

Early this year the oil plant and land on which it was located were sold to the Port of Seattle to provide room for expansion of the Hanford Street Elevator. Additional grain storage facilities and a modern grain car dump are now being installed there, which will increase the capacity of the elevator from 2½ to 5 million bushels.

To take care of the business formerly handled at our oil dock, the Port of Seattle is constructing on Harbor Island a new tank farm, and part of our oil plant personnel will join the Port of Seattle in the operation of the new tank farm.

July, 1954

BIG DAY at the DEPOT



WITH ukeleles strapped to canoe paddles, and with that unmistakable off-to-camp shine in their eyes, 1,420 youngsters from the Chicago area boarded Milwaukee Road trains between June 23 and 30, bound for the cool north woods section of Wisconsin. Many others were due to leave later. Like the boys and girls shown on the cover, part of a camp group of 304, many of the campers who live on Chicago's north side or in north shore suburbs found it convenient to board the train at Glenview station, 17 miles north of the Union Station. Glenview is a newly-scheduled stop on No.

27 (shown on the cover), as well as the northbound Chippewa and Afternoon Hiawathas and certain southbound trains.

But whether they were leaving from Glenview or the Union Station, their enthusiasm and the myriad details to be worked out by passenger representatives, even as Jimmy and Jane were being kissed good-by, made it a great big day at the depot.

On hand to assist with the party of campers shown on the cover were, left to right: R. F. Marschall, special officer; W. A. McGarvey, traveling passenger agent, who accompanied them; and W. F. Bannon, trainmaster, Milwaukee Terminals.

Funny hats, bugle calls, canoe paddles, ukeleles and fishing gear . . . the off-to-campers take over the Chicago Union Station for an hour before departure time.





Randy Johnson, 3½-year-old son of Assistant Engineer Glenn Johnson, got off to a flying start in the sack race, as his mother cheered him on. At left, Eddie Wiltz, 4-year-old son of Assistant Engineer Ernie Wiltz.

FAMILY STYLE

by F. L. Clark, Correspondent, Engineering Department, Chicago

THE Chicago engineering department enjoyed a real old-fashioned picnic on the afternoon of June 26 in a revival of the kind of family get-together the group had not held for many years.

The baskets were opened in Schiller Woods Grove in Chicago, and the committee under B. J. Ornburn, assistant chief engineer—structures, which made all of the arrangements, didn't miss a bet. For the youngsters there were interesting games and all of the ice cream and pop they could consume. There was dancing for those who still had the pep for it after the record two-week heat wave.

In the absence of Chief Engineer W. G. Powrie, who was away from the city, Mr. Ornburn presided at a short program, and Vice President L. F. Donald presented a Gold Pass to Leo Denz, chief carpenter in the Chicago Terminals. A letter to Mr. Denz from President Kiley, who was also out of the city, was read, as was a telegram from another of Mr. Denz' friends Architect K. E. Hornung, who was in Boston. General Manager J. J. O'Toole took the occasion to praise the honored guest, as did G. F. Wilson, terminal superintendent, and E. G. Kiesele, superintendent of safety.

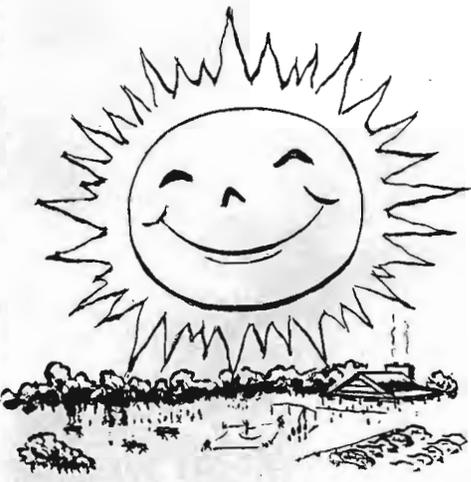
In his response, Mr. Denz left no doubt of his pride in the pass and in having been a Milwaukee Road man for 50 years. Judging by the crowd of almost 400 people who attended the affair, the honored guest learned the secret of making friends and influencing people long before Mr. Carnegie wrote the formula.

A softball game between the Chicago Terminal B&B and the engineering department broke out following the brief ceremony. It was a contest of heroes and heroics which will have to be re-played next year, as the score ended in a tie of 26 to 26.

The Datismans with six children and the Kampwirths and Riesers with five each were the largest of several large family groups.

To answer the question everyone was asking as to who was responsible for planning such a pleasant Saturday afternoon, the committee in charge, in addition to Mr. Ornburn, consisted of John Russo, Ed Tyckoson, Ray Spars, Glenn Berg, Bill Spinks, Ben Ranallo, Jim Constantine, Don Fisher, Bill Jensen and Louis Ippolito.

It was a great day and a perfect way of paying tribute to a man who is known and liked by everyone.



The photographer snapped this informal group shortly after Chief Carpenter Leo Denz had been presented with his Gold Pass. Left to right: Mr. and Mrs. Denz, Assistant Engineer R. F. Spars and Mrs. Spars, and Vice President L. F. Donald. G. A. Kellow, special representative to vice president—operation, is in the foreground.



Assistant Chief Engineer B. J. Ornburn (left), who headed the committee which planned the big picnic, stops for a word with W. R. Jensen, supervisor, signals and communications (center) and Leo Denz, chief carpenter.

As always, the potato race was one of the big features of the day.



Although the bridge and building department is part of the engineering department, it was B&B vs. Engineering when it came time for the ball game. Here E. G. Tyckoson, assistant chief carpenter in the terminal, eagerly waits for the pitch.



Superintendents Tour Bensenville Yard

THE principal highlight of the American Association of Railroad Superintendents' annual meeting held in Chicago on June 8—10 was a "field trip" to The Milwaukee Road's giant freight car classification yard at Bensenville. A group of 225, consisting principally of railroad superintendents from all over the United States and Canada, together with the wives of several, made the trip to and from Bensenville aboard a special train of air-conditioned coaches.

As an unusually interesting "busman's holiday", the trip and one-hour inspection of the yard operation itself were given newsreel coverage by the Columbia Broadcasting System and telecast that night.

The significance of the superintendents' meeting was interestingly pointed up by a reporter for the Chicago American who wrote a news story about it under the heading, "How To Be a Super 'Super'". It read in part as follows:

"A railroad superintendent's mind is single-track; it's concentrated on maintaining the best railroad within his division, but this meeting means much more

than swapping notes on technical matters. Besides discussions on greater train utility, maintaining better right-of-ways and improving yard and terminals operation, how to better butter up the public will be debated.

"The superintendent with a hard eye on operational functions also vigilantly watches public and employe relations . . . Proper employe relations means an ability to handle men properly. Crowbar discipline that once ran railroads has gone the way of red plush seats and kerosene lights. Today it's a selling job. . .

"The keen competition from truckers, bus lines and planes also has stepped up the importance of good public relations. Today's superintendents are civic-minded men. They meet the public and keep it interested in arterial steelways as a dependable means of transportation."

An outstanding example of what the railroads can offer the public in the way of faster delivery, reduced loss and damage and all-around improved service, the Milwaukee's yard at Bensenville provided an interesting study for the visiting superintendents.



There were a few women among the visiting railroad people who found Bensenville yard an interesting study. Picture shows the control tower and a Milwaukee Road car at the crest of the yard.

Intent on their study, the 225 superintendents left their special train and took the most direct route to the main control tower in the yard.





In the control tower at the crest of the yard, Clerk Leonard Phillips explains features of the yard operation to the visitors.



J. J. O'Toole (right) general manager Lines East, visits with J. W. Harman, president of the superintendents' association and a superintendent on the Canadian Pacific at Toronto, after the train arrived at the yard.



Among those riding the special train were, left to right—front: G. F. Wilson, Milwaukee Road Chicago Terminals superintendent; and C. P. Fisher, general manager, Chicago Union Station Company and chairman of the arrangements committee. Second row: C. M. Wheeler, vice president, Union Switch & Signal Co., manufacturer of much of the electrical equipment in use at the yard; and J. C. Miller, GM&O superintendent at Slater, Mo.

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COMMENTS FROM OUR CUSTOMERS



"Sometimes when I consider what tremendous consequences come from little things—a chance word, a tap on the shoulder . . . I am tempted to think there are no little things".

—Bruce Barton

"FORTUNATE IN OUR PORTER"

"While traveling recently with my three children from Seattle on your Olympian Hiawatha, my little boy was quite train sick, but the porter was so wonderful about it that I felt I should write and tell you what an excellent man you have in Jeff T. Miles . . . He was so patient with all the children in the car, too, and I heard many people remark that we certainly were fortunate in our porter. I had never traveled such a distance before, and it would have been an unhappy experience without Mr. Miles' help."

Mrs. M. M. Schneider
Colchester, Ontario, Canada

EXCELLENT COOPERATION

"I wish to express our appreciation for the splendid handling of the shipment of eight cars of cable. Our traffic representative, Mr. McIntyre, who traveled with the shipment, informs me of the excellent cooperation he received from the employes of The Milwaukee Road from Chicago to Seattle, particularly Mr. Paul Lucas [general road foreman of engines] and Mr. Bernard McGuire [assistant to superintendent of motive power, Milwaukee shops] whose services and advice en route were invaluable. The accommodations provided for our representatives were greatly appreciated, and special thanks should be extended to Mr. T. J. Knaffla [chef] for his attention en route."

S. T. Rockwell
Assistant Works Manager
Western Electric Company
Winston-Salem, N. C.

A COUPLE OF BOOSTERS

"I have had a great interest in railroading almost all of my life, and as a result I spend several hundred dollars a year on rail transportation. In this connection, everyone on the Milwaukee with whom I have ever had contact has been most courteous and

friendly. Recently I happened to run across a business associate who had just traveled on one of your Hiawathas. He said he was very favorably impressed with your railroad and with the crew of the Hiawatha who, despite a delay, still found time to devote to the passengers and to advise them on their connections. You people have certainly made a couple of Milwaukee boosters."

R. W. Keeling
Seismic Explorations, Inc.
Houston, Tex.

THE HONEST TOUCH

"Thank you for your trouble in recovering the Bible which I left on your train 6 while traveling from Minneapolis to Chicago. I should be most happy to see that the person responsible for finding it is given a token of thanks. It is truly wonderful that honest people exist in such large numbers."

W. F. Schroeder
Memphis, Tenn.

THE TEAM SPIRIT

"On my vacation trip to the west coast this year I rode the Milwaukee from Seattle to Minneapolis, and on the way I witnessed an example of the cooperative spirit for which your 'railroad family' is famous. When I went to the grill car of the Columbian for dinner I saw that the chef had become ill, but he insisted on carrying on. The waiter, however, made him rest while he (the waiter) did both the cooking and serving for the car. Then, when the brakeman learned of the trouble, he both doctored the chef and chipped in in the kitchen to wash the dishes so all the passengers could be served. I don't know the names of the employes involved, but thought you might like to hear of this display of teamwork."

Robert W. Janssen
2700 Joppa Road
Baltimore, Md.



As a concession to the railroad fans, a steam engine was assigned to pull the modern, air-conditioned coaches on the special run marking 100 years of passenger service between Milwaukee and Madison. Upon reaching Madison, the train was stopped at its crossing of lake Monona so that the photographers, which included practically everyone aboard, could get one more picture for the record. (Photo courtesy The Milwaukee Sentinel)

Railway Historical Special Marks 100 Years of Milwaukee-Madison Service

by Jim Scribbins

LAST fall members of Milwaukee chapter of the National Railway Historical Society took a ride to Madison on Trains 33 and 14. Well pleased, they lost no time accepting an offer of cooperation from two local historical groups to sponsor a special train trip commemorating, almost to the hour, the 100th anniversary of passenger train service between Milwaukee and the capitol.

Chapter President J. W. Koehler went into a huddle with C. F. Dahnke, assistant general passenger agent, and G. M. Kapke, city passenger agent, at Milwaukee. As a result of their efforts, approximately 540 persons were aboard when Conductor "Chick" Knight gave

Engineman Pete Voss the highball on Sunday, May 23. Most were from the Milwaukee area, including former Mayor Daniel Hoan; ex-Police Chief Joseph Kluchesky; William Shearer, a retired Trans-Missouri Division engineman with 50 years of service; and Rosemary Entringer and Betty McKenzie of Trains magazine. A sizable delegation was present from Chicago, while others came from Topeka, Kans.; Conneaut, Ohio; Othello, Wash.; Denver and New York.

Most of the 540 were attracted by the promise of a ride behind a steam locomotive over 50 miles of freight-only line between Brookfield and Milton, and the opportunity to photograph elderly steam



In Madison, at the completion of the going trip, Daniel W. Hoan, former mayor of Milwaukee, and one of the distinguished passengers aboard the historical special, stopped by the head end to exchange greetings with Engineer P. E. Voss.

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engines at Janesville and Madison.

Made up of nine air conditioned Hiawatha-type coaches and a baggage-bar car, the special was pulled, by special request, by locomotive No. 171, one of The Milwaukee Road's few remaining class F-3 Pacifics. Gil Kapke represented the passenger department; Lt. Bob Riordan, the police department; and S. F. Philpot, assistant superintendent of the Madison Division was along on the westward trip.

It quickly became apparent that the baggage car was the most popular since it offered not only an assortment of soft drinks, ice cream, and lunch, but exceptionally fine vantage points through its four open doors. Box lunches were included in the price of the tickets.

Because of advance newspaper publicity on the part of NRHS, the special attracted crowds at Wauwatosa, Waukesha, Whitewater, Milton and Janesville, and the next day each of the Milwaukee papers featured the run.

Nearly everyone had a camera and untold rolls of film were exposed on the locomotives lined up at Janesville and Madison, and the special itself posed on the railroad crossing at Lake Monona, Madison, much to the delight of the photographers and the wonderment of motorists on the lake shore road.

The historical-minded sight-seers had a field day too, for they saw the freight station at Waukesha which is the state's oldest railroad structure, and visited local historical museums in Janesville and Madison. For most of them the train trip was a new experience, as the Wisconsin Museums' Centennial Group and the Milwaukee County Historical Society had conducted their previous tours by bus. Judging by their remarks, however, they were entirely satisfied with modern train travel.

The return to Milwaukee was more relaxed. A fiddler and accordionist led group singing in two coaches and several portable radios were tuned to the tail-end of a Braves-Cubs double-header. East of Watertown, the train made a spirited run, arriving in Wauwatosa and Milwaukee ahead of the advertised schedule. Then, as though they still had not acquired their fill, several of the railfans headed for the Milwaukee shops to photograph still more steam locomotives.

• J. R. Scribbins, author of the accompanying article, is a ticket salesman in the Milwaukee Road depot ticket office in Milwaukee. As secretary of the Milwaukee chapter of the National Railway Historical Society, he has more than a casual interest in anything relating to railroad history, particularly if the railroad is the Milwaukee.

As the early steamers did, the locomotive on the special stopped to take on water at Watertown on the return trip. The fireman, John Sullivan of Portage, handled the chore. (Photo courtesy The Milwaukee Journal)

At the State Historical Museum in Madison, John Jenkins (right), museum director, discusses an exhibit regarding the development of the railroads with Walter Bubbert, tour director from Milwaukee, representing the Museums Group, Wisconsin Centennial, Inc. Before them are pictures of the original Milwaukee Road station at Waukesha, the first in the state, and Byron Kilbourn, first president of the Milwaukee and Waukesha Railroad Company and later of the Milwaukee & Mississippi Rail Road Company, both Milwaukee Road predecessor companies.



At Milton, one of the stops of historic interest to the group, an elderly passenger studies with obvious pleasure the paintings offered by a local artist. One of the paintings depicts a train of the 100-years-ago vintage.



Mrs. J. P. Kiley, wife of the president of the railroad (left) who is honorary president general of the Women's Club, and Mrs. C. C. Steed, president general, discuss the 30-year service report.

30 YEARS of SERVICE

Luncheon in the grand ballroom of the LaSalle Hotel. The presidents of local chapters are seated in front of the general governing board table.



WHEN members of The Milwaukee Road Women's Club convened in Chicago last month, they had three things in mind. These were, first, to report on the activities of local chapters since the biennial meeting of 1952, next, to elect general officers, and then to observe an important anniversary—the club's 30th birthday.

Viewed as a progress report, the club's 1954 biennial meeting at the LaSalle Hotel on June 11 and 12 was a banner event. Delegates from 44 of the 59 chapters, representing more than 17,000 members, were present, together with members of the general governing board from Chicago to Tacoma. Mrs. C. C. Steed of Milwaukee, president general, presided.

Friday's all-day business session opened with a review by the recording secretary general of the last biennial meeting and the district meetings in 1953. Other general officers and chairmen followed with their reports, after which Mrs. Steed called on the presidents and delegates of local chapters.

As a whole, these reports covered welfare and good cheer work, membership drives, ways and means activities and social programs. Specifically, they concerned help given to flood and fire victims in refurbishing their homes and helping with food, clothing and other essentials; the payment of doctor, hospital and rent bills; aid to polio victims; supplying wheel chairs and hospital beds, and so on. As they have done for many years past, the reports also

showed a sustained interest in visits to Veterans' hospitals, of arranging entertainments, and of supplying comforts for disabled veterans.

To sponsor this work, local chapters expended during 1952 and 1953 more than \$16,000 for welfare and good cheer, in addition to donations estimated at another \$2,600. It was financed in part by money-raising activities which cleared approximately \$9,000.

In the general election which followed, Mrs. Steed was re-elected president general by a unanimous vote for her third term of office. Others elected to the executive committee were: Mrs. O. P. Catlin, Chicago, first vice president general; Mrs. W. R. Dolan, Chicago, second vice president general; Mrs. J. T. Hansen, Tacoma, third vice president general; Miss Etta N. Lindskog, Chicago, secretary general; Mrs. Elizabeth Shortall, Chicago, recording secretary general; Mrs. Ralph Vannella, Bensenville, treasurer general; Mmes. G. W. Loderhose, W. J. Whalen, J. L. Brown and Ernest Buchholtz of Chicago, general directors in the Chicago area; Mmes. R. E. Melquist of Minneapolis, F. T. Ross of Milwaukee, O. D. Wolke of St. Paul and P. J. Weiland of Sioux City, general directors on Lines East outside of Chicago; and Mmes. H. O. Engel of Seattle, Howard Ullery of Butte and F. W. Spear of Miles City, general directors Lines West.

Also named to the general governing

board were: Mmes. H. A. Scandrett of Chicago, F. R. Doud of Minneapolis and A. O. Thor of Aberdeen, general advisory officers; Mrs. Lucien Bloch, Chicago, general chairman constitution and bylaws; Mrs. L. W. Palmquist, LaCrosse, general welfare chairman; and Mrs. R. W. Hayes, Chicago, general safety chairman.

In honor of the club's 30th anniversary, the get-together luncheon in the hotel's grand ballroom the following day was a gala celebration. Approximately 350 attended, including a large group of members from outside the Chicago-Milwaukee area. The highlight of the occasion was a report delivered by Mrs. Steed of the club's 30 years of service to the railroad family.

The figures represented an impressive accounting of welfare and social activities. For instance, starting with 23 women at the first meeting in Chicago in 1924, the club could point to a membership of more than 19,600 at the close of 1953. During the same period approximately \$356,000 was expended in aiding employes and their families, in addition to donations valued at \$45,000. Through welfare and good cheer committees it has reached approximately 234,000 families, made 448,600 calls, and sent 103,460 messages of cheer and sympathy. To finance this program, the club engaged in money-making activities on which it cleared approximately \$416,000. Mrs. Steed congratulated the members on the cooperative effort which has made all of this good work possible.

The luncheon brings together present and former members of the general governing board. Seated, from left: Mmes. H. O. Engel, Seattle; G. W. Loderhose, Chicago; C. C. Steed, Milwaukee; and W. R. Dolan, O. P. Catlin and J. L. Brown, Chicago. Standing, from left: Mmes. F. W. Spear, Miles City; F. T. Ross, Milwaukee; R. E. Melquist, Minneapolis; E. Buchholtz, Chicago; J. L. Tarbet, Kansas City; R. Vannella, Bensenville; E. M. Shortall, Chicago; R. O. Hawkins, Seattle; L. D. Phelan, Chicago; Miss E. N. Lindskog, Chicago; and Mrs. O. D. Wolke, St. Paul.



A Dispatcher Explains His Job

IF YOU want to learn something about the other fellow's job, it's a good idea to get it straight from the man with experience. Hence, when "The Friendly Neighbor" program went on the air recently from Milwaukee's station WFOX, the voice heard on the answering end of announcer Redd Hall's questions was that of a man with 36 years of on-the-job training, that being the length of time H. C. Cone has been a dispatcher on the Road's Milwaukee Division, first district—44 years of railroad service, in all.

Accustomed to a constant flow of questions and answers every minute he is on the job, Mr. Cone had no difficulty with "mike fright" and delivered his part of the script in a clear, resonant voice. The interview went like this:

Q: "What are a train dispatcher's duties, Mr. Cone?"

A: "He has entire charge of all train and engine movements in his territory and keeps a running record of such movements on a sheet provided for the purpose."

Q: "What are the qualifications?"

A: "Before a man is promoted to train dispatcher, he has usually put in several years as a station agent, towerman or telegrapher, where he learns in the field the elements of operation that prepare him to cope with every situation or emergency which may arise. He must be fa-



Dispatcher H. C. Cone (right) being introduced to the radio audience by WFOX announcer Redd Hall.

"I would like to relate something that was written by an old boomer operator on the cover of a train order book in the old station at Oakwood, Wis., back in 1911," Dispatcher Cone told Announcer Hall. "In part, it went like this:"

In his lonely lamplit office
Through the dreary hours of night
Sits alone the train dispatcher
Keeping watch till morning light.
Listening now with sharpened hearing
To what the sleepless sounders say,
Talking with his operators
In the stations far away.
Little knows the man or woman,
Swiftly speeding o'er the rail,
Of the safety or the danger
That rests on one who dare not fail.

miliar with the physical characteristics of his territory, and be able to visualize a situation promptly."

Q: "What mileage is under your supervision?"

A: "Eighty-five miles of double track between Chicago and Milwaukee and 67 miles of single track between Rondout, Ill., and Janesville, Wis., over which we communicate by means of telegraph and closed telephone circuit."

Q: "How many station agents and operators do you work with?"

A: "Thirty-five."

Q: "On an average, how many trains are handled during working hours—8 A.M. to 4 P.M.?"

A: "Twenty-five passenger and 20 freight trains at the present time. This includes some switching at outlying points."

Q: "In your opinion, what is the most exacting part of your work?"

A: "On single track, to establish a good meeting point between trains moving at different speeds so as to min-

imize delay when they meet, and on double track to make certain that long freight trains are sidetracked in time to allow high speed passenger trains to pass without being delayed or stopped behind them. There's also the matter of checking on trains carrying outside loads, which require our very close attention."

Q: "How many train dispatchers are there in the United States?"

A: "The Interstate Commerce Commission census as of Jan. 1, 1954 shows 3,283 train dispatchers, 1,114 chief and assistant chief dispatchers, a total of 4,397 in the craft."

At this point the announcer asked Mr. Cone if he could relate some amusing incident about his job, and Cone obliged with the one regarding the time a message was relayed to him from a woman passenger on the Morning Hiawatha. It was Sunday, she had broken her baby's only nursing bottle, and it was 'way past feeding time. Could he arrange to have a new bottle delivered to the train at Portage or LaCrosse?

The mission was accomplished.

"One of the most amusing things I remember," he continued, "was an article in Arch Ward's column in the Chicago Tribune. In describing one of Joe Louis' first fights, he stated that the Brown Bomber's lethal blow sent his opponent sagging to the canvas uttering guttural sounds not unlike those of a jungle beast or of a *train dispatcher*." Without a doubt, Mr. Ward was under the impression, as many others are, that a dispatcher is the fellow who calls out the arrival and departures of trains in a large terminal, sounding as they did years ago more like a hog caller."

Further summarizing a train dispatcher's duties, Mr. Cone said that he is also charged with furnishing cars ordered for loading at various stations, for the prompt movement of empty cars, with providing for the unloading of livestock before the expiration of time allotted by law, arranging for crews in case of serious delays due to storms or other causes, notifying section foremen and other maintenance employes of the locations of trains so that their movements are safeguarded at all times, regulating car limit and tonnage on freight trains with respect to the class of power furnished, plus reporting on wind velocity and weather conditions in general; "Which makes our work speculative, as well as operative", he observed.

"The station agents, operators, levermen and drawbridge operators who report the passing of trains are virtually the eyes and ears of the train dispatcher, and are considered as part of the tools of his profession. It may be of interest to know that a train dispatcher may handle over a thousand trains in one month's time without ever seeing one of them", he said in conclusion.

Dispatcher Cone started railroading in 1910 as a station helper on the C&NW and transferred to the Milwaukee the following year. His first job was as a block operator before automatic signals were installed. Before moving to Milwaukee in 1919, he worked at many points, including Russell, Wadsworth, Oakwood, Ranney, Rondout, Zenda, Morton Grove, and at the old Union Station in Chicago. With the exception of being snowed in at Rondout in the winter of 1918, and a crisis brought on by a severe storm and flood in 1936, it has been a very happy experience, he says—"an interesting vocation I have never regretted undertaking."

July, 1954

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

Traffic Department

Effective June 16, 1954:

S. P. Elmslie is appointed general agent at Minneapolis, succeeding H. E. Erickson who died May 25. Mr. Elmslie started with the Road in Duluth in 1923, since when he has served as city freight agent in Duluth, traveling freight agent with headquarters in Detroit, city freight agent and subsequently traveling freight agent in Minneapolis, and general agent in Indianapolis. He has been stationed in Minneapolis since Apr. 16 as division freight agent.



S. P. Elmslie



V. S. Rawson

V. S. Rawson is appointed division freight agent, Minneapolis, succeeding S. P. Elmslie. Mr. Rawson entered Milwaukee Road service in 1929, starting in the Chicago freight traffic department where he was subsequently chief clerk to the assistant freight traffic manager. Since June, 1953 he has been division freight and passenger agent with headquarters in Davenport.



R. J. Casey

R. J. Casey is appointed division freight and passenger agent at Davenport, succeeding V. S. Rawson. Starting with the Road in Milwaukee as a rate clerk in 1936, Mr. Casey served there as chief clerk to the division freight agent and as city freight agent. He has been traveling freight agent with headquarters in Detroit since 1948.

Effective July 1, 1948:

H. C. Kamlah is appointed traveling freight agent, Detroit, succeeding R. J. Casey. Mr. Kamlah has been with the Road's traffic department since 1938. Most recently he was city freight agent in Chicago.

A. W. Baker is appointed traveling freight agent at Portland, Ore., following the retirement of G. C. Thomas. Mr. Baker started his service in the freight department at Seattle in October, 1944. He has been city freight agent in Portland since January, 1948.

L. V. Cashner is appointed city freight agent at Portland, succeeding A. W. Baker. Mr. Cashner has been with the traffic department in Portland since October, 1948, serving as chief clerk since July, 1949.

our safety score

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

Month	1954		1953		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January .....	..	20	2	41	-100	-51
February .....	..	16	..	19	....	-16
March .....	..	12	1	29	-100	-59
April .....	..	16	..	26	....	-38
May	1	16	..	28	....	-43
June	1	27	..	31	....	-13
TOTALS	2	107	3	174	-33	-39
Casualty Rates .....	.07*	3.78*	.09	5.46	-22	-31

*Estimated

did you know?

"The Railroad Hour," the radio program sponsored by the Association of American Railroads which has been on the air every Monday evening for the past five and a half years, was discontinued after the June 21 performance. The concluding presentation was the 299th in the series of musical shows which also served to bring to life some of the colorful and fascinating aspects of the railroad industry. Plans for the future, with respect to radio and television, are indefinite at this time.

THE small voice of conscience apparently dictated a letter which was received recently by Agent R. F. Burnett at Wells, Minn., together with a \$20 bill. "This money", it read, "is for coal taken in the depression from the coal chute in

Wells. Please run an ad in the Mirror [Wells newspaper] about receiving same. Thank you." There was no signature, of course. When the requested notice appeared in the Mirror, it carried the following editorial comment: "Whoever it may be has evidently gotten on his feet and is paying his old bills. Congratulations to one with such a fine spirit."

In 1951 The Milwaukee Road pioneered in the promotion of student educational trips in the West. Twenty such groups, the first of them coming from points on the H&D Division, moved into Chicago and beyond to eastern points that year. The popularity of these trips has grown tremendously since, with 46 groups traveling our line in 1952 and 80 in 1953. As of May 15 this year, we had handled

105 groups of students, totaling approximately 9,000 youngsters, teachers and other accompanying adults. The reduced rates applying to such business ordinarily terminate June 30, but this year have been extended for an indefinite period and the passenger traffic department is currently engaged in the promotion of similar tours through local PTA groups and other organizations. It is expected that the boys and girls who have been such a welcome sight in Chicago and other major terminals on the railroad will be with us throughout the summer, if not throughout the year.

One hundred and twenty-five years ago next month the Stourbridge Lion, first full-size steam locomotive in America, made its initial run out of Honesdale, Pa. The locomotive derived its name from having been built in Stourbridge, England, and from the image of a large red lion on the boiler. Horatio Allen, a young engineer employed by the Delaware & Hudson Canal Company, drove the Lion on its history-making run of about three miles on Aug. 8, 1829, riding alone in order to expose the life of only one person to danger. The general opinion of the spectators was that the road would break down under its weight of seven tons, that the boiler would explode, or that the locomotive would jump the track. But the Lion made the journey safely, and the railroading era had begun.

How Well Do You Know Your Railroad?



THIS station has served a rich agricultural area longer than most people can remember. The first railroad arrived in 1858, starting a boom which brought prosperity before the turn of the century. The Milwaukee Road's predecessor line entered the city in 1863. The city has a considerable reputation today as a manufacturing and marketing center.

Whether or not you can identify this part of your railroad, you may be interested in the answer on page 38.

CAN YOU NAME THEM?

MANY RAILROADS have slogans or nicknames which are used in timetables, dining car menus, posters, advertisements and other publicity; some are painted on freight cars. See how many of the railroads you can identify by the following slogans or nicknames. Then turn to page 38 for verification.

1. Line of the Minute Man.
2. Route of the Black Diamond.
3. "Follow the Flag."
4. Linking 13 Great States With the Nation.
5. Serving the Nation.
6. Nickel Plate Road.
7. The West Point Route.
8. Serving the Southeast and Southwest.
9. Ride the 400 Streamliner Fleet.
10. Cotton Belt Route.

High Load for Seattle

THEY had a good time out at Bensenville yard in Chicago one day early this month, with people making puns and relishing the rare experience of having the zoo come to them. It happened when two young giraffes showed up, en route from Africa to the Woodland Park Zoo in Seattle.

All had fun, that is, except Terminal Superintendent G. F. Wilson, who was asked to pose for a picture with the animals. He had about decided that they were approachable after all, although only a few months removed from the wild state, when the attendant inquired cheerfully if he knew that a giraffe could cut a lion to pieces with his sharp hooves. Mr. Wilson thought about that a while, but posed anyway.

Although the giraffes' ears just brushed the top of the car, which had an interior height of 10 feet 3 inches, they are expected to grow another 8 feet tall. The two are valued at \$4,500.

The animals were 66 days on the water before reaching Athenica, N. J., where they were kept in quarantine for 33 days. Being among nature's few voiceless creatures, however, they made no sounds indicative of weariness while in



Superintendent G. F. Wilson takes an uncertain look at one of the two giraffes just before they left Chicago on No. 263 for Seattle.

Chicago.

They were kept in narrow stalls specially designed for maximum protection and comfort. Unlike many other animals traveling by rail, they were not

removed from their car periodically for exercise, feed and water, but were fed and watered by their attendant, who rode with them in the car. Rules governing the handling of all animals by rail are laid down by the Bureau of Animal Industry.

The giraffes reminded the Milwaukee's transportation department people of the time a few years back when they were called upon to accommodate an outside elephant who wanted to go from Seattle to a zoo in the East. Not being able to find a car big enough for him, they decided to build a "house" on a depressed flat car, the combined height and width of which would be sufficient for the animal but not too much for the tunnels and other possible obstructions, particularly on the eastern lines.

But just about the time the project was started, the elephant got sick and died.

The excise taxes have often been referred to as "luxury" taxes. Actually, in a country with our accepted living standards, many of the goods involved are in universal use by people in all income brackets and are considered necessities. This is true also of services subject to excise taxation, such as railroads and other transportation. . . . The hope is that . . . these war-imposed taxes can and will be eliminated entirely, not just reduced.
—Industrial News Review.

how are we doing?

	MAY		FIVE MONTHS	
	1954	1953	1954	1953
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$19,064,166	\$20,785,964	\$93,935,754	\$105,555,162
PAID OUT IN WAGES.....				
PER DOLLAR RECEIVED (CENTS).....	(51.4)	(52.1)	(51.5)	(50.1)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	577,098	659,575	2,758,660	3,046,006
PER DOLLAR RECEIVED (CENTS).....	(3.0)	(3.2)	(2.9)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest....	9,650,508	9,715,338	44,592,878	47,302,561
PER DOLLAR RECEIVED (CENTS).....	(50.6)	(46.7)	(47.5)	(44.8)
NET INCOME.....				2,336,139
NET LOSS.....	959,989	411,488	1,766,031	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	112,582	124,763	542,182	617,921
Decrease 1954 under 1953.....	12,181		75,739	

Help to Prevent FOREST FIRES

MAN-CAUSED fires in our national forests dropped 14 per cent last year, chiefly because the public had been aroused to their danger. However, the effect continues to be offset by the fact that outside the nation's preserves forest fires have increased considerably. In 1952, the last year for which records are available, there were 188,277, or 500 a day. They took the lives of many and destroyed vitally-needed timber, valuable watershed lands, rangelands, recreation areas, wildlife, homes and property.

Every vacationist who visits a timber area should exercise care to prevent forest fires. Here are the basic rules to overcome carelessness:

1. Crush Out Your Smokes!

When out-of-doors, stop to smoke in safe places only. With the side of your shoe, clear a space in the surface litter down to the mineral soil. Drop your cigar, cigarette butt, or pipe ash on this cleared spot. With the heel of your shoe, grind it into the ground until you're sure it's out. When driving, use your ash tray. Never throw burning material from any vehicle.



2. Break Your Match in Two!

This precaution will insure that the flame is extinguished. Always feel the burnt end before throwing your match away. Always make sure your match is *completely out*.

3. Drown Your Campfire!

Before you build a campfire, scrape

away all inflammable material from a spot six feet in diameter. Dig a hole in the middle and build your fire there. Keep it small. Never build a fire against trees, logs or near brush. Before leaving your campfire, stir the coals while soaking them with water. Turn the sticks over, soak both sides, and the earth around the fire.



No one who has ever seen a forest fire will ever forget the horror of it. The prevention of such waste of natural resources is a matter of first importance to The Milwaukee Road, serving as it does the vast timberlands of the Northwest.

how to care for cut flowers



FLOWER arrangements from your own garden lend beauty and charm to the atmosphere of a home, and with a little care they will stay fresh for long periods. Here are some points you may not know about the care of cut flowers, methods employed by your florist:

1. Cut flowers don't like heat or drafts, and it is also a good idea to keep them away from direct sunshine. Add a commercial flower preservative to the water and you won't need to change the water every day.

2. Tepid water, between 90 and 100 degrees, is recommended for roses, carna-

tions, snapdragons and spring flowers. Put these flowers deeply in their warm water in a cool place for an hour or two before arranging them. Cut the stems diagonally with a sharp knife, not with scissors, as the latter may crush the little water channels in the stems and decrease the water intake.

3. Cut the bulbous flowers—daffodils, tulips, irises—above the white base of the stem. Woody stems, including stock, chrysanthemums, lilacs and roses, should have a special type of stem treatment to help them absorb water. Roses and stock may be scraped with a sharp knife

from three to five inches up from the bottom of the stem so as to expose more cut surface for the intake. The harder stems, such as lilacs and chrysanthemums, should be crushed slightly with a hammer or something heavy to expose the cells to water. Bleeding stems such as poppies and zinnias, and any stems which excrete a sticky substance, should be seared over a flame for about five seconds.

4. When arranging spike flowers such as snapdragons, delphiniums and gladioli, cut off the bud tip and the rest of the flower will last longer.

the LONG Week End

That bottle of milk which the milkman leaves on the porch while your family is away for a long week end can cost you as much as \$200. Expensive, isn't it? But that figure represents the average "take" in cash, jewelry, furs and other cherished possessions for each of the 6,000 burglaries which take place

during a three-day holiday, according to an insurance company estimate. If you want to enjoy a long week end without worry, avoid giving your house a "boarded up" look. Bottles of milk, newspapers on the steps, drawn shades and darkened rooms are all open invitations even to amateur burglars.



Well-fitting, sturdy shoes will keep her skipping happily all summer.

EVERYBODY LOVES A BARBECUE



TAKE four bricks turned up lengthwise on four rocks, borrow a rack from the kitchen oven, and you're all set for a barbecue.

There's nothing like a barbecue to turn a simple

backyard meal into a family feast. Or you may wish to keep some bricks and an extra oven rack (bought at the dime store) in your car trunk for the times when you spot a likely barbecue site away from home. There's no expense to this outfit, and it takes only a jiffy to set up or knock down. If the crowd increases, then two racks and six bricks (two in the middle) will double the capacity. Don't worry about closeness to the ground. A slow, low bed of coals will take care of that.

The heart of the barbecue is the spicy, savory sauce that clings to and penetrates the cooking meat. Here is an all-purpose sauce that teams up with all kinds of poultry and meat:

All-Purpose Barbecue Sauce

- 3/4 tsp. salt
- 1/2 tsp. pepper
- 3/4 tsp. paprika
- 2 tsps. sugar
- 1/4 tsp. garlic salt
- 1/3 cup catsup
- 1/3 cup tomato juice
- 1 small onion, chopped fine
- 2/3 cup water

- 1/4 cup vinegar or lemon juice
- 1/2 tsp. Worcestershire
- 2 tsps. butter, margarine or salad oil

Measure all ingredients in pan or kettle. Heat to boiling. Keep hot for basting on grill. For oven barbecuing, pour sauce over meat in roasting pan. If it becomes too thick, add a little hot water. Serves 6.

Keep the barbecue simple. Toasted rolls, potato chips, pickled eggs, and cole slaw prepared at home round out the menu. Here's an easy recipe for the pickled eggs:

Pickled Eggs

- 12 to 16 hard-cooked eggs
- 2 cups white vinegar
- 2 tsps. sugar
- 1 tsp. salt
- 1 tsp. pickling spice (4 peppercorns, 1 clove, celery seed, mace, piece of ginger root, etc.)
- 1 medium onion, sliced

Add seasonings, spices and onion to vinegar (dilute about 1/3 with water if strong) and simmer about 8 minutes. Pour over peeled eggs in a mason jar. Seal and let stand several hours or longer.

To give other flavors, a sprig of dill or a few caraway seeds or a slice of garlic may be added to the brine. For variety, drop the peeled eggs into leftover beet pickle juice. They take on a red color almost instantly.

For dessert, wouldn't strawberry shortcake be a surprise? There's no fuss and bother when you use packaged cake shells for the base (6 to the package). A package of frozen strawberries will be ample for six; top with whipped cream from a squirt can. The cream, incidentally, can double for your coffee cream.

Stay Foot Happy This Summer

EVERYBODY finds summer rough on the feet, especially those who participate a great deal in sports. Well fitting shoes, therefore, are more important to your health than anything else you wear. In addition to comfortable shoes, your feet will also benefit from a little daily care. The best way to avoid summertime misery is to follow these rules:

WASH your feet daily, and if they're really tired, throw a handful of bicarbonate of soda and epsom salts into the warm bath water. Let your feet soak a while and then give them alternate hot-and-cold plunges to stimulate circulation.

DRY carefully between the toes to absorb moisture. Use a foot powder after bathing, to keep the feet dry and so prevent the growth of athlete's foot fungus. If your feet perspire excessively, sprinkle the powder lightly in your shoes.

WEAR flexible shoes that do not hinder the evaporation of perspiration. Since evaporation is in itself a cooling process, foot temperatures are reduced.

REST your feet at every opportunity. Sitting at a desk or dinner table, for instance, cross your ankles with the weight on the outer borders of the feet. At home, elevate your feet—it improves blood circulation.

LIMBER up the bones, muscles and ligaments which have stiffened during the winter with simple exercises. After your nightly bath, walk 50 steps on your toes. Even during the day, curling and uncurling your toes with your shoes on will strengthen your foot muscles and your arch. Rotating the large toe by hand is an effective bunion prevention measure.



Blueberry Ribbon Cake



Coffee Angel Torte

Quick Cakes for Lazy Days

IN SULTRY summer weather, the hot and harried homemaker appreciates more than ever the magic formula of packaged cake mixes. As the perfect foundation for both family and company desserts, they are one of our best short cuts to hurry-up meal preparation.

That old stand-by, plain white cake mix, is the inspiration for this juicy blueberry cake. Served with a frosty mint-sprigged beverage, it's unusual enough for company.

Blueberry Ribbon Cake

- 1 pkg. white cake mix
- 1 cup water
- 2 egg whites, unbeaten
- 1 cup blueberry jam
- 1 cup whipping cream

Empty cake mix into bowl, add $\frac{1}{2}$ cup water; blend. Then beat 2 minutes at medium speed of electric mixer, or 300 vigorous strokes by hand. Add egg whites, blend, and beat 1 minute in mixer or 150 strokes by hand. Add remaining $\frac{1}{2}$ cup water gradually and beat 1 minute longer in mixer, or 150 strokes by hand. Pour batter into two 8-inch layer pans which have been lined on bottom with paper. Bake in moderate oven (350° F.) about 30 minutes, or until done. Cool.

Whip cream, sweetening if desired. Then split each cake layer in half. Spread first layer with half of the jam, top with second layer and spread with half of the whipped

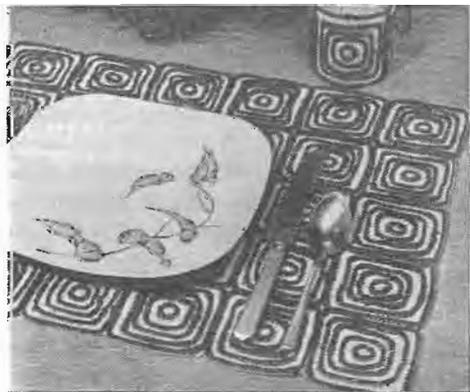
cream. Repeat, using remaining jam and cream. Decorate top with fresh blueberries. (*Frances Barton recipe*)

The foundation for a delicious torte is nothing else than a regular angel food cake mix. Instead of being baked in the usual tube pan, however, it's baked in four layer cake pans. For an elegant touch, serve it with iced coffee sweetened with simple syrup made of sugar and water.

Coffee Angel Torte

- 1 pkg. angel food mix
- 24 marshmallows
- $\frac{1}{2}$ cup strong coffee
- 1 cup whipping cream
- 2 tbsps. chocolate syrup
- shaved unsweetened chocolate

Prepare angel food mix as directed on package. Lightly grease four 9-inch layer cake pans, line bottoms with waxed paper. Spread batter evenly in pans, and bake in moderate oven (325° F.) 25-30 minutes, or until top springs back when lightly touched. Invert pans on cake racks to cool. When thoroughly cool remove from pans. Meanwhile melt marshmallows in coffee over low heat, stirring often. Chill until partially set. Whip $\frac{1}{2}$ cup cream; fold in. Spread between cake layers. Chill until set. Whip remaining cream; fold in chocolate syrup. Spread on top of cake, garnish with shaved chocolate. (*Pan-American Coffee Bureau recipe*)



IN A WHIRL. This dramatic place mat and glass jacket set was designed for the homemaker who likes to set a pretty table in the modern manner. Each motif, of fudge brown whirls on a canary yellow background, is crocheted separately, then sewed together. Three motifs form the glass jacket. Direction leaflets for WHIRLIGIG TABLE SET may be had free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill

What You Should Know About Eggs

BECAUSE eggs are one of our most protective and versatile foods, it's important for homemakers to know the best egg buys. For instance, do you know that midsummer temperatures lower egg quality rapidly? That eggs left four days in a warm (70° to 80° F.) store or kitchen lose as much freshness as those kept several weeks in a refrigerator?

It's a smart homemaker, then, who buys from a dealer who keeps his eggs in refrigerated cases. Check the labels. For a reliable guide, buy only cartoned eggs labeled with a well known trademark or the letters "U.S.". Such eggs have been carefully graded for quality and size.

The color of the shell does not indicate the quality of the contents, yet it influences the price in some localities. There is no reason for paying a higher price for a particular shell color, and often you can save money by buying brown eggs where white eggs bring a higher price.

Eggs come in four qualities. Those labeled grade AA or A have a large amount of firm white and a well-rounded upstanding yolk. Their high quality is most appreciated for poaching, frying or cooking in the shell. Grades B and C have thinner whites and somewhat flatter yolks, but it pays to buy them for scrambling, thickening sauces, baking, making omelets and salad dressing, and so on. Of course, they offer the same food values as top-grade eggs.

Graded cartoned eggs are also sorted for size, based on their weight per dozen. The sizes fall into the following classes:

One Dozen Eggs Must Weigh at Least

Jumbo	30 oz.
Extra Large	27 oz.
Large	24 oz.
Medium	21 oz.
Small	18 oz.
Peewee	15 oz.

You will find it interesting to check on the sizes occasionally, weighing a carton of eggs on the store scales and allowing 2 ounces for a carton. Often you will find that the eggs weigh more than the minimum required for their class. In the summer, when medium and small eggs are in surplus, they are likely to be an especially good buy, priced lower than the difference in their weight would imply.

retirements

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

LEE, CHARLESTON W.
Waiter Chicago, Ill.
LINDSTROM, HERMAN A.
Clerk Seattle, Wash.
NORIE, JOHN R.
Steward Chicago, Ill.
PARTYKA, ANIETA
Janitress Chicago, Ill.
PFAFFENBACH, EMIL L.
S. C. Conductor Chicago, Ill.
SABACINSKI, MICHAEL
Elevator Oper. Chicago, Ill.
WHEELER, JANUS C.
Waiter Chicago, Ill.

CHICAGO TERMINALS

DISTAD, OSCAR A.
Switchman Chicago, Ill.
ELLS, ADRIAN N.
Clerk Bensenville, Ill.
FOURNIER, ACHILLE J.
Pipefitter Helper Bensenville, Ill.
GORA, JOHN
Incinerator Man Chicago, Ill.
JOYCE, JOHN T.
Switchman Chicago, Ill.
JUDD, SAM
Inspector Bensenville, Ill.
KOUZMANOFF, MELAN
Boilermaker Bensenville, Ill.
LOGALBO, PETER
Asst. Foreman Mannheim, Ill.
MUKLEWICZ, MIKE
Sec. Laborer Galewood, Ill.
SCOLA, TONY
Trucker Chicago, Ill.
SHRUT, JOSEPH S.
Snow Shoveler Chicago, Ill.
WILSON, EDWARD A.
Frt. Handler Chicago, Ill.

COAST DIVISION

CANDRLIC, MATT B.
Ex. Gang Laborer Moses Lake, Wash.
LUKOWICZ, JOHN A.
Ex. Gang Laborer Seattle, Wash.
MARTIN, EDWIN H.
Portmaster Seattle, Wash.
MASON, WINNIFRED E.
Clerk Everett, Wash.
MITCHELL, FRANK
Blacksmith Helper Tacoma, Wash.
POST, CLIF L.
Loco. Engineer Tacoma, Wash.
TIERNEY, GEORGE E.
Loco. Engineer Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

ALBERTSON, CLARENCE G.
Brakeman Ottumwa, Iowa
CARUSO, WILLIAM B.
Coal Shed Laborer Savanna, Ill.
EGGEN, MARTIN O.
Switchman Marquette, Iowa
RANDALL, WILLIAM E.

Switchman Savanna, Ill.
WOODROW, WILLIAM J.
Loco. Engineer Ottumwa, Iowa

HASTINGS & DAKOTA DIVISION

TESSIER, MAURICE A.
Chief Clerk Fargo, N.D.

IDAHO DIVISION

GEHRING, CARL F.
Ex. Gang Laborer Spokane, Wash.
LANGE, GEORGE A.
Ex. Gang Laborer Spokane, Wash.
PUTNAM, FRED O.
Loco. Engineer Spokane, Wash.
WOODS, JOHN S.
Boilermaker Helper Spokane, Wash.

IOWA DIVISION

ZIEHLKE, OTTO H.
Signal Oper. Oxford Jct., Iowa

IOWA & DAKOTA DIVISION

ENTWISTLE, JOHN
Inspector Mitchell, S.D.
GREEN, MARTIN L.
Car Cleaner Sioux Falls, S.D.
HARDING, STASIA K.
Caller-Clerk Mason City, Iowa
KELLER, ROY W.
Clerk Mason City, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

GEISE, FRANK
Sec. Laborer Preston, S.D.
GRANT, WALLACE S.
Conductor Faribault, Minn.
LOOS, JOHN A.
Sec. Laborer Sherburn, Minn.

LA CROSSE & RIVER DIVISION

FOWLER, ELGIN B.
Loco. Engineer Wausau, Wis.
KLEINSCHMIDT, FRED J.
Custodian Deansville, Wis.
KOHL, FRED H.
Blacksmith Tomah, Wis.
REARDON, RAYMOND B.
Laborer Tomah, Wis.
STEINBACH, ALBERT
Agent Columbus, Wis.
WAUSH, RAYMOND L.
Loco. Engineer Minocqua, Wis.

MADISON DIVISION

DUNN, GEORGE M.
Conductor Madison, Wis.
MILLS, PHILLIP L.
Loco. Engr. Madison, Wis.
O'HARA, PATRICK
Engine Watchman Waukesha, Wis.

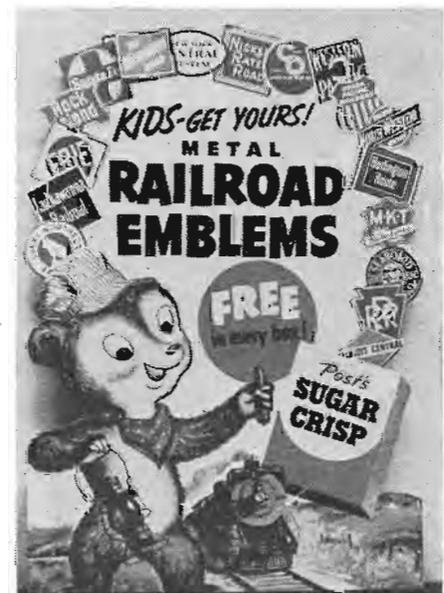
MILWAUKEE DIVISION

DANTOIN, JULES J.
Carman Helper Green Bay, Wis.

REILLY, JOHN J.
Loco. Engineer Milwaukee, Wis.

MILWAUKEE TERMINALS & SHOPS

ADDANTE, ELIA
Sec. Laborer Milwaukee, Wis.
BURNS, ROBERT E.
Ex. Gang Laborer Milwaukee, Wis.
GURSKY, JOHN
Laborer Milwaukee, Wis.
HITZ, Arthur J.
Electrician Helper Milwaukee, Wis.
JOERS, PAUL M.
Loco. Engineer Milwaukee, Wis.
MILLER, OTTO H.
Cabinet Maker Helper Milwaukee, Wis.
REWOLINSKI, JOSEPH G.
Laborer Milwaukee, Wis.
RICKETTS, KARL C.
Machine Oper. Milwaukee, Wis.
SHOULTY, FRANK A.
Supt. Car Dept. Milwaukee, Wis.
TOWARD, FRED
Loco. Engineer Milwaukee, Wis.



GET YOUR RAILROAD'S EMBLEM. Starting this month, railroad fans will have an opportunity to acquire an exact replica of the Milwaukee Road emblem, solid metal and in full color. Along with those of 27 other leading Class I railroads, the Milwaukee's colorful trademark will serve as a new packed-in premium for Post's Sugar Crisp, the candy-coated puffed wheat cereal. As an additional bonus, three Sugar Crisp boxtops and 15 cents will bring you a booklet featuring novel railroad quizzes, games, pictures and stories of railroad lore, together with two other railroad booklets. The complete set of 28 emblems—one emblem to each package—is ideally suited for decorating clubrooms, dens and rumpus rooms.

Vets Reunion Sept. 1 and 2

The following announcement is made to members of the Veteran Employees' Association at the request of Florence M. Walsh, secretary-treasurer:

KEEP these dates in mind—Wednesday and Thursday, Sept. 1 and 2—for the 1954 reunion in Milwaukee, Wis.; headquarters at the Hotel Schroeder. Your committees are planning a program which promises a delightful time for all.

If your dues are not paid as yet, please remit them promptly to Florence M. Walsh, Room 862 Union Station, Chicago 6, Ill.

WRIGHT, ORILL G.
Elect. HelperMilwaukee, Wis.

ROCKY MOUNTAIN DIVISION

CHAMBERS, ROBERT W.
Loco. EngineerThree Forks, Mont.
DICKERSON, LAWRENCE F.
Loco. EngineerLewistown, Mont.
FORTNEY, FREDRICK H.
SwitchmanHarlowton, Mont.
KILPATRICK, HENRY W.
ConductorThree Forks, Mont.
McCALL, FLOYD H.
Sec. LaborerJefferson Island, Mont.
SCALLY, FRANK
TruckerHarlowton, Mont.
SCHLIEP, HENRY A.
Ex. Gang LaborerGreat Falls, Mont.
STEPHENS, WALTER M.
Sta. BaggagehandlerButte, Mont.
TAKAHARA, GENJIRO
Ex. Gang LaborerThree Forks, Mont.

TERRE HAUTE DIVISION

CLUGSTON, HARRY W.
Ox weld CutterTerre Haute, Ind.
DUESENBERG, ERNEST H.
Sec. LaborerSeymour, Ind.
McCAULEY, CHARLES S.
LaborerW. Clinton, Ind.
MILLER, JOHN W.
TruckerTerre Haute, Ind.
MOSIER, NORMAN C.
Loco. EngineerTerre Haute, Ind.

TRANS-MISSOURI DIVISION

PATTERSON, WARREN I.
Assist. Chf. Opr.Mobridge, S.D.
SMITH, FRANK E.
MachinistMiles City, Mont.

TWIN CITY TERMINALS

ANDERSON, HALDOR
CarmanMinneapolis, Minn.
BERGLAND, ALMA
CheckerMinneapolis, Minn.
KADLEC, JOSEPH E.
Boilermaker Helper ..Minneapolis, Minn.
MOE, HALVOR
MachinistMinneapolis, Minn.
ROMAIN, LOUIS J.
BoilermakerMinneapolis, Minn.
YELICK, HARVEY H.
MachinistMinneapolis, Minn.
ZEUG, WENZEL
PipefitterSt. Paul, Minn.

Dual Benefit Provision Repealed

A LEGISLATIVE measure to repeal the dual-benefit provision of the Railroad Retirement Act was signed by President Eisenhower on June 16.

This is the provision which called for a reduction in a retirement benefit when it was based on some service before 1937 and when the employe also qualified for an old-age benefit under the Social Security Act.

As a result of this amendment, about 36,000 retired employes will have their annuities (including payments to wives) increased by an average of \$24 a month. The measure also restores amounts which have been withheld since November, 1951 when the restriction went into effect. In the case of some 6,000 employes who have died since that time, payment will be made to their eligible survivors.

The Railroad Retirement Board reports that arrangements for adjusting



"Dear . . . check the steam gauge on the pressure cooker, will you?"

the benefits of those now on the rolls and for making the back payments have already been made. In all but a few cases which require special handling, the July checks will be for the new amount and will also include the back payments. Beneficiaries affected need not apply for the increase, and are therefore asked not to write to the board about them.

QUIZ



test your knowledge of railroads and railroading

(Answers on page 38)

1. What is the American equivalent of the English railway term "shunting"?
2. Where are car retarders located—between the axles of the freight car, between the car wheels, or in hump yard track?
3. Which of these three items of expense is the largest for the railroads of the United States—maintenance of track, maintenance of equipment, or locomotive fuel?
4. Does par value relate to railway stocks, bonds, or equipment trust certificates?
5. Steam locomotives are classified by wheel arrangements. How are diesel and electric locomotives classified?
6. What is the approximate cost of chemically treating a crosstie—85 cents, \$1.15, or \$1.65?
7. What is a "foul" bill of lading—a bill made out incorrectly, a bill covering shipment having an unpleasant odor, or a bill indicating damage or shortage at time of shipment?
8. What is a "pool train"—a train the revenues and expenses of which are pooled between two or more railroads; a train which carries passengers, freight, express and mail; or one of several passenger trains assigned to a certain run?
9. When the term "100-pound rail" is used, does the 100 refer to the weight per lineal foot, per lineal yard, or per rail length?
10. In railway accounting, how is revenue from dining car operations classified—as passenger revenue, as passenger-train revenue, or as passenger service revenue?

The Milwaukee Road Magazine

first flight

Without trust in Daddy's strong arms, fear would blot out the fun of first flight. But because Daddy's smiling, loving face is below, life adds a thrilling new dimension, founded in love and trust.

All our adventures begin in and come home to the security we cannot do without.

To give and to get security is the main business of living. It is a privilege and a responsibility. It provides us life's finest rewards.

Have you ever thought that this security is possible only in a democracy? And that this is the source of America's greatest strength? For we continue to grow stronger as a nation when more and more secure homes are bulwarked together.

The security of your country depends on *your* security.



Saving for security is easy! Read every word—now!

If you've tried to save and failed, chances are it was because you didn't have a *plan*. Well, here's a savings system that really works—the Payroll Savings Plan for investing in U.S. Savings Bonds. This is all you do. Go to your company's pay office, choose the amount you want to save—a couple of dollars a payday, or as much as you wish. That money will be set aside for you before you even draw your pay.

And automatically invested in Series "E" U.S. Savings Bonds which are turned over to you.

If you can save only \$3.75 a week on the Plan, in 9 years and 8 months you will have \$2,137.30.

United States Series "E" Savings Bonds earn interest at an average of 3% per year, compounded semiannually, when held to maturity! And they

can go on earning interest for as long as 19 years and 8 months if you wish, giving you a return of 80% on your original investment!

Eight million working men and women are building their security with the Payroll Savings Plan. For your sake, and your family's, too, how about signing up today? If you are self-employed, ask your banker about the Bond-A-Month Plan.

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about people of the railroad

LaCrosse & River Division

SECOND DISTRICT

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

G. C. Sheridan, storekeeper at La Crosse, was honored by his stores division associates at a gathering on June 11 at the Ambassador Hotel in Milwaukee, having announced his intention to retire on July 31. Mr. Sheridan had 43 years of service in the stores department, starting



G. C. Sheridan

as a clerk in the district storekeeper's office in Minneapolis. He was in military service during World War I, but returned to the railroad in 1918. Since that initial start, and before going to La Crosse, he was division storekeeper at Mobridge, division and local storekeeper at Ottumwa, traveling storekeeper, builder storekeeper, special representative to general storekeeper, and line storekeeper at Milwaukee. Outstanding assignments which he handled included the material for the large extra gangs on the Kansas City Division in 1928, when 101 miles of rail were re-layed, and materials for the first diesels and first Hiawathas. His retirement is taking him and Mrs. Sheridan to Tucson, Ariz., where they have bought a new home.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

We are glad to see Switchman Fred Tessman back on the job in Portage yard after his long siege of illness.

Portage Yardmaster H. G. McMahon is ill at this writing. George Baxter is relieving, and Pat Stowers is running the day switch crew.

If anybody wants strawberries, see Ernie Smith, retired engineer, on his farm by the Fox River. He has a nice place there and is thoroughly enjoying himself working his crops.

Harry Weber, retired freight house clerk who wintered in Florida and had an enforced stay because of illness, is back home and enjoying the pike fishing from the back yard of his house on the Wisconsin River here.

Speaking of fishing, we must mention the trip of Conductor Howard (Spider) Heberlein and his wife and Retired Roundhouseman Ivan Little and wife. They went to a famous trout stream on White Creek near Portage and Spider set his pole on the bank

and figured on a little shuteye while waiting for a bite. It came quicker than he figured, in fact, the pole started for the water, and Spider, making a dive for it, tripped on a root and went in head first. Engineer Herman Manthey who told me about it, said, "So help me, Spider went in so deep he could take a drink of water standing up." His wife Dorothy said, "Well, Pa got the fish anyway, so it was a nice end to a perfect day."

We are sorry to report the death of Engineer John Dunn, 62, who passed away at Portage June 21 after a long illness. Surviving are his wife, his son Warren of Portage, a sister, Miss Katherine Dunn of Portage, and three grandchildren. John was one of our veteran engineers, working for the Road 47 years during which he made many friends and did a good job as local grievance man for the B. of L.E.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Walter Getz, material bureau head, "boiled" for one week of his vacation, but with a happy heart. The E.U.B. Association of Churches has a camp for boys and girls near Naperville (Camp Seager), and Walter, who is an all-around carpenter, plumber and what have you, together with other men who volunteered their services, built two rustic redwood cabins there. These cabins are modern and will house 18 people each.

The "Married Men" beat the "Single Men" in a 7 inning ball game played the evening of June 17 at the Wrightwood playground: final score, Married Men—11, Single Men—10. Hanging their heads in shame and with the excuse that they were "robbed by the ump", the Single Men said they wanted another game in the near future (after they get some practice).

Word was received June 24 from Martha Benson that she is flying to Germany instead of waiting for a troop ship. She will keep us posted about her travels.

Congratulations to the Hilary Wisniewskis—a baby girl was born June 9. Her name will be Nancy Louise. Hilary now has two girls and a boy. Also, to the Dick Dresslers on the birth of a boy named Michael William.

Marie Olson became Mrs. George Condella on June 20 at the Immaculate Conception Church. Ruth Fetsch was married July 3 to Dick McCarthy, a Texas boy—they honeymooned in Canada. Wedding bells also rang for Rose Schranz and Paul Toth on June 25 at St. Benedict's Church.

Andy Anderson paid us a visit June 2. Says he still likes his retirement in California. He is quite a gardener now.

We are very sorry to report that the following employes are hospitalized at this writing: Ross Ketchpaw, Helen Buschick,

George Peterson, Tony Ficht and Delia Cush.

Ralph Kauppi, assistant auditor of expenditure, had a pleasant surprise a few weeks ago. A cousin whom he had never seen, Aaro Mikkola, arrived with his wife from Finland. Mr. Mikkola is a circulation newspaper manager and won an award of a two-month all expense trip to the United States. Mrs. Mikkola is a teacher of English in the elementary school in Finland. They are going to tour the U.S. in an auto they purchased in Chicago. They will return to Finland on the Queen Mary, taking the auto along.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

Our June 19 outing at the Prairie Club's Deer Grove camp turned out to be quite a gala event despite a downpour which detained many en route. The official greeters were on the doorstep with raincoats and umbrellas ready to make a beeline to the parking lot to escort the arrivals. This was done hill-billy style. Shoes and socks were removed in the cars, and the barefoot boys and gals waded through the puddles to shelter.

Although the outdoor activities were somewhat curtailed, this did not hinder the group, 40 strong, from having a good time. There were some mighty fine demonstrations of the Bunny Hop and the Hokey Pokey. Many enjoyed the impromptu song-fest, and the old piano as well as vocal chords got a good workout. Others played cards, while the kitchen brigade prepared



ON THE JUMP. Paratrooper G. D. Klinker, LaCrosse & River Division agent-operator on military leave, looked like this as he was preparing to make his 36th jump recently at Ft. Bragg, N. C. He is a sergeant in a signal company of the 82nd Airborne Division.

The Milwaukee Road Magazine

the food and set the tables. Talking of food, Ed Stoll and Phil McDonald did an excellent job of broiling steaks to order on the charcoal stoves under the rainy skies. One big happy, hungry group was served family style in very short order. Much credit goes to Evelyn Stoll for planning a delectable menu and also to the helpers. By 10:30 P.M. everyone was on the way home, and as the saying goes: "No matter the weather, when we get together, we have a jubilee."

Who's the happy, newly engaged couple in the little red roadster? Why no other than Isabelle Lessmueller, soprano, and Jim Mitchell, basso. Jim is Bruce Mitchell's son.

Director Jorian and family have acquired a lovely new home in Park Ridge.

We are informed that Tenor Emmett McCauley has been under doctor's care for several weeks.

So long for now, see you come September.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

On June 9 Harold Meyers was presented with flowers, cards and a billfold in recognition of 30 years of service in our office.

On a recent visit to Chicago, Hanna Magnuson of Rapid River, Mich., asked to be remembered to her office friends.

The vacation list shows Marie Streiber went to Los Angeles to visit friends, and Ann Litwin traveled to North Carolina; also that your scribe motored to North Carolina, returning via the Smoky Mountains.

We were surprised on the morning of June 4 to see a stork decoration on the desk of Lillian Cokkinias, when she was honored with a shower. On June 15 Anna Jeske was also honored with a baby shower, and Emile Kanovski, on June 16, resigned for the event.

Everett Hopke passed cigars and candy on June 10 when he became the proud papa of Bonnie Jean.

On June 8 Terry Kaberline announced the arrival of her baby girl.

OPERATING DEPARTMENT

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

With deep regret we report the death of Telegraph Operator Julius N. Julson, who succumbed to a heart ailment. "Jule", a real friend among telegraph employees, was credited with over a half century of service, starting work in the dispatcher's office on the LaCrosse Division about 1900 and coming to the old depot in Chicago in 1903. His succeeding positions were as operator at the Railway Exchange office in 1906 and in the Union Station until two years ago when he retired. He is survived by a sister, Nora Julson, and two nieces.

Florence Santieu of the personnel office is planning on changing her name to Klemmer (Hans Klemmer of the treasurer's office) this August at Immaculate Conception Church, Elmhurst, Ill.

The transportation department has a bevy of congratulatory events to report: a double to Jessie DiMeo, since she not only received a knockout diamond ring, but also moved up to the position of assistant file clerk; to the thirty-fivers—Mrs. Dorothy Hallwachs celebrating 35 years of service on the Road, and



GOLD PASS CELEBRATION. Marking his 50 years of service on July 2, Ellsworth Braun, cost accountant in the office of chief disbursement accountant, Chicago, was honored by fellow employes and presented with his Gold Pass. The group shown here consists of from left: R. H. Padgett, chief disbursement accountant; W. P. Heuel, assistant comptroller; Mr. and Mrs. Braun; H. C. Russell, assistant chief disbursement accountant; and E. B. Rachner, head of the general bureau, C.D.A. A Milwaukeean, Mr. Braun started as an office clerk in the store department at the West Milwaukee shops, where he served as head bookkeeper, assistant chief shop accountant and subsequently chief shop accountant. He assumed his present position when district accounting was inaugurated in Chicago.

Kenneth Leigh celebrating 35 years of happy marriage; to Michael Cavallo on buying a lot to build a home in Fairhaven, a subdivision of Mundelein; and to Mrs. Marguerite Coyle, recently employed at U. S. Yards and Union Street, being awarded the position of stenographer.

PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent
City Ticket Office

The big news in the department for June was welcoming back John Dunne, who had just rounded out his third hitch in the Army. John re-entered the Army in February of '51, was assigned for awhile as instructor at the Army Transportation School in Fort Eustis, Va., and about 18 months ago crossed the briny to France. There he was assigned in a roving capacity to a transportation traffic group, based mainly in Metz and Orleans.

He possesses a National Guard record stretching back to the 1920's, and has racked up some interesting mileage since then. In 1942 he was sent to England, later joining the push across North Africa from Casablanca to Tunis. He returned to Passenger Rate after the war but was recalled to service and went over to Japan for occupation duty in 1947. He will now represent our Road in the tariff construction meetings of the Western Passenger Association.

Along comes the good word that Gene Knol, who was low man senioritywise and was laid off for a time, has been promoted to the depot ticket office in Milwaukee. He reports that he loves the city of the Braves.

New faces: In writing up these thumbnail sketches of new people joining the department, I usually ask whether they're from railroad families, either our line or some other. In the case of Ronald Rettig who has

just started in Mr. Hitzfeld's office, here's the story: "Well," said Ronnie, "before I graduated from Morton High this month, I worked after school for Fred Harvey's in the Union Station. Then there's my sister Eunice, who has been in the reservation bureau for seven years. My brother Ray works for the Union Station—he's a red cap—and finally, there's my dad, Raymond Rettig, who's supervisor of passenger service for the Pennsy in the Union Station."

Other recent joiners are Joe Wylder, Robert Wielgus and Richard Casey. Joe Wylder is a grad of Oak Park High and attended the University of Illinois for two years and the Stenotype School of Chicago. Joe, who is helping out in Passenger Information, plans to do some advance study in stenotyping.

The booking and maintenance of the advertising department's collection of 16mm films has been taken in hand by Robert Wielgus. Bob is a graduate of Steinmetz High and Northwestern Business College.

Richard Casey is the new man in the PTM's office. He's a recent graduate of Maine Township High, where he earned a letter in baseball, a sport that remains his principal spare time interest. He's a nephew of Bob Johnston, our GPA.

B. J. Schilling, special representative-passenger department, was recently presented with a certificate of appreciation by the Illinois Chapter of the Hotel Sales Management Association for acting as a guest lecturer in a course on hotel sales management sponsored by the association at Roosevelt College. In company with a group of prominent Chicago travel executives, Mr. Schilling spoke at a session which studied transportation as an allied agency of the hotel sales field. Mr. Schilling led the discussion on the role played by the railroads and their traffic representatives.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

A welcome is extended to Donald Kuehn, Robert Burton, Robert Vraney, Jim Heuel, Martin Sullivan, Charles Larson and Bessie Waldman.

Sally Brodd has received a promotion in the OS&D bureau.

Richard Griffiths has resigned to attend school for the ministry.

Peter Church and William O'Connell have left the Road to join the military service.

Ruth Ballin proudly introduced everyone to her infant daughter Barbara on a recent visit.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

The big news for this issue is the story of our departmental picnic. It was an engineering and Chicago terminal B&B department affair and honored Chief Carpenter Leo Denz who recently completed 50 years of service. Look for the details and pictures elsewhere in the Magazine.

George Plates, retired general foreman, left his home in Bensenville on June 24 for Detroit where he met two cousins and all took off for Athens, Greece. George will stay in Greece until the middle of October, visiting relatives and friends whom he hasn't seen since he was 18 years old.

We had a note from John Wetherell and a visit with Bill Blanchard, two former Milwaukeeans now ardent boosters for California. Bill was returning to his home in California after a trip through the East.

George Griesenauer stopped in on his annual trip to Chicago and St. Louis. He is enjoying his home in Clearwater, Fla., and tells us that he has gone native; wears only a pair of shorts during the summer, otherwise his neighbors would look upon him as a foreigner.

Miss Marjorie Moline has replaced Mrs. Coyne as steno-clerk in our bridge engineer's office.

Madison Division

FIRST DISTRICT

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

Engineer J. C. Kerin and Mrs. Kerin announce the marriage of their daughter Marion Rose to George E. Newtons of Madison on June 26 in St. Raphael's rectory. A dinner and reception were held at the Cuba Club. Following a motor trip through upper Michigan, the newlyweds will be at home in Madison.

Perishable Freight Inspector P. W. Blanchfield and Mrs. Blanchfield have transferred from LaCrosse to Madison, and are at home on Proudfit Street.

Ticket Clerk V. O. Cox and Mrs. Cox recently celebrated their silver wedding anniversary.

Station Agent C. E. Neumann and Mrs. Neumann of Middleton announce the engagement of their daughter Helen LaVon to Edwin G. Remaly of Mineral Point, Wis.

Rae Scherneck, clerk in the B&B department at Madison, spent her vacation in the Colorado Rockies and at Salt Lake City. Storekeeper F. J. Dempsey, Mrs. Dempsey and their daughter Patricia vacationed in San Francisco and Los Angeles.

Mrs. Oscar Kline, wife of retired train dispatcher, Madison, is convalescing at her home following an illness.

Station Baggage man George Edgerton and Mrs. Edgerton announce the arrival of a son, David Wayne, on June 10.

Engineer John Lietz has been ill at his home for some time.

The marriage of Miss Eleanor A. Fields, daughter of Conductor E. A. Fields to Herberg G. Stanford of Madison, took place on June 4. Following a wedding supper in the Gay Nineties Room of the Hoffman House, a reception was held at Kehl's Casino.

Machinist Helper Gordon McCann and Mrs. Margaret Stommen of Cambridge were married recently in St. Raphael's rectory. A dinner and reception were held at the Ameri-

can Legion. The wedding trip included points in Kansas and Oklahoma.

Patricia Dempsey, daughter of Storekeeper F. J. Dempsey, was awarded a scholarship to Edgewood Junior High School.

Paul Yahnke, warehouse foreman at Janesville, passed away at his home at Milton on June 18.

Marilyn Monahan, clerk in the superintendent's office now on leave, has taken a trip to Seattle to visit her parents.

Charles T. Kading, retired agent, died at a Madison hospital on June 4 following an illness.

Conductor G. A. Pitzberger of Madison has resigned from the railroad to take a position with the Public Service Commission of Wisconsin.

J. E. Aylward, retired agent, age 87, passed away in Lake Worth, Fla., on May 12.

Milwaukee Shops

LOCOMOTIVE DEPARTMENT

Raymond Skiba, Correspondent



W. P. Piek

W. P. Piek, general chairman of the International Brotherhood of Firemen and Oilers, Roundhouse and Railway Shop Laborers, retired June 30. His service with the Road dated from Sept. 28, 1920 when he was employed as a boilermaker helper at the Milwaukee shops. A member of the brotherhood for 35 years and active in organization work since 1934, he was the only general chairman for the crafts. Since 1936 he also served as committeeman for the boilermaker helpers. Mr. Piek plans to spend his retirement in Milwaukee where he enjoys his home and garden, and a season ticket to the Braves games. The position of general chairman is being assumed by M. G. Hewett, Hales Corners.

At the Church of the Reformation on June 18, Edward A. Zimmermann, clerk in the diesel house, took as his bride Miss LaVern Brandt, former steno-clerk in the shop superintendent's office. The bridegroom is the son of Edward E. Zimmermann, Sr., clerk in the SMP office.

Congratulations to Machinist Apprentice Joseph Endisch and his wife upon the birth of their daughter, Jeannette Marie, on June 1.

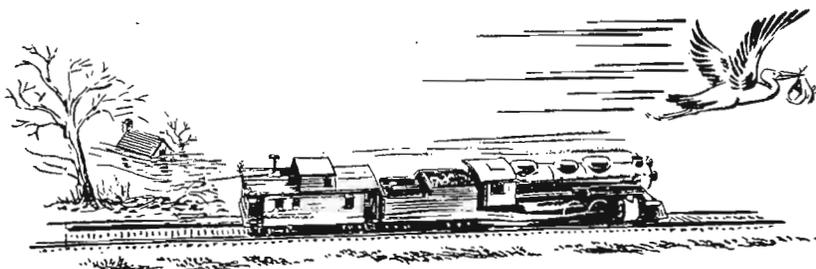
Electrician Apprentice Wayne Ludorf, after completing his basic Air Force training at San Antonio, Tex., spent a week in Milwaukee before taking up his studies as a radio operator at Keesler Air Force Base.

Recent visitors to the office were Shirley Kunkel, former steno-clerk, and her two-year old son, Tommy. On hand to greet them was Grandpa Harry Borchardt, a clerk in the SMP office.

Clifford Peters, machinist, passed away on June 15. He was the son of Everett C. Peters, retired boiler foreman in the roundhouse.

Our dispensary charge nurse, Katherine E. Hurley, is coming along fine after her recent accident. We understand she will be back with us soon.

it happened on the Milwaukee



Recently in a remote western sawmill town, largely isolated by floods and storms, a railroad crew made up an emergency special train (engine and caboose) and rushed a mother-to-be toward the nearest hospital — 45 miles.

But the baby insisted on being born en route . . . in the caboose . . . conductor assisting.

STORE DEPARTMENT

Virginia Schori, Correspondent

The stores division (unit 8) of the Hiawatha Service Club held its first party and business meeting of the year on June 4 at the Club Orlow. The Mel-Tones furnished the music, and refreshments were served. The resignation of Fred Braun as chairman of unit 8 prompted a special election by the executive board, with the result that E. H. Fuller, assistant stockman, was elected chairman. Other officers include R. Carver as vice chairman and Sylvester Lemke as secretary-treasurer. Be on the alert for the 16th annual Hiawatha Service Club picnic which will be held on Aug. 16 at Arcadia Park.

Back in the swing of things after having been on leave of absence because of illness are Minnie Higgins, clerk, and chauffeurs Pete Rossbach and Bill Smith.

Gladys Butler, typist, resigned on June 14 in order to housekeep for husband Richard in their newly purchased home.

Pedestrians and motorists throughout the South are being alerted for the anticipated visit of Yours Truly—destination, Miami Beach, Fla.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Operator A. M. Peterson is home recuperating after an operation in the Lewistown Hospital. Section Foreman Sam Metoff is in the hospital at this writing.

Chief Dispatcher A. W. Wickersham Jr. passed out cigars last month for his sixth boy. Also, Brakeman and Mrs. Wallace Graham have a nine-pound boy; Agent G. J. Smith of Square Butte, a girl; Agent Joe Shannon of Coffee Creek, a boy; Agent E. W. Stewart of Danvers, a girl; and Verri Trannus of Great Falls, a boy.

Operator Jewel Osterholm is home for the summer holidays from Washington University Medical School in St. Louis.

Section Worker Frank Swan decided that being a bachelor was no good and now has himself a June bride.

If you are in the train yard some night and see someone with a fur coat on, don't go up and slap him on the back, because it could be a bear. Yard Clerk Frank Abel, while checking the yard one morning about 4:00 A.M., saw a bear and her cub. He said she growled at him, so he didn't argue with her at all. He went the other way.

Car Foreman C. E. Hallead of Othello displaced A. J. Hamre at Harlowton. Car Foreman Hamre is now assistant at Miles City.

EAST END

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

On June 7 D. O. Burke took over the duties of trainmaster on the Rocky Mountain Division. He will make his home in Deer Lodge.

Boardman and Mrs. Merrill attended the

North West Shrine at Seattle. Also attending the Shrine were Retired Engineer Herbert Wilcox and wife, Traveling Engineer and Mrs. Erick Williams of Deer Lodge, and Engineer C. H. Hansen of Lewistown.

Engineer and Mrs. L. A. Gibbs spent their vacation on a tour from Three Forks to Los Angeles, via Tennessee.

Traveling Engineer and Mrs. Howard McGuinn, Engineer and Mrs. J. Britzus, and Mr. Ball, air brake man from Milwaukee, spent their vacations fishing on Wade Lake. Reports have it that they caught all the big ones. I heard that Boardman Merrill said the fishing would be good for him, as he always catches the small ones anyway.

Engineer Robert Chambers retired May 31. He and Mrs. Chambers will make their home in Calton, Calif. Mr. Chambers started his service with the Road as a fireman on the old Jawbone division. He was promoted to engineer on Mar. 28, 1911. At the time of his retirement he had a passenger run on the west end from Three Forks to Deer Lodge.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Have missed a couple of columns lately due to a siege of illness. Found out that somebody reads it, on account of the complaints I have heard since; namely, Sam Davis.

Sectionman Wesley Kuhfeld, Bath, is recuperating from a stay at the local hospital.

The Aberdeen relay office is now in operation, C. K. Todd and M. Nimbar from Mobridge handling the wire chief and first assistant chief operator positions respectively, Louie Mack working the first operator's job, Yours Truly on second assistant chief operator, and Ronnie Cornell working the swing job.

Conductor Harold Mathes, Brakeman Bob Hale and Yours Truly represented The Milwaukee Road at the South Dakota state Legion convention in Sioux Falls. Our legion drum and bugle corps took top honors again by winning the state championship.

Now that I am working nights again, could use some news items from you guys out on the line. Drop a line to Aberdeen.

EAST END

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

After making a complete recovery from cancer, Fireman Hunter returned to work at South Minneapolis only to die suddenly of a ruptured blood vessel after working several weeks. The entire H&D mourns the loss of this courageous young man.

C. L. (Pat) Hanson, retired engineer, and his wife recently celebrated their 50th wedding anniversary at Montevideo. Their two sons and daughter were present for the occasion.

Mrs. Paul Haling, wife of dispatcher, passed away recently after a long illness.

Sympathy is extended to Engineer John Krum, whose son Eugene died of a heart at-



LADY "DOC." A proud occasion for the W. J. Kline family of Madison, Wis., was the graduation of daughter Joyce from the University of Wisconsin Medical School last month. She is currently serving her internship at Michael Reese Hospital in Chicago. Mr. Kline, assistant roundhouse foreman at Madison, is a veteran of 38 years of service.



POWWOW. A group of Milwaukee shops employees who took part in an Indian benefit sponsored by the Ascension Lutheran Church learned about tribal habits and customs from Big Chief Fred Smart of the Chippewa tribe of Wisconsin. From left: James Sammarco, diesel mechanic; Earl Solverson, store department employe; and Marvin Gullicksen, diesel mechanic.

tack while on a Winnipeg fishing trip with his family.

Engineer Matt Gross has retired, and for the rest of the summer you will find him and Mrs. Gross at their cottage at Knife Lake, north of Mora. In the fall they will go south with the birds.

The Jim Fays are now showing their Silver Pass to friends, and Engineer John Krum has turned his in for a gold one.

Agent F. B. Stanton of Buffalo Lake has retired. The Stantons are making their home at St. Peter, Minn.

Conductor M. L. Hocum and his wife have returned from a trip to the west coast where it was too cold to picnic or fish, and as I perspire over this column at 96 degrees, I just love to write them words.

Passenger Baggage man Bill McKeown has been handing out cigars because of William Patrick arriving at his house.

Chief Dispatcher Wayne Smith has returned from a trip to Washington and all we hear is fish stories, long, short and medium. Jap Wik "chiefed" while Wayne was away.

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Clerk Hattie Mickelson is recuperating at her home from an operation. Her residence address is 3225 W. Wisconsin Avenue.

The Swieczaks (Mary Ann Sullivan, former yard clerk) are the proud parents of a fine baby girl.

Joe Schneider, chief clerk in the car record office, has been away from work on account of illness for the past several months. George Goelz is pinch-hitting on his job.

Norbert Kohn, relief clerk at the P.M. dock, recently became a father. It's a boy.

Sympathy is extended to Clerk Kenneth Zimmerman in the recent loss of his mother.

Herman Herbert, clerk at North Avenue, reports at this writing that he and his wife and friends, the Nehrings, enjoyed a wonderful vacation in the Lake Louise-Banff country. They plan to go as far as Vancouver and then to Los Angeles and San Francisco.

We just recently learned that one of our oldest assistant yardmasters, Cornelius Joseph Quirk, passed away in April. Mr. Quirk was employed as switchtender in July, 1899 and was promoted to switchman and later to assistant yardmaster. He worked with our company until his retirement in July, 1937. He is survived by four sons, Richard, Lloyd, Ralph and William, all of Milwaukee, and 12 grandchildren. Mr. Quirk was 84.

Welcome to the Muskego office are Clerks Eugene Prescott and Don Zealley. Both came from the Fowler Street office.

FOWLER STREET STATION

Pearl Freund, Correspondent

"Allen" was the name given to the first boy at the Ray Gatzke home who arrived June 28. The two older children are Carol and Evelyn.

The Kenneth Stelzels also have a boy born June 5, and have named him Dennis. Michael and Patricia are his older brother and sister.

Newest grandpa to be taking bows is Bruno Kowalski, rate clerk, whose daughter, Mary Bergeron, gave birth to a son on June 23.

Mrs. Mike Kurth left June 26 for a month's vacation around San Antonio, Tucson and points in Mexico. She will be joined by Mr. Kurth, foreman at house 7, and they will continue traveling throughout California and Arizona during the remainder of his vacation. A recent report from Mrs. Kurth, however, stated that because of floods around San Antonio, her plans have been curtailed.

The deep tan acquired by Agent Henry Hoeft is a product of Milwaukee's own Bradford Beach. This goes to show that we have a little of Florida in our own back yard.

Newly elected officers of the Milwaukee RBWA: Pearl Freund, president; Olive Daley, vice president; Ramona Kopitsch, recording secretary; Patricia Daly, corresponding secretary; and Ida Knuth, treasurer. They were installed at a meeting on June 17.

The newcomer on the auto messenger run is Tom Schmitz, a student at St. Francis Seminary.

Mr. and Mrs. George Roessger have returned from a vacation trip to Norfolk, Va., where they visited daughter Virginia and family.

Milwaukee Division

SECOND DISTRICT

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

Passenger Conductor J. W. Krause who had been with the Road 51 years and six months, retired last month. We all wish him many years to enjoy his retirement.

Mrs. Harry B. Held, wife of retired agent at Marinette, passed away at Marinette on May 18.

Other members of our Milwaukee Road family who passed away recently included W. J. Luth, agent at Iron Mountain; Otto Falk, train baggage man; F. Opolka, engineer; and Mrs. Harry Terens, wife of retired engineer.

The Iron Horse went to pasture for the last time on May 11 when two new 600 h.p. diesel switch engines were introduced in the Menominee-Marinette district.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

The annual picnic of the Agents and Station Employees Association was held at Elkhart Lake on June 26. Two hundred and thirteen railway people and their families traveled there by special train to enjoy a

cool day of picnicking and two very good meals, one of which was a huge outdoor bratwurst roast. Clerk Matt Tritz' team bowled over the opposition in the baseball game. The committee expresses its thanks to the Road for the use of the train, and to the train and enginemen who donated their time that this affair might be a success.

Operator Bob Helton of Sturtevant retired effective June 1. At a surprise get-together attended by quite a number of co-workers, he was presented with a portable radio which he intend to use while fishing, so he does not lose track of any baseball scores.

Harold Calligan, retired C&M conductor, is receiving treatment at the Veterans hospital at Wood, Wis. Like most of us, he would appreciate callers.

Terre Haute Division

HULMAN STREET YARD

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

Retired Switchman Frank Wyatt, this city, called at Hulman Street June 10. He was the first employe on this division to take his pension 20 years ago. He is now 95 years of age and in good health. Since retiring he has visited every state in the Union, and goes to New Orleans every year for the Mardi Gras. He worked for Conductor Ben Carr most of his time on the railroad. Incidentally, Ben was with him when he visited us.

Mrs. Bernard LeBow, wife of general foreman, is seriously ill in the Union Hospital at Terre Haute at this writing.

Gateman Elmer Watson divides his spare time between a big truck garden and his bees. He has 12 hives, with over a million bees in each. Elmer is an authority on their culture.

Mrs. Hugh Owens, 77, widow of Engineer Owens, died June 1 at her home in Terre Haute.

This reporter received a parakeet as a Father's Day gift from his two daughters. If the bird won't talk, it has been suggested that we have Conductor Pound give it lessons.

Employes who retired during June were Conductor Clarence L. Jones and Fireman A. H. Luecke.

Lucien F. Washburn, retired carman, 69, died here June 10. He was a member of the Masonic lodge.

Storehelper Floyd Dishon and Mrs. Dishon acquired a new son-in-law June 20 when their daughter Martha Joan and Jack L. Weaver were married.

Brakeman Max Vickers' pretty daughter Diana was married to Frank Pitchkites in Sacred Heart Church, Clinton, on June 20.

Word comes to us that Retired Conductor Herman J. Kutch and Mrs. Kutch are enjoying the climate at Hot Springs, Ark., but that they "long for their Indiana home."

Carman Frank Hunnicutt and wife celebrated their 40th wedding anniversary in June at their home in St. Bernice.



BANTAM BOOSTERS. One nice thing about living in Milwaukee is that you can grow up to be a Braves fan. These potential boosters are Peter and Edward Baumann, sons of E. C. Baumann; a switchman in the yards. E. W. Baumann, yardmaster at Glendale, is their grandfather.

During the baseball season this summer, the 16 major league teams will travel more than 200,000 miles—180,000 by rail.

The Milwaukee Road Magazine



REA BUILDING

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

Sympathy is extended to Mrs. Foster S. Bastain in the death of our veteran yardmaster, "Rye" Bastain, which occurred at Union Hospital in Terre Haute May 31. Burial was in the K of P Cemetery at Hymera, Ind.

Assistant Chief Carpenter Frank E. Galvin received word on June 17 that his brother had succumbed to a heart seizure. The deceased was a veteran locomotive engineer for the Road who resided at Preston, Minn.

Clair E. Faris, locomotive engineer and a brother of Marley C. Faris, formerly agent at Terre Haute, retired on June 1 with more than 46 years of service, nine of them in the car and stores department before entering engine service.

"Jerry" Pettus, daughter of Mrs. Frances Pettus, steno-clerk in this office, became Mrs. Joseph Trueman on July 3. The newlyweds will drive to a new home in Concord, Calif. Miss Pettus has been teaching school for the past several years. Her brother, Richard, who is with the Air Force overseas, will be out of service when he returns to the United States in July.

Division Storekeeper Walter C. Glass was married June 26 to Anna Louise Chaplain, the librarian at Clinton.

Retired Locomotive Engineer Fred L. Lake, who has been living in San Benito, Tex., for the past several years, will visit in Seattle and Boston during July.

On Sunday, June 19, the Women's Club held a picnic at Deming Park in Terre Haute, with Mrs. John Graam and Mrs. P. V. Bailey in charge. Between 50 and 60 employees, wives and children attended. An ice cream social is planned for the early part of August, the proceeds to be used for welfare work.

H. D. King, agent at Bedford, was commended recently by E. G. Kiesele, director of safety, Chicago, for his prompt action in the case of an injury reported by Laborer Charles Acton. When the local doctor recommended treatment by a doctor in Bloomington, Agent King took it upon himself to drive Acton there in his car. Mr. Kiesele thanked him in the name of the railroad for his cooperation.

July, 1954

CONVENTION - EERS. Milwaukee, Wis., members of the Railway Business Woman's Association, bound for the association's recent convention in Miami Beach, Fla., pictured on a stop-over at Nashville, Tenn. Foreground, from left: Mildred Leack, stores department, Milwaukee shops; Mary Pruitt, Fowler Street station; Julia Schoenleber, C&NW, president; and Romona Kopitsch, locomotive department. Rear, from left: Lucile Deppe, locomotive department; Esther Paul, traffic department; and Pearl Freund, Fowler Street.

I & D Division

EAST END

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

Jack Peck has returned from Army service and will resume work as an agent and operator. He was stationed in Germany.

Engineer Earl O'Brien passed away June 3 of a heart attack. Funeral services were held at McGregor, Ia. He is survived by his wife, sons Jack of Denver, Colo., and Neal at home, and one grandchild.

We are glad to welcome R. J. Coleman back as agent at Sheldon, Ia., after fighting a long hard battle with polio.

Many old timers may remember Mike Thill who operated the lunch room at Sheldon across from the passenger station since 1893. Mr. Thill passed away June 17 of a heart attack at the age of 88. He is survived by his wife, who assisted him in the lunch room for many years. Operators G. E. Kennedy and J. B. Snere and Agent R. J. Coleman were pallbearers.

Word has been received of the death of Mrs. M. M. Burns, widow of conductor, at Sanborn recently.

R. L. Goltz has returned to work in the D.F.&P.A. office following major surgery.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Mrs. C. O. Larson, president of Sioux City Chapter of the Women's Club, and Mrs. C. H. Embick, good cheer chairman, attended the biennial meeting in Chicago June 11-12. Sioux City Chapter was honored by having Mrs. P. J. Weiland elected to the general governing board as director for our district.

Engineer Jesse L. Butcher died June 24 at his home in Sioux City after an illness of several months. He was born Mar. 20, 1894 in Union County, S. D., and was first employed in March, 1909 as a pumper in the B&B department at Elk Point, S. D.; later at Scotland and Ethan. He came to Sioux City working in the mechanical department as coal shed operator, and entered the operating department as a fireman in October, 1912. He

was promoted to engineer in August, 1919, and worked in that capacity until his health failed. He is survived by his widow and one sister. Funeral services were held in Sioux City, burial at Elk Point.

Albert J. Nystrom, retired switchman, 65, who was a lifelong resident of Sioux City, died at a local hospital June 28. "Red" had switched in Sioux City yard since December, 1912. On Dec. 1, 1953 he applied for a disability pension and spent several months in the sanatorium at Oakdale, Ia. He is survived by his widow, Bertha, a son, Paul, of Sioux Falls, and two daughters, Mrs. Dorothy Jahde and Miss Frances, both of Sioux City.

Retired Engineer Richard J. Tester is a patient in a Sioux City hospital at this writing, after suffering a stroke.

Harry A. Walter of the engineering department, formerly of Mason City and recently assigned to the relocation project at Chamberlain, is now working in Sioux City. His wife and four sons will join him.

Harry L. Carroll will soon be returning to his job as switchman at Sioux City after being off for a couple of months to recuperate from surgery.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Conductor J. P. Downey and Mrs. Downey have returned from an interesting trip which took them to Columbus, Ohio, where Mr. Downey served as a delegate to the ORC convention; to Washington, D. C., where they went sightseeing—and a highlight of this stop was the opportunity to sit in on the McCarthy hearing; and to New York where they enjoyed a game between the Giants and Cards. Other stopovers included Chicago, Milwaukee, LaCrosse and Aberdeen, on the homeward trip. Mr. Downey has a Gold Pass for 50 years of service.

Kathryn Downey, together with a group of sorority sisters from Kappa Alpha Theta, is making a trip to their convention in Quebec and will cover much the same territory as her folks. She has completed two years at Washington State, majoring in music education, and received a scholarship from the Theodore Presser Foundation for outstanding scholarship, character and musicianship.

Joe Ruscio of Avery bid in the clerk's position in the master mechanic's office at Spokane, succeeding Mr. Gengler, deceased.

Mrs. Marge Luchessi is doing vacation work in the Spokane freight office.

W. B. Preecs purchased a house in the northwest section of Spokane and spent his vacation moving his family from Puyallup and getting settled in the new home.

Mel Thoreson attended the Shrine convention in Seattle and also went to Wenatchee where the Grand Assembly of Rainbow Girls gathered. Mr. Thoreson's group of girls from Spokane took third place in drill competition. He is the drillmaster.

Agent J. Z. Ramsey is the proud owner of a new auto and a trailer. He is making big plans for future enjoyment of this "home on wheels".

Joe Blond, son of Agent A. A. Blond of Malden, has joined the Air Force. He is stationed at Lackland Air Base, Tex.

Brakeman Michael Teague suffered from

pneumonia and recently spent some time in a Spokane hospital.

Switchman F. P. Hoover, in St. Luke's Hospital, can now have visitors. He has been hospitalized since Apr. 2.

Seth W. Bridegroom of Othello passed away. Masonic funeral services were held June 4 at Othello with interment at Tacoma. He was a division lineman, signal and communications.

C. H. Coplen, telegrapher at Spokane, is the holder of a Silver Pass for 45 years of service with the Milwaukee. Starting in 1908 at Plummer Jct. as a section hand, Mr. Coplen later worked as operator and at 18 years of age, held his first agency, working at various stations on the Idaho Division. For the past several years he has been at Spokane, coming from the St. Maries agency, where he worked for many years.

Stanley Atkins, son of Mrs. Coplen, graduated from high school this spring and received a full scholarship at the Peabody

Music Institute, Baltimore, Md. He is a cellist.

V. F. Shipley's steel gang has been laying steel from Hillcrest to Marengo around St. Maries, and from Zane to Calder, with D. H. Peterson's pick-up gang following. Bill Smart's servicing gang is going over the new rail. Vince Perrone is in the vicinity of Elk River, doing maintenance work with a 55-man gang. The B&B gang of which A. Parson is foreman is rebuilding the bridge at Alder Creek, and R. E. Warn's men are doing culvert work and retiring the bridge at Rock Lake.

Quite often someone says to me, "What do you have to do to get your name in the Magazine?". I simply say, "Tell me about your news, whether it's about you or someone else—that's what we want". So won't you help out by remembering that your correspondent doesn't know unless someone tells her?

Chicago Terminals

UNION STREET

Florence LaMonica, Correspondent

John Johnson of house 1, Union Street, is recuperating from surgery at this writing.

Mrs. C. Johnson, mother of Harold Johnson, checker at house 5, passed away recently.

Mass for Pvt. John C. Mehegan, son of Charles Mehegan, stower on the night shift at house 3, was held recently in Sacred Heart Church. Private Mehegan was fatally injured May 9 when he fell from a moving flat car near Inchon, Korea. He was assigned to an engineer unit. Our sympathy is extended to his widow, his father, two brothers and seven sisters.

George Damp, stower at house 3, and E. A. Wilson, recently retired stower at house 5,

are both at home, recuperating from operations.

Mr. and Mrs. Andrew Abraham are honeymooning in Florida at this writing. Several of our folks attended their wedding and reception on June 19.

Dan "Scotty" McCann, yard clerk at Union Street, retired on June 11. He had been in service with the Road since June 15, 1936. A farewell party was held by the boys of this district who extended their good wishes and presented him with a purse. Scotty's plans for the future are to enjoy his home in Fox Lake.

A retirement party was held recently in honor of Nick Mellas, L. Czajkowski and E. A. Wilson, callers and stowers at house 5. Mr. Czajkowski started working for the Road on July 1, 1943, Mr. Wilson on Nov. 3, 1928, and Mr. Mellas on Apr. 8, 1933. The latter plans a trip to his native Greece to spend a year visiting with his family and old friends. Upon his return he will live in Dayton, Ohio. At the retirement party, a purse was given to each, with the good wishes of their co-workers.

WESTERN AVENUE

During the course of an assignment some time back, Switchman Jim Carlson reported that he had lost his wallet containing some valuable papers, probably in the observation car of No. 101. Four months later he had the pleasure of reporting that it had been returned, papers intact, by Agent Myron Rheinschmidt of Doylestown, Wis. A note attached said it had been found by section men working along the tracks near his station. "I would like through the Magazine", Carlson says, "to publicly express my thanks to the sincere and honest men who turned it in."

GALEWOOD

Norma Gunderson, Correspondent

Assistant Agent Fred Lewis and wife moved into their new home in Wheaton June 5.

Happy to welcome back Bill Clerk Ruth Rise who returned June 8 from a sick leave.

The following joined the office force June 14 to work during the summer vacation: Diane Chalifoux, daughter of assistant agent; Kathryn Ryan, daughter of trainmaster; and Edward Glowczewski Jr., son of chief bill clerk.

Charlie Schultheiss, monthly statement clerk, retired June 24, having worked in the Galewood office for 37 years. Shortly before noon we all gathered together while Agent A. E. Ward made a little talk wishing Charlie the best of health and presented him with a purse from his co-workers. Charlie and his wife purchased a new home and have since moved to 1033 W. 5th Street, Corona, Calif.

An attendant in a mental home was making his evening rounds when he came upon one of the patients industriously fishing in a wash basin with rod and line. Wishing to humor the man, he asked if he had caught anything.

"What!" cried the patient. "In a wash basin? Are you crazy?"



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CHICAGO, ILLINOIS



HONOR I&D VETERAN. Retiring after almost a half century of service, all on the IGD Second District, Roadmaster J. M. Murphy was honored with a get-together at the Mayfair Hotel in Sioux City on June 29. Approximately 100 attended, including members of his family from out of the state. Division Engineer Hornig acted as toastmaster. "Jerry" will make his home in Sioux Falls, where he will have ample use for the television set presented to him as a retirement gift.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Special Officer Lieutenant Jim Hester has just returned from a month's vacation abroad. He visited Paris, London and most of Ireland. The vacation was taken in order to visit with his 81-year-old mother in Ireland.

Mrs. Phil Scorza and her three children left July 4 to visit relatives in Phoenix and Los Angeles. They plan to be away until school opens.

Caller Jody White of the Bensenville roundhouse had a driving good vacation, with round after round out on the old golf course. Jody is considered a topnotch golfer and has a shelf full of trophies to prove it.

Our sympathy to the Leon Scholl family on the recent loss of a little son. He passed away shortly after birth.

A recent card from Ralph and Ruth Vannella posted from Sunrise, Wyo., was loaded with news. They have a new grand-daughter, Mary Beth, a sister for Theresa and Bernadette, and another daughter for Fireman Joe Kratochwil and his wife Ruthanne. Ruth also sent along the news that she was re-elected treasurer general of the Women's Club for another two years.

I & S M Division

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

Bill Matthies, furloughed Second District engineer who for the past 20 years served as Faribault County sheriff at Blue Earth, Minn., is retiring from that office. Bill had rounded out 29 years of railroad service when he was elected in the 1934 primary. As stated in the notice of his retirement, "During his tenure, Matthies has not had a dangerous experience, although a forger clubbed him with a pipe. Jolted, but still in possession of his faculties, the sheriff wrested the pipe

July, 1954

from the assailant and subdued him."

Iver Iverson, father of Engineer John C. Iverson, passed away at his home in Wells, Minn., June 6. He was employed by the railroad prior to his retirement.

Switchmen head the list of "fathers of the month". Switchman Joe Kloberdanz, a new daughter named Jannette Katherine; Switchman Hubert M. Cocklin, daughter Rose Marie born June 4; Furloughed Switchman Allen Smith, a son named Ray Allen.

R. J. Wencil, who entered military service June 14, 1952, has been discharged and has taken the second trick operator position at Northfield, Minn.

J. Galvin, engineer on the Preston-Caledonia line, passed away June 17. Burial was at La Crosse.

Vernon Winter, who was formerly with the store department at Mason City and who worked a short time at Austin in the store department, was appointed storekeeper, succeeding F. L. Brenton who retired.

Coast Division

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

Lester H. Ellis, chief clerk to superintendent, died suddenly in a local hospital of a heart attack on May 26. Les started with the Milwaukee on Nov. 13, 1922 as stenographer in the chief carpenter's office at Tacoma. In 1925 he transferred to the division engineer's office, as secretary, and worked in that position until 1928 when he was promoted to the office of assistant engineer of maintenance of way in Seattle. He was secretary to superintendent from 1932 until Jan. 1, 1943 when he was promoted to chief clerk to superintendent.

Ivar Berven was appointed chief clerk to superintendent, following the death of Mr. Ellis.

Joe Johnson, former time revisor, is our

new cashier in the agent's office at Tacoma, taking over from Ivar Berven. G. G. Moe, formerly clerk at Auburn, Wash., has replaced Joe as time revisor.

Trainmaster R. C. Schwichtenberg is enjoying a vacation with his new son-in-law in Kentucky.

Section Foreman E. S. Fraser and family intend to make California their vacation land this year, leaving for the sunshine state July 1. Section Foreman M. A. Miller vacationed in Kansas City; G. L. Pratt relieved.

Passenger Engineer George Tierney retired on June 15. Mr. Tierney has been with the railroad since Oct. 7, 1907, when he started on the Trans-Missouri Division. He transferred to the Coast Division in 1908.

SEATTLE LOCAL FREIGHT OFFICE

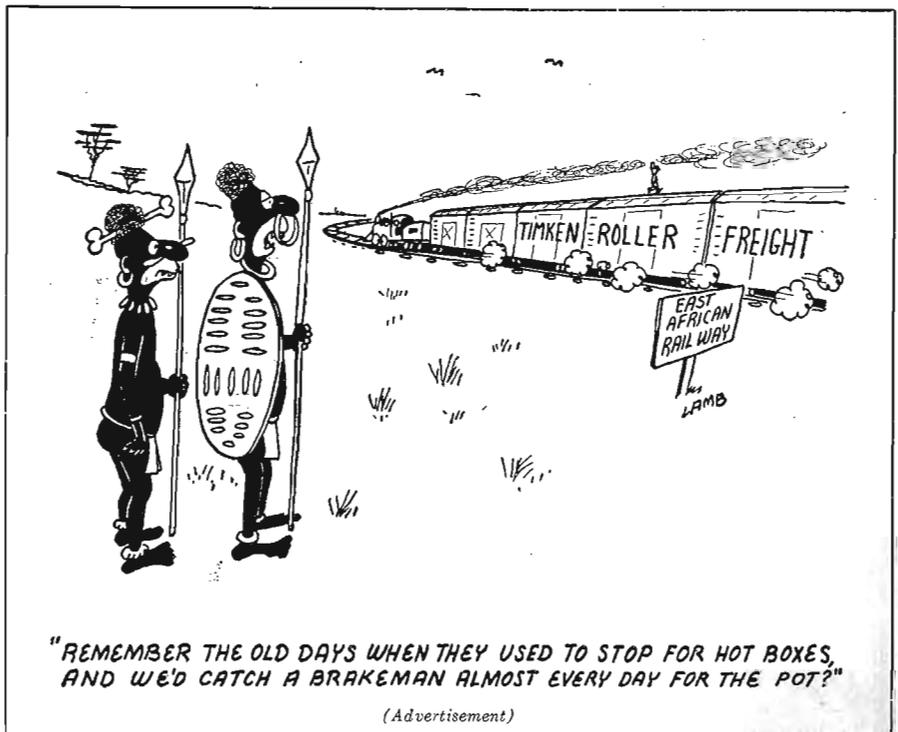
Elizabeth Gosha, Correspondent

Prior to his retirement as portmaster of the Seattle marine department on May 31, Edwin Martin was guest of honor at a luncheon arranged by Assistant Superintendent A. W. Hervin, and attended by Milwaukee Road friends, as well as representatives of the Puget Sound Navigation Company and Foss Launch and Tug Company. He was presented with a wrist watch as a token of esteem.

Clifford C. Hughes, who has been assistant portmaster, is succeeding Ed Martin as portmaster. He has been with the marine department since 1941 and is well qualified for the position.

Alice Gould, stenographer at the local freight office, spent her vacation visiting in San Francisco and making a tour of scenic spots in Colorado.

We received a letter recently from Mrs. Joe Nordquist, widow of Warehouse Foreman Nordquist, who passed away last fall. She writes that she is in Hawaii with her sister, who is a journalist with the Honolulu Star Bulletin.



"REMEMBER THE OLD DAYS WHEN THEY USED TO STOP FOR HOT BOXES,
AND WE'D CATCH A BRAKEMAN ALMOST EVERY DAY FOR THE POT?"

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 CHICAGO, ILL.
 G. S. Turner

A claim prevention meeting was held in the club rooms at the Union Depot on the evening of June 15, with a good representation from the various departments in Seattle, and the Tacoma freight office. C. R. Dougherty, assistant manager, C.P., R.&M.S., Chicago, gave a talk, after which the group enjoyed a movie and a lunch of pie and coffee. Another meeting was held in the Seattle yard earlier in the day.

TACOMA

E. L. Crawford, Correspondent
 c/o Agent

Ivar Berven, cashier in the freight office, has been appointed chief clerk to superintendent, succeeding Lester H. Ellis, recently deceased.

Sympathy is extended to Yard Clerk D. R. McWhirter whose mother passed away recently.

Joe Johnson, former demurrage clerk in the freight office and the last year in the time revising department, superintendent's office, is now cashier in the freight office.

Charles HeuDeBourck, yard conductor who retired about 20 years ago, died last month. He resided in Tacoma until the death of his wife in 1948, after which he moved to California and lived close to a son, Harvey, who is in the train service of the S.P. at Benecia, and a sister in Southern California. About two years ago he returned to Tacoma and remained here until his death. He was

highly esteemed by all employees who worked with him, and an ardent Milwaukee booster.

Ticket Clerk Glen Russell will spend his vacation in Ohio with friends and relatives.

We are happy to report that Frank Golding, carman at Tacoma shops who has spent the past eight months in a local hospital, is now permitted to take daily walks outside of the hospital grounds and hopes to return to work soon.

Tony Mitchel, carman apprentice who was badly injured in an auto accident after being sideswiped by a hit and run driver, has been released from the hospital.

Roger Grummel, son of Mike Grummel, who is in charge of our woodmill, was graduated June 18 from the University of Oregon Medical School. With a brand new "doctor" in front of his name, he started his internship at Marine Hospital in Seattle on July 1. Roger worked as a messenger boy here during his high school days, and in the yard office and baggage room while attending the College of Puget Sound. He is a nephew of our retired agent, Ray Grummel.

Trans-Missouri Division

EAST END

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

Mrs. Helen Hilton, trainmaster's clerk, is taking a three-month leave of absence. Her position is being filled by Mrs. Alice Caldwell.

Miss Mary Jane Catey, daughter of "Cub" Catey, is spending her vacation here from her work in Seattle, helping to care for her mother who is ill. Cpl. Bill Catey, who has been stationed in Schweinfurt, Germany, also visited his parents here before reporting at Fort Sheridan, Ill.

Upon the retirement of Agent A. S. Hatch, Jake Feichtner of Thunder Hawk bid in the position at Hettinger. He is being replaced at Thunder Hawk by Harold Weil of Mobridge.

Donna Oberlander, daughter of Brake-man Ed Oberlander, was married to Allen Cain in the United Congregational Church on June 6. Both are 1954 graduates of Mobridge High School. They will make their home at Belle Fourche.

A. A. Fisher, retired engineer, and wife of Park Rapids, Minn., who are here visiting their sons, La Burn and A. W. Fisher, were honored on the 50th anniversary of their marriage on June 22. They were married at Elkader, Ia., in 1904 and came to South Dakota in 1908. Mr. Fisher has been retired since Jan. 1, 1951.

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Mrs. Claude Preston, president, represented Mobridge Chapter of the Women's Club at the biennial meeting in Chicago June 11-12. Conductor "Whitey" Knott left recently for his ranch near Everett, Wash., planning to stay for the next three months.

Miss Helen McFarland, daughter of Conductor William McFarland, was chosen South Dakota's prettiest cheer leader in a contest sponsored by South Dakota Sports, a weekly sports paper. She is a 1954 graduate of Mobridge High School and was chosen from a field of 73 high school contestants from all over the state. She plans to take up nursing in the fall.



Helen McFarland

Lineman James Dickinson has been transferred to Seattle. He is being replaced by Mr. Schleishman of Tacoma.

Mrs. J. J. Klein Jr., wife of Engineer Klein, was a delegate to the Lutheran W.M.F. convention in Minneapolis June 9-11.

Since the removal of the relay office to Aberdeen, Agent Peter Collins has the following operators working in the telegraph office: first trick, Harvey Teske; second trick, Adrian Kast; third trick, Leroy Biel of Bowman. Leslie Imbery of Brisbane is working the swing shift.

Mr. and Mrs. Herbert Bjella are attending summer school in Los Angeles. Mr. Bjella will teach in the Mobridge schools and Mrs. Bjella, daughter of Conductor Leonard Clark, will open a studio here, teaching voice and piano.

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

Harold Mosher, retired dispatcher, and wife of Tacoma visited here with their daughter, Mrs. Al Weishaar, before driving to Albuquerque, N. M., to visit their son Art and attend the graduation of their granddaughter Norna Kay from the university.

Fireman Roy Cantrell and Bob Jones caught a 29-pound sturgeon in the Missouri River. The fish was on display at the Gamble store.

Steve Bailey, retired machinist who spent the winter in San Francisco, is back in the old home town.

WEST

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

Miles City was the convention city for the recent annual Montana Credit Union meeting. The league represents 80 credit unions, of which the Miles City Milwaukee Employees Credit Union is a growing member. Cassio Hashisaki, treasurer of the local credit union, was elected a director in the state league.

Grace Bastian, daughter of Mr. and Mrs. E. L. Bastian, became the bride of David Jensen recently in the first Baptist Church at Miles City.

July, 1954

Wayne Askin of the perishable freight inspectors force and Gloria Colliia were married recently in St. Mary's Church, Sault St. Marie, Mich.

Leonard Kirchoff, time reviser at Miles City, won the championship flight in the annual Elk's Memorial Day golf tournament.

Herb Lathrop, shop carpenter, who has served as state warden of the Knights of Columbus, has been named Montana delegate to the national convention which will be held in Louisville, Ky., in August.

Larry C. Webster, son of Mr. and Mrs. L. A. Webster, has enlisted in the Navy.

Mrs. F. W. Spear, local president of the Women's Club, and Mrs. M. E. Hanrahan were Miles City members attending the biennial meeting in Chicago last month.

Russell Kirchoff, son of Mr. and Mrs. L. R. Kirchoff, was one of seven youngsters to catch his limit of five fine trout the opening day of the Kid's Fishing Derby in Scanlan Lake west of Miles City Park.

Mrs. Esther Igotls was installed as grand chief of the Montana Pythian Sisters at the annual convention held in Helena. A member of Miles City lodge for 18 years, she had served in various local and state offices.

William Althaus, retired employe, was honored by a surprise party at his home on his 89th birthday, June 19, by his children and grandchildren. Among those present were Mr. and Mrs. Frank Althaus and children, Kathy and Jimmy; Mr. and Mrs. Clayton Althaus and children, Ray, Kay, Jean and Joan; Mr. and Mrs. Selmer Salvesson and daughter, Mary Lou; Mrs. Fahdl, Art Althaus, and Margaret Althaus, a niece.

June graduation at Montana State College at Bozeman brought a dual honor to Mr. and Mrs. George T. Williams, whose sons Kenneth and Dick were leading members of the class. Both boys received their B.S. degrees in industrial engineering. Kenneth won high honors at the annual military review and received his commission as second lieutenant in the Army Reserve. Dick was an active figure on the MSC campus. He served as editor of the school newspaper, The Exponent.

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Service Club members of Miles City were in their old stand on the Midway on Main Street during the annual Rodeo and Range Riders celebration June 25-26-27. Martin Kelm's committee constructed and painted the booth. They and several dozen other members, with Swan Nelson and Harry Stamp as ramrods, added a lot of color and excitement to the concession section.

D & I Division

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

Yard Clerk and Mrs. J. Everhart and daughter took a 4,000-mile motor trip during their recent vacation, touring Yellowstone National Park and points in Montana, North and South Dakota, Utah, Idaho, Nebraska and Iowa. . . First District Engineer and Mrs. Bion McGrath motored to New York City, Niagara Falls and other eastern and Canadian points of interest.

Donald Wood, son of Division Storekeeper France Wood, Savanna, received his doctor of medicine degree at the University of Wisconsin June 18. He will serve his internship at St. Joseph's Hospital in Milwaukee. Mr. and Mrs. Wood, daughter and son David attended the commencement exercises.

Karen Anne Morgano arrived in the home

of Peter Morgano, Savanna, on June 5. This is the first grandchild in the home of Mechanical Department Employee P. Morgano, Sr. . . Mr. and Mrs. F. W. Pawlak (engineering department), Savanna, welcomed twins on June 28—Nancy Loise and Timothy Wayne. They also have young Michael, two years old. . . Mr. and Mrs. K. W. Barbian of Elmhurst, Ill., report the arrival of a daughter, Joan Marie, on June 14. Both Kenneth and Mildred were former employes in the store department at Savanna. . . Chief Dispatcher's Clerk Frank Cimino now has three boys in the family. The latest, Paul, was born in Clinton, Ia., Mercy Hospital, June 24.

Yardmaster and Mrs. Arthur Cush, Savanna, celebrated their 25th wedding anniversary on June 13. A family dinner was served and open house held later. They have one son, Robert, A1/C, now at Chanute Field, Rantoul, Ill., and a daughter, Ruth, at home. . . Mr. and Mrs. Raymond Phillips, Savanna, celebrated their 25th wedding anniversary on June 19. Mr. Phillips is employed as electric crane operator at Savanna roundhouse.

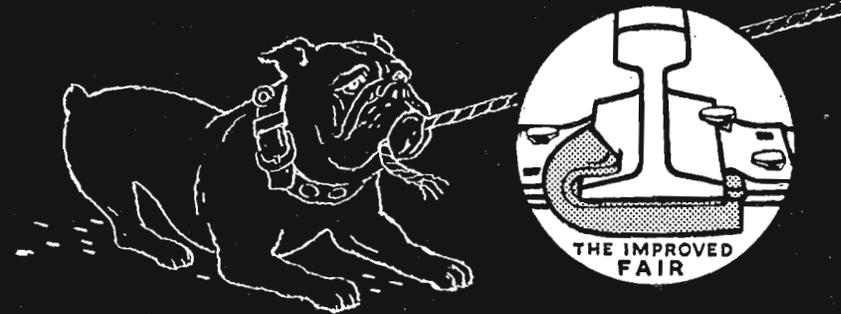
Virginia Schneck, daughter of Conductor F. A. Schneck, Savanna, became the bride of C. L. Yoder of St. Anne, Ill., in the Community Church at Savanna on June 20. A reception was held in the church parlor with about 200 present. The new home for the present will be in Ft. Bliss, Tex., as the bridegroom entered the Army as a lieutenant on June 28. . . Virginia Householder of the superintendent's office, Savanna, became the bride of John Gondek in the First Presbyterian Church, Savanna, on May 31. Esther Nast, of the assistant superintendent's office, and husband were the attendants. The Gondeks took a wedding trip to Biloxi, Miss.

Mrs. Agnes Reibel of Savanna, mother of Glen and Paul Reibel, Milwaukee Road employes at Savanna, passed away suddenly from a heart attack June 26. Surviving are three daughters, in addition to her sons.

A. J. Foster, retired agent of Mt. Carroll, Ill., passed away on June 25 at his home. Mr. Foster's service began June 30, 1885 when he started as an operator at Beloit. He worked at many stations on the old Racine and Southwestern and Illinois Division and in 1910 was made agent at Mt. Carroll where he remained until his retirement Oct. 11, 1951. He is survived by two sons and a daughter. Clerk Frank Foster of Mt. Carroll is a son.

James J. Galvin, engineer on the Second District, passed away at his home in Preston, Minn., on June 17. Mr. Galvin became a

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WED 50 YEARS. The John C. Nordales of Minneapolis are observing their golden wedding anniversary this month with an open house at their home. Both have lived in Minneapolis more than 65 years. Mr. Nordale, a former locomotive shops employe with 55 years of service, has retired since 1951.

fireman on the Second District in November, 1911 and was promoted to an engineer in November, 1917. Surviving are his widow, three sisters and three brothers.

John W. Sowder, who was chief clerk at Ottumwa, Ia., for many years, died at the Ottumwa Hospital on June 3. He had been in poor health for several months and seriously ill for about a week. Mr. Sowder was born in Harris, Mo., in 1881 and moved to Ottumwa in 1904. He was a veteran of more than 50 years of service on the old Kansas City Division and had been retired for the past three years. Active in the community throughout his life, he was a prominent worker for the First Christian Church, the Elks, the Knights of Pythias, the Pythian Sisters, and the Milwaukee Road Service Club. He is survived by his widow; two daughters, Mrs. Lillian Ilee Allen of Ottumwa and Mrs. Norma Ann VanAuken of Denver; one son, Ralph, of Ottumwa; two brothers and two grandchildren.

With less than 7 per cent of the world's population, our country produces more than 42 per cent of the world's electricity—four times as much as Russia, ranking second.

Off Line Offices

PORTLAND, ORE.

George C. Thomas, traveling freight agent with headquarters in Portland, retired June 30. He had been with the Road since 1920, serving continuously in the Portland area. Starting as a chief clerk, he was appointed city freight and passenger agent, and subsequently traveling freight and passenger agent. He had been traveling freight agent since July 1, 1936.

Twin City Terminals

SOUTH MINNEAPOLIS CAR DEPT.
AND COACH YARD

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

Carman Apprentice Raymond Harle of the light repair was married June 5.

Sympathy is extended to the relatives of Bernard Kulekowsky, former coach cleaner, who passed away recently, and of Ernest T. Carlmer, former carman helper, who passed away June 10.

Store Department Clerk Paul Rogers returned to work for the passenger department recently.

Jack King is recuperating from surgery and getting along nicely.

Stephen A. Dickinson is the new relief caller in the roundhouse during vacations.

Machinist Halvor Moe retired on June 16 following 48 years of service in the locomotive department.

H&D Division Fireman Hunter Marshall passed away June 26. He had eight years of service.

L&R Division Engineer Clifford Coddington passed away June 10. He was a veteran of 37 years of service.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Clarence Schultz, 51, fireman and engineer for this railroad for 30 years, died suddenly June 17.

Georgene Flandrick is back to work at this office filling in as vacation clerk.

Marion Cashill is back, safe and sound, from her Texas vacation.

The first locomotive to operate in the state of Minnesota, now on display in the St. Paul Union Station, was formally dedicated on June 28. Included in our prominent

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citizens who attended the dedication luncheon and assisted at the ceremonies were Governor Anderson, the mayors of St. Paul and Minneapolis, Louis Hill Jr. and Carl C. Gray, and many officers and board members. W. Anfang of our car department and Yours Truly also had the honor of being present, as members of a group of Minnesota Territorial Pioneers who were invited to take part.

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent
c/o General Agent

Because of a reduction in force, Gordon Landahl is no longer ticket seller here in the passenger department office. He transferred to Minneapolis. The boy is tops, though, and as far as we're concerned can come back any time.

On June 7 at 4:54 P.M. Julius Swanson, chief clerk, became the proud papa of a daughter, Cheryl Lynne.

An automobile accident laid up George Mueller, the yard's chief clerk, for awhile. At last report he was getting along quite well. His car came out a little worse than he did—it's beyond repair.

At this time one of the happiest gals in town is Yours Truly. My husband has returned home after being stationed in France for a year and a half with the Army.

On June 5 Trainmaster Jack Werner and Donna Krzyzaniak were married at Arlington

Hills Lutheran Church. They honeymooned at Lake of the Ozarks, Mo., and are now at home at 302 Birmingham, apartment 3.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

We welcome S. P. Elmslie back to the Minneapolis traffic department as general agent.

Bob Keenan, formerly in the local freight and now city freight agent in Chicago, was an office visitor while on vacation in Minneapolis. It was also good to see his father, Jack Keenan, retired chief yard clerk.

For the information of those who "didn't hear the alarm" to see the solar eclipse of June 30, Jack Anderson, Larry Johnson, and Henry Rudd were among the 50,000 spectators in Minneapolis.

Iowa Division

MIDDLE—WEST—DES MOINES

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

About 40 friends and railroad associates of J. T. Phleger, traveling engineer for the Iowa Division, honored him with a dinner at Perry on June 11, on the occasion of his transfer to Austin, Minn., as traveling engineer for the I&SM Division first and second districts. C. O. Balsbaugh, local chairman of the B. of L.E., presented him with a cash gift from engineers and firemen at Perry, and O. A. Beerman, retired superintendent of Marion, had the pleasure of presenting him with a set of luggage. Mr. Phleger's headquarters had been at Perry for the past 17 years.

EAST END

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

Rosamond Joy Mills, daughter of Instrumentman Ralph R. Mills of Marion, was married to Byron Ross of Iowa City at Marion Christian Church on June 20. A reception was held in the church parlors and the young couple later took a trip to Pensacola, Fla., and New Orleans, La. The bride attended Iowa State Teachers College and the University of Iowa, while Mr. Ross is a graduate of the Maryville State Teachers College at Maryville, Mo., and took graduate work at

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The Typewriter in History

It's inventor called it a "literary piano," this machine which facilitated the rapid growth of industry in the years following the Civil War, as well as hastened the entry of thousands of women into the business world.

The above is just one of the little known facts in "The Typewriter and the Men Who Made It," new on the best seller list. Richard N. Current, a professor of history at the University of Illinois, has told the story of the device which started as the hobby of a young Milwaukee newspaperman who had little faith in its value but was persuaded by friends to push it through to its ultimate success.

(*The Typewriter and The Men Who Made It*, University of Illinois Press, Urbana, \$3.50)

the University of Iowa.

Section Foreman E. Huston of Oxford Jct. is a surgical patient in Wesley Memorial Hospital, Chicago. D. D. Mershon is working his position at this writing.

Merwen L. Taylor sustained injuries in a fall in the yard at his home on May 30.

Carmen Jones was another victim of a fall on the same date, which resulted in a double fracture of her left wrist.

Section Laborer C. E. Lint of Marion traveled through the South while on vacation in June, with stopovers in New Orleans and points in Florida. Mr. and Mrs. Warren Johnson of Marion vacationed during June in the West, visiting in Salt Lake City, Los Angeles and San Francisco. Other June vacationists were Mr. and Mrs. Quentin Torpin of Cedar Rapids, who were in the Black Hills and Yellowstone National Park. Quentin is dispatcher in Marion.

Traveling Engineer F. W. Howe and wife have moved to Elgin, Ill., Mr. Howe's present headquarters. Superintendent K. R. Schwartz moved into the house vacated by the Howes in Marion.

Mrs. Hazel McCalley of Cedar Rapids went to Baltimore June 4 to serve as supreme officer at the 38th annual session of the

Supreme Temple, Daughters of the Nile.

On June 5 Mr. and Mrs. O. R. Ness of Marion celebrated their silver wedding anniversary at their home. Mr. and Mrs. Ras Wallen of Monterey, Minn., who were attendants at their wedding, were in Marion for the occasion.

Ludvig Christiansen, retired B&B foreman, 75, died on May 31 at his home in Marion. He was born in Denmark, where he taught school before coming to the U.S. At the time of his retirement he had been employed by the Milwaukee for 40 years.

Conductor Walter F. Maher, a Marion resident for the last nine years, died in Omaha on May 30 after a brief illness. He is survived by his wife; a son, Timothy; two daughters, Linda and Lori Ann; and three stepdaughters, Patricia, Francis and Janie Hunter, all of Marion. He had two brothers in service, M/Sgt. Edward Maher, Ft. Riley, Kans., and M/Sgt. Thomas Maher of Japan.

A wedding in which two young people of Milwaukee Road families were united took place at the M.E. Church in Perry on May 15. Miss Janet Lea Gibbons, daughter of Cecil Gibbons of the shops force, became the wife of Orville Becker, son of Section Foreman Claude Becker of Woodward.

J. A. Ogden, district safety engineer, had more than the usual number of ladies in the audience when he gave a safety talk recently. He happened to be in Perry when the national assembly of retired and veteran railroad employes held one of its regular meetings, and was invited to the meeting and asked for a few remarks on safety. There were about 35 women in the group, some of whom had never attended a safety meeting.

Miss Gertrude Donahue, who was appointed agent at Waukeee when A. C. Jacobs retired, has received quite a bit of publicity in her new role as a "lady agent." Her first guest of distinction was Jessica Dragonette, and later when a Swiss pedestrian who was walking across the United States reached Des Moines, he went to Waukeee to get the signature of the agent on his route book. In June she also had a visit from a camera fan who wanted a picture of a potbellied stove which she had heard was in use at the station. Gertrude has given the building and grounds "the woman's touch," with the result that she has received many compliments on the appearance of the place.

Mason Hildreth, retired store department employe who now makes his home in Long

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QUIZ answers

1. Switching.
2. Hump yard track.
3. Maintenance of equipment.
4. Principally to railroad stocks.
5. By number of driving axles.
6. About \$1.15.
7. A bill indicating damage or shortage at time of shipment.
8. A train the revenues and expenses of which are pooled between two or more railroads.
9. Per lineal yard.
10. Passenger service revenue.

Patrick's Catholic Church in May. They are making their home in Perry.

H. W. Lee, retired conductor, and wife were honored guests at a luncheon of the Three Quarter Century Club of Perry on May 25. The club, which is sponsored by the Perry Daily Chief, is open to all residents of the area who have reached the age of 75. Once a year the members are entertained by the newspaper. Mr. and Mrs. Lee qualified by being the couple present who had been married for the longest time—they have been married 60 years. Homer worked on the Middle Division for 43 years before retiring.

Fred Stanley of Herndon, father of Vernon and Paul Stanley of Carl Johnson's bridge crew and John Stanley of one of the paint crews, died at his home June 17. Mr. Stanley was a retired blacksmith. His daughter is the wife of Switchman Whalen of the Perry yard force.

Judy Cannon, young grand-daughter of Conductor John Cannon and Retired Brake-man Albert Smithson, was awarded first prize for "Lady", a German shepherd dog at a recent kennel showing in Des Moines. Judy lives in Boone where her father, a former Milwaukee operator, is a train dispatcher for the North Western.

Mrs. A. V. Airhart, Mrs. E. J. Wilms and Mrs. Berence Brulport represented Perry Chapter of the Women's Club at the spring social of Sioux City Chapter, a tea at the Mayfair Hotel on May 27.

Billie Willis, who has served in the Navy for the last four years, was discharged in May and returned to his job as a switchman on the Perry yard force.

Beach, Calif., visited friends on the Iowa Division in May.

Gus Koch, regular engineer on the Hiawatha between Perry and Savanna, had the thrill of pulling in a 27-pound lake trout on a fishing trip at Sioux Lookout in Ontario, Canada. It was the largest which had been registered up to the time Gus and his son left the fishing area.

Sympathy is extended to Paul Boldra and family in the death of an infant son at a Marshalltown hospital the forepart of June. Paul is foreman of the section at Ferguson.

A3/c James Fox of Rantoul, Ill., and Betty Riffle were married June 6 in the First Christian Church in Perry. James is a west Iowa Division brakeman on leave while serving in the Air Force. The bride is the grand-daughter of Retired Conductor C. F. Wightman and a niece of Switchman Ivan Wightman of the Perry yard force.

Gene Cochran, agent at Storm Lake, was a hospital patient during June for major surgery. Lyle Curry was relief agent while he was off duty.

C. E. Miller, who has been operator at Perry yard for the last 35 years, did his last work on June 15, thereby rounding out 50 years of service for the Road. His first job was that of station helper at Rockwell City on June 16, 1904. In 1905 he went to the Iowa Division and worked as agent and operator at various places before going to a job in Perry yard.

J. W. Anderson, swing operator at Perry yard, has also left service. Jim took an extension course in accounting and now has a position with the Foxbilt Feed Company of Des Moines.

Pvt. Jack Kanealy, on leave from the signal department, was home in June. He was enroute from Camp Carson, Colo., to Camp Kilmer, N.J., where he took final training before going overseas.

Sanford Lones, retired engineer, was a surgical patient at the Methodist Hospital in Des Moines during June.

Carmen Ethelyn Postel was born to Mr. and Mrs. Robert Postel in Cedar Rapids on May 21. Mr. and Mrs. Hugh E. Jones are the grandparents.

L. V. Anderson, superintendent of transportation at Seattle, and his family visited in Perry, Iowa City and Des Moines during June. Vince had been at summer camp for reserve officers at Fort Knox, Ky.

Operator R. J. DeMars, who has been working on the Iowa Division, was married June 19 at the Immaculate Conception Church in Sioux City to Miss Joann Riley of Sioux City.

Mrs. Thomas Rellihan, wife of a retired engineer at Perry, who is one of the outstanding poets in Iowa, presented a program of original poems over one of the Des Moines broadcasting stations on June 14. Mrs. Rellihan writes over the pen name of "Gernie Hunter."

Donald Dean Cirksena, who is employed in the signal department, and Charlemagne Mullen, both of Perry, were married in St.

Answers to "Can You Name Them?"

1. Boston & Maine Railroad.
2. Lehigh Valley Railroad.
3. Wabash Railroad.
4. Baltimore & Ohio Railroad.
5. Pennsylvania Railroad.
6. New York, Chicago & St. Louis Railroad.
7. Atlanta & West Point Railroad-Western Railway of Alabama.
8. St. Louis-San Francisco Railway.
9. Chicago & North Western Railway.
10. St. Louis Southwestern Railway.

Answer to "How Well Do You Know Your Railroad?"

THE picture shows the Milwaukee Road depot at Cedar Rapids, Ia., the city which the railroads made the industrial center of east-central Iowa.

This night shot of the depot won second honors in a contest recently held by the Cedar Rapids "Y" Camera Club. The photographer was Lincoln A. Zaruba, who has made a study of Milwaukee Road facilities in the city.

CAMERA ANGLES were being closely figured in this rehearsal scene just prior to the June 18 telecast of the "Time Out With Thomas" show on WTMJ-TV in Milwaukee, which featured a modern Milwaukee Road diner. A delicious roast beef dinner was served and eaten during the course of the show. At left is Eddie Novak, Milwaukee Road traveling chef, who was cast in that role in the telecast; at right is Cordon Thomas, who conducts the show. The unusual series of presentations, which began in May, is due to end this month.



SEATTLE SEAFAIR ROYALTY, past and present. Larry H. Dugan, vice president and western counsel, who served as prime minister of the city's big Seafair in 1951, poses with other members of royalty in honor of 1954 Neptune Rex (Irving S. Smith) and 1954 Prime Minister (John M. Jewett). Shown, left to right: Ray Eckmann, 1950 prime minister; Victor Rabel, King Neptune of 1950; Mr. Smith; Mr. Jewett; William O. McKay, 1951 Neptune Rex; and Mr. Dugan. This year the annual Seafair is set for July 30-August 8.



KANSAS CITY CAPER. Scene at the big barbecue party held at Fairyland Park in Kansas City, Mo., on June 19 by the Milwaukee, Kansas City Southern and Joint Agency Employees' Social Club and their families. It was the first activity of the club since its organization in April of this year. In order to accommodate personnel on different shifts, the affair was divided into a morning and an evening session, total attendance being in excess of 450. The group plans one social activity for each quarter of the year.



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MISSOULA SCENE. No. 16, the eastbound Olympian Hiawatha, leaves Missoula, Mont., at 6:25 A.M., but R. C. Allen of Great Falls, Mont., was ready and waiting on the Higgins Street bridge to get this picture of the train. It is powered by one of the Milwaukee's famous "Little Joe" electric locomotives. Mr. Allen took the picture for a friend, L. S. Wandell, retired Rocky Mountain Division conductor, also of Great Falls.

