

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, ST. PAUL AND PACIFIC RAILROAD



Time Out for TV... page 4

AUGUST 1954

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THE MILWAUKEE ROAD MAGAZINE

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

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A Matter of \$84.81

BEFORE explaining the figure above, let me tell you about a letter which recently came to my attention.

It stated that a manufacturer of corrugated boxes had complained that the rolls of paper shipped from one of our stations were being received in damaged condition. All indications pointed to rough handling en route. An impact recorder was to be placed in the next car shipped . . . *but there wasn't another car!* The manufacturer notified us that he would not be using our service in the future, as there had been too much damage.

This incident differs from many others only in the respect that the consignee offered an explanation. We must face the fact that employment and job security on the Milwaukee are directly affected by our \$2,000,000 annual loss through claims for damaged freight. It could not possibly be otherwise.

At the end of June, with half of 1954 gone, Milwaukee Road operations showed a deficit of \$2,476,409. Looking at that figure and thinking of the loss of the box manufacturer's business, I was reminded of a statement which a professor of psychology once made about damage prevention.

The trouble with trying to interest people in it, he said, is that *it isn't anything*. Damage, undesirable as it is, *is something specific*. You can see it, and you certainly have to pay for it. *Damage prevention*, on the other hand, is only the absence of something. And a thing which doesn't exist except as the opposite of something very undesirable is difficult to do anything about.

I have tried many times to put a *positive* value on damage prevention. It was in this connection that it occurred to me to wonder how much money, per individual employe, our six-month deficit represents. I found that if each of The Milwaukee Road's employes—and there are 29,200 of us—would concentrate on handling the railroad's business in such a way as to prevent a damage claim of only \$84.81, our deficit would be immediately cleared away.

Some employes cannot do a great deal to help in this respect. But there are thousands on our loading docks, in our yards, on our locomotives and elsewhere who can do enough to make up for those whose work gives them little opportunity to help.

And there you have the meaning of the figure.



ECONOMICS OF THE MILWAUKEE ROAD



CHAPTER FOUR

Where Each \$100

We Take In Goes

NO SOONER has our railroad taken in revenue from freight or passenger services than we must pay it out for wages, supplies, taxes and other expenses.

A good way to show how our money is spent is to talk about it in terms of each \$100 taken in from all sources. Here is where it goes:

Transportation Expenses

Fuel, lubricants, water, engine-house expenses, switching service, operation of stations and yards, cost of crossing protection and communications, operation of sleeping cars, signal and interlocker operation, loss and damage costs, payments for injuries, wages of road and yard crews,

dispatchers, clerks and supervisors\$39.30

Maintenance of Way Expenses

Maintaining roadway, communications systems, signals and interlockers, power plants and transmission lines, depreciation and retirement charges, removing snow and ice, cost of tools and supplies, payments for injuries, including wages of employes and supervisors 16.22

Maintenance of Equipment Expenses

Repairs to locomotives, passenger and freight cars, cost and upkeep of shop and power plant machin-

ery, depreciation charges, cost of supplies, payments for injuries, including wages of employes and shop supervisors 20.39

Traffic Expenses

Operating on-line and off-line freight and passenger traffic agencies and downtown ticket offices. Advertising, publishing freight and passenger tariffs, issuing timetables, maps and other service literature. Traffic promotional expenses including the industrial and agricultural development departments. Membership in traffic associations. Salaries of clerks, agents and supervisors engaged in selling the services of the railroad 2.23

General Expenses

All the costs of operating the general offices, including salaries of officers and all personnel performing general office functions, office rents and other expenses .. 3.49

Taxes

Federal and property taxes, payroll taxes for railroad retirement, other taxes 6.82

Miscellaneous Expenses

Operation of dining cars and buffet service 1.15

Equipment and Joint Facility Rents

Paid to other railroads for the use of their equipment, trackage and other facilities 3.43

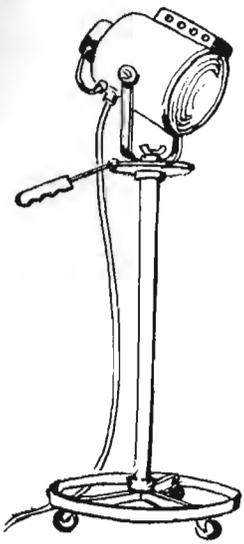
Interest on Bonded Debt and

required appropriations to sinking fund 3.46

TOTAL\$96.49

Now we have only \$3.51 left. Out of this must come the money to improve the property and buy new equipment and also to pay dividends to stockholders.

Next Month: OUR RAILROAD AS A TAXPAYER.



TIME OUT FOR TV

Before the end of the 12-show series, Gordon Thomas (left) and John Dombrowski became old friends to the vast viewing audience of Station WTMJ-TV. As the affable conductor of the "Time Out With Thomas" program, and the well-informed superintendent of the Road's Milwaukee Terminal Division, they made a good team. This picture was taken during the telecast on June 11 as Mr. Dombrowski demonstrated the use of a walkie-talkie on the program dealing with train radio communication.



It was early last spring that Dale Lemonds, one of the directors at Television Station WTMJ-TV in Milwaukee got the idea which resulted in The Milwaukee Road being featured in a series of programs which have been hailed as unique in television programming.

Station WTMJ-TV, if not unique itself, is certainly unusual—both for the consistently high quality of its programs and the large percentage of them which originate either in the studio or are picked up as "remotes" in the city area. Not content merely to pipe network material to its vast viewing audience, the station creates, directs and produces many of its own shows.

So it was that the director looked out across the broad, park-like studio grounds and began thinking about the railroad side track which runs along the edge, about 300 feet away.

"A railroad track . . . trains . . . unusual items of railroad equipment . . . a close look at the little-known facts about the things which make a fascinating industry go. Why not a railroad show right here on the grounds of the studio's own outdoor theater?" the director said to himself.

It is a Milwaukee Road siding, and the railroad was quick to lend its support to the interesting experiment. Meanwhile, the studio decided that the feature was a natural for the "Time Out With Thomas" show, whose affable conductor, Gordon Thomas, keeps a good part of Milwaukee and environs close to their sets between 10 o'clock and 10:30 each Friday morning.

THE COVER

Like every good show, the television presentations featuring The Milwaukee Road called for detailed planning. It began weeks beforehand in the departments whose equipment and services were to be shown, but the intensive planning was done in the hour or so just before the show went on the air. During that period scenes such as the one on the cover were common. The picture, taken just before the "dining car show" on June 18, shows left to right: Gilbert Girdauskas, floor director for WTMJ-TV; A. J. Johnson, assistant to superintendent, sleeping and dining car department; L. C. Kusch, assistant superintendent of the department; John Dombrowski, superintendent, Milwaukee Terminal Division; and Gordon Thomas, conductor of the "Time Out With Thomas" program. The camera was one of two used inside the car to show both the dining area proper and the activity in the kitchen.

At the outset the job was one for the railroad's public relations department, but as the details took shape all of the departments rolled up their sleeves and worked whole-heartedly with the studio to make the program a success.

It was decided that John Dombrowski, superintendent of the Milwaukee Terminal Division, should serve as the "continuity man" to represent the railroad and introduce other Milwaukee Road personalities and guests on each of the shows. Having made his TV debut about a year earlier with a description of Air Line yard on the Schlitz Saturday Night Theater program, he had proved himself to be both well-informed in an interview and calm before the cameras.

With the stage set and the players ready in the wings, the series of programs opened on May 7.

Much of the appeal of this and the shows to follow lay in the fact that the "actors" used no scripts, the interviews and comments being completely spontaneous and casual at all times.

Gordon Thomas opened the first program with an introduction of John Dombrowski, who told the viewers what they were about to see. He then introduced Trainmaster Ray Hummer and Road Foreman of Engines Paul Lucas, explaining that Mr. Hummer would give a signal which would bring the three-unit diesel, star of the first performance, to the point where it would be exhibited and that Mr. Lucas would describe its features.

It is easy to imagine that people whose television sets were turned on that morn-



MAY 7

Diesel Locomotive

One of the views of Milwaukee Road motive power seen by the television audience on the opening show, which devoted full time to an examination and description of the massive three-unit diesel. Above: Gordon Thomas looks on as Paul Lucas, general road foreman of engines, explains features of the locomotive. At right, Donald Miller, traveling engineer, demonstrates the train radio system in the cab.



MAY 14

Skytop Lounge Car

Shown inside the Skytop Lounge car on the second show, left to right: Henry Goedens, cameraman; C. F. Dahnke, AGPA, Milwaukee; A. J. Corbett, special representative, sleeping and dining car department, who acted as sleeping car conductor; Charles Pope, porter instructor; R. A. Harrington, engineer train lighting; and Mr. Dombrowski. In the outside scene Mr. Thomas is shown interviewing Mr. Dahnke.





MAY 21
Railway
Post Office

Top: The crew of the Railway Post Office car at work, as they appeared on the May 21 telecast. Lower picture: Gordon Thomas discusses the car with C. F. Rank, manager of Milwaukee Road mail service; Sprague Vonier, WTMJ-TV director; Mr. Dombrowski; Adolph Knudson, district superintendent of postal transportation service; and Frederick John, postmaster at Milwaukee.



MAY 28
Rail Laying

First they took the track up and then they laid it again for the edification of the television audience. Left: Gordon Thomas interviews the men who had speaking parts on the show. They are, left to right: John Dombrowski; Henry Tallboys, vice president of the Nordberg Manufacturing Company; Walter Lakoski, division engineer; and F. V. McLarnon, roadmaster, around whom the interview centered.

ing looked with surprise and then watched with growing interest as the diesel horn sounded and the huge machine rolled majestically into view.

In response to Gordon Thomas' questions, Mr. Lucas described the air horn, the Mars lights, trucks, sand box and fuel tank capacity. He discussed the amount of fuel used per hour, the operation of the many controls and the importance of the filters on the air intake, as well as many other items of interest.

The interior of the locomotive cab was featured during the second half of the first program, with Traveling Engineer Don Miller providing information about the brakes, signals and tape recorder. While the description of the controls was in progress, the locomotive was moved forward about 20 or 30 feet and then backed up, with the picture on the TV screen alternating between interior and exterior views as the director monitored the pictures from the camera located outside and the one inside the locomotive cab.

The opening show was highly successful and provided the pattern followed in all of the later ones with respect to introduction of railroad personnel, movement of railroad equipment, camera angles and other matters involved in the complex business of producing a television program.

Pictures taken during or prior to each of the telecasts are shown here, with the exception of the program on June 18, which had to do with dining car service (featured on the cover of this issue) and those on July 9 and 23, which consisted principally of motion picture presentations. The picture shown on July 9 was "On The Button," a production of the Union Switch and Signal Company dealing with Air Line yard in Milwaukee, while the other was an Association of American Railroads release having to do with the research efforts of the nation's railroads.



JUNE 4
Super Dome Car

Shown in the dome section of the Super Dome car during the fifth show are, left to right: Mr. Dombrowski; C. F. Dahnke, ACPA, Milwaukee; Gordon Thomas; and Dale Lemonds, director. Above right: Mr. Thomas interviews Mr. Dahnke, who has just inducted him into the Hiawatha Tribe and presented him with the official headgear. At left, acting as waiter, is John Galloway, waiter instructor.

JUNE 11
Train Radio

Shown in the caboose during the TV demonstration of train radio operation are, left to right: Dale Lemonds, director; Carl Woods, Milwaukee Road electronics engineer; Gilbert Girdauskas, floor director; Mr. Dombrowski; Paul Lucas, general road foreman of engines; Gordon Thomas (seated); Donald Miller, traveling engineer; and R. A. Hummer, trainmaster (back to camera). The exterior view of the caboose shows the circular radio antenna on the roof.

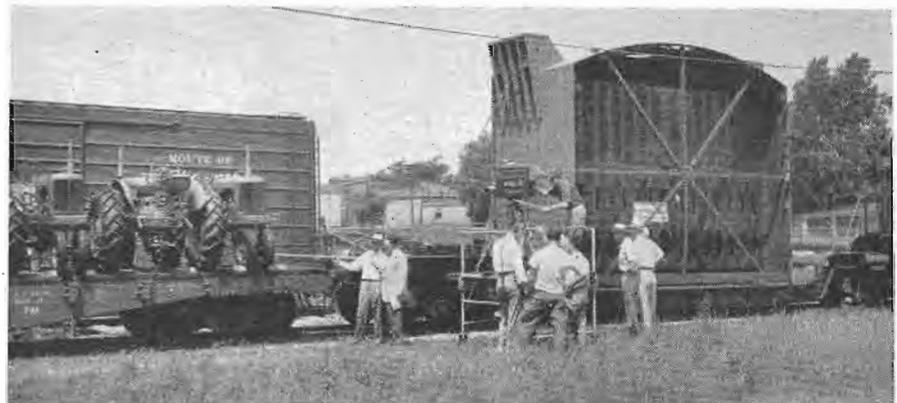


JUNE 25
Freight Equipment

Below: Jacob Hansen, car shop superintendent at Milwaukee, explains to Gordon Thomas the trick of loading machinery such as tractors onto flat cars. Also shown is an excessive dimension load on a depressed flat car. At left: Mr. Thomas and Mr. Dombrowski discuss tank and refrigerator cars.

As the weeks rolled by, television cameras and their operators found themselves in strange, unfamiliar places: How, for example, could the job be done inside a locomotive cab? And how could camera and cables be kept out of the way of the busy crew in the Railway Post Office car, or the fog off the lens as the steaming plates of roast beef went by in the narrow confines of the dining car kitchen?

But the job was done, week after week, and it should be said to the credit of the directors, cameramen, sound men and



JULY 2 Sleeping Car

C. W. Kelley, superintendent of the Pullman Company in Chicago, is shown below during the interview conducted by Gordon Thomas on the show devoted to an Olympian Hiawatha Pullman sleeping car. At right: Mr. Thomas and Director Dale Lemonds watch, prior to the show, while Porter Sandy Hodges demonstrates the making up of a Pullman bed.



other technicians that the ingenuity displayed was a delight to behold. It should also be entered in the record that they seemed to enjoy the new assignment.

The entire 12-week period from May 7 to July 23 was an interesting experience for all Milwaukee Road people who were privileged to be a part of this excursion into something new. They enjoyed leaving for a few moments the main drama of providing transport for America to take a quick bow on the great outdoor stage at Station WTMJ-TV.



JULY 16 Road Equipment

Below, top: Scene during the shooting of the last "live" show in the series, as the camera showed Roadmaster F. V. McLarnon explaining the operation of a snowplow to Gordon Thomas. Other pictures show a Jordan ditcher (below, left), pile driver in the process of driving a pile (right) and a weed burner (below, right), with Messrs. Dombrowski, Thomas and McLarnon discussing it.



Announce J. T. Gillick Scholarship Winner

BILL LOUIS LONG, whose father, Louis Herman Long, is a diesel electrician at the Bensenville yard, was awarded the 1954 J. T. Gillick Scholarship, according to an announcement from C. Wm. Reiley, director of admissions at Northwestern University who served as chairman of the committee which judged the qualifications of the candidates. The scholarship, named for the Road's former vice president, provides \$600 annually toward tuition and incidental expenses and is renewable for four years of undergraduate study.

Bill Long stood second from the top of the graduating class of 92 students of the Bensenville Community High School. In addition to recognizing his outstanding academic record, the committee was especially impressed with the wide variety of his other activities. These included basketball, track, band, dramatics, the school paper and membership in the Youth Fellowship and the Boy Scouts. He also took part in V.F.W. activities and was a member of the Ameri-

can Legion baseball team. Among honors and awards he received in high school were: National Honor Society, Bensenville's 1953 representative to Boy's State, second place in the state V.F.W. essay contest, all-conference basketball, chairman of the town and school referendum committee and Phi Beta Kappa.

Both Mr. Gillick and President J. P. Kiley expressed their satisfaction with the committee's choice. In a letter to Mr. and Mrs. Long, President Kiley commented on the fact that their son's victory was to be commended inasmuch as he was the unanimous choice over 40 other candidates.

Of the other applicants and their records, Chairman Reiley stated that the committee was greatly impressed with the qualifications of more than a dozen young men from Milwaukee Road families. Bill Long, the winner, hopes to enter either the field of physics or geology and is enrolling at Beloit College, Beloit, Wis., this fall. More information will appear in a later issue.

Employe's Son Wins Madison Soap Box Classic

by Mrs. W. W. Blethen

Correspondent, Madison Division, Madison, Wis.

THE PERSISTENCE of Phillip Peckham, the 13-year-old son of Signal Maintainer John Peckham of Madison, Wis., paid off on Sunday, July 25 as he rolled to victory over 105 other contestants to become the city's 1954 Soap Box Derby champion. It was the third year he had tried, the first two years under the sponsorship of The Milwaukee Road, and this year backed by the Wolff Kubly & Hirsig Company, Madison business house.

He will represent the Wisconsin State Journal, one of the sponsors of the race, at the All-American Soap Box Derby in Akron, Ohio, on Aug. 15.

As the winner of the race, Phillip was awarded the Chevrolet trophy offered by the Chevrolet Company. His car was also selected as the "best constructed", for which he received a \$100 tool kit presented by the Shell Oil Company. His sponsors also presented him with some luggage and other fine gifts.

The new champion is the 15th boy to represent Madison in the racing classic



Phillip Peckham being congratulated by Ralph Hult, president of Hult's Garage in Madison, Wis., and co-sponsor with the Wisconsin State Journal of the race.

at Akron. He will have five days of fun and excitement at the national event, all expenses paid, and will compete against the champions of 150 other cities.

A. G. Hoppe Named Fellow of Engineering Society



A. G. Hoppe

IN recognition of outstanding attainments in his field, A. G. Hoppe, mechanical engineer with headquarters at the Milwaukee shops, was recently elevated to the grade of Fellow of The American Society

of Mechanical Engineers. Mr. Hoppe has been a member of the ASME since 1919. He joins a select group of fewer than 400 out of a membership of 38,000.

The honor is reserved for those who have been a member 13 years or more and whose accomplishments are recognized as noteworthy in their profession. Two other Milwaukee Road men have been honored similarly, K. F. Nystrom, retired chief mechanical officer, and L. K. Sillcox, a former general superintendent of motive power who was accorded the honor after leaving the railroad.

Mr. Hoppe, a graduate of the University of Wisconsin, has been with the Road since 1919. He started as a draftsman and shortly thereafter was promoted to test engineer in charge of the materials testing and research laboratory. While in charge of the mechanical design department he was responsible for the pioneering development of all-welded passenger and freight cars and the engineering design and rehabilitation program of all stationary boiler plants.

Promoted to assistant chief mechanical officer and general superintendent of the locomotive and car departments, Mr. Hoppe was in charge of all phases of design, construction and maintenance of rolling stock during and after World War II. His war work also included forgings, the machining of steam engine components for Liberty ships, and the construction of 10 high-altitude vacuum chamber testing cells for the Air Corps.

Mr. Hoppe is also known in engineering circles as a collaborator in the design of the power plant for the Chicago Union Station. He is the author of a number of papers concerning such subjects as the performance of diesel electric locomotives and the adoption of a fusion welding process for locomotive boilers.

By the time a man can afford to lose a golf ball, he can't hit it that far.

Retired Employes Picnic in Seattle



Joshua Green (left) presenting the traffic tip trophy to Eugene Webster. Looking on are, from left: C. C. Sadler, B. P. Walker, H. W. Burt, F. W. Rasmussen, C. W. Quivey, J. E. Marshall and Mrs. Webster.

THE Seattle-Tacoma district of The Milwaukee Road Retired Employes Club held its first annual picnic in Seattle on July 8. More than 100 family members attended the outing which was held at Salt Water Park on Puget Sound.

The outstanding event of the day was the presentation by Joshua Green, a director of The Milwaukee Road and also a club booster, of a trophy which he had offered last summer to the member who turned in the most traffic tips during the year. Eugene Webster, former passenger agent who retired in 1951, the winner, received the engraved silver loving cup. In addition to Mr. Green, the

speakers for the occasion included J. E. Marshall, general freight agent, sales and service, Seattle; L. K. Sorensen, retired general manager Lines West; G. W. Quivey, president of the retired employes club; and Byron Walker, past president.

The Milwaukee Road Retired Employes Club meets the second Thursday of every month at 11 A.M., alternating between Seattle and Tacoma. Lunch is served at both locations in the headquarters of The Milwaukee Road Women's Club. While the club has a substantial membership, there is room for more, and employes who are eligible have a standing invitation to join.

our safety score

reportable employe casualties on The Milwaukee Road through July, 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	28		31		-10
July		14		31		-55
TOTALS	2	122	3	205	- 33	-40
Casualty Rates	.06*	3.76*	.08	5.47	- 25	-31

*Estimated

"Piggy Back" Service Being Studied

STUDIES are currently in process on The Milwaukee Road to determine where so-called "piggy back", or trailer-on-flatcar, service might prove to be of greatest value to the railroad.

As most railroad people know, the subject is an involved one, which will be affected by the conditions which the Interstate Commerce Commission may prescribe for this type of operation as a result of its investigations now in progress.

The Milwaukee Road takes the position that a course plotted after full consideration of all the factors involved offers in the long run the greatest potential advantages to both the railroad's customers and to the railroad itself.



test your knowledge of railroads and railroading

(Answers on page 31)

1. In what city is the LaSalle Street Station—Philadelphia, St. Louis, or Chicago?
2. What period does an interchange report cover—one day, one week, or one month?
3. What is known as the "A" end of a freight car—the end where the brake shaft is located, or the opposite end?
4. What is the approximate width of a dining car kitchen—7½, 9½ or 11½ feet?
5. Do "location markers" along the right-of-way indicate the end of a tangent, define the limits of the right-of-way, or warn of hazards ahead, such as grade crossing and drawbridges?
6. What is a package car—a car used for carrying less-than-carload lots of freight, for carrying express, or for carrying parcel post packages?
7. Which of these three weights is standard for steel rails—123, 128, or 133 pounds per yard?
8. What is a team track—a track where freight is transferred di-

Receives Medical Degree



Dr. W. J. Whalen

WILLIAM JOHN WHALEN, son of William Joseph Whalen, assistant vice president — operation, and himself a former engineering department employe, received a degree in medicine from the University of

Illinois on June 18. He is now interning at the Illinois Research and Education Hospital, an affiliate of the University of Illinois, in Chicago.

Doctor Whalen will be remembered by many employes with whom he worked on engineering department projects in and around LaCrosse, Milwaukee and Chicago during his summer vacations from 1943 through 1953. His entering the medical profession also comes as interesting news to the many friends of the family in Aberdeen, S. D., where "young Bill" was born, as well as in Portage, Dubuque, Perry, Terre Haute, LaCrosse, Milwaukee and other points on the railroad where his father held various operation department offices.

The young physician attended high school in LaCrosse for three years, where he was active in athletics. His fourth year of high school work was done at Riverside High School in Milwaukee, where his father was stationed as general superintendent. He also took his first year and a half of pre-medical work while in Milwaukee, at Marquette University. The remaining year and a half of pre-medical work was done at Loyola University in Chicago before he entered the College of Medicine at the University of Illinois.

Doctor Whalen is married and the father of one child, a girl born in May of this year.

rectly from freight cars to highway vehicles, a double track, or a spur track where cars are switched by teams of horses or mules?

9. For what railway officer do the initials A.G.P.A. stand?
10. What is the plate of a car wheel—the part next to the hub, on the outer rim, or between hub and rim?

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

WIDE-AWAKE SERVICE

"According to our records, a carload of our fall and winter general catalogues arrived in Aberdeen recently at 4:30 P.M., was spotted at the passenger depot at 6:00 A.M. the next morning, and promptly unloaded. This was excellent service and we want you to know that we sincerely appreciate your cooperation, as it is important to us to get these books into our customers' hands as soon as possible."

W. W. Fletcher
Traffic Manager
Sears Roebuck & Company
Minneapolis, Minn.

AS FAST AS POSSIBLE

"After leaving my commuter train recently at Northbrook [Ill.] I remembered I had left a package in the luggage rack, and on arriving home I telephoned the agent at Fox Lake, explaining that I needed the package the next day and requested that she get it back to me as fast as she could. It arrived on my regular train the following morning, in the hands of the conductor, and I think it is only fitting that such wonderful cooperation should be acknowledged. I understand that the agent on duty at Fox Lake that night was Loretta West, and I think the Milwaukee Road is fortunate to have her in its employ."

Albert S. Long, Jr.
Secretary and General Attorney
Chicago, Indianapolis and Louisville
Railway Co.

"I THOUGHT IT WAS CHRISTMAS"

"I was going to Minocqua, Wis., over the week end of the Fourth and, as usual, your city passenger agent, W. M. Van Buren, delivered the goods beforehand, in tickets and Pullmans. They were safely tucked away in my pocket and we were all set, but while walking over to take the Hiawatha I was horrified to discover I had lost the entire works!

"It was just 45 minutes before Hiawatha was due to give the war whoop, jump out of his tepee and go yelling down the track. Defeated and in utter despair, I called His Honor, Van Buren. Now listen to this:

"The person who had found the yellow envelope on the street had immediately called Van, who had made up duplicate tickets in everything. When I heard the news, believe me, I thought it was Christmas! Shortly after, he met me at the gate and I sailed forth.

"If all of your passenger agents are on a par with Van, then The Milwaukee Road has a team comparable to the New York Yankees. As a reward for his meritorious services to all of us down the years you can't blame me for hoping to ride one day in a Pullman named Van Buren."

Ray Perry
Bureau of Sanitation
City of Chicago

Chicago, Ill.

GOING WEST

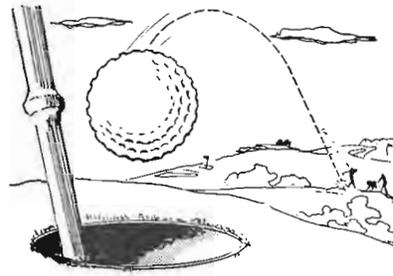
"I want to express my appreciation for our fine trip west . . . we went on the Olympian Hiawatha from Milwaukee. It was my first experience with The Milwaukee Road, except for short trips . . . and it was altogether pleasant and enjoyable. For instance, there is such a friendly attitude among the employes. Our Pullman conductor greeted us with the enthusiasm of having been expecting us and enjoying our coming, and when one is traveling with children and luggage it's a grand feeling to be welcome.

"The trip was very scenic. In fact, I heard several who were veteran travelers and who had gone on other roads say that it is more scenic on the Milwaukee. My youngsters enjoyed the dome car. I foolishly had brought color books to keep them occupied and interested. They never touched them. Everything was so pleasant that we are looking forward to our return trip."

Mrs. R. T. Keeffe
Oshkosh, Wis.

IT'S ALMOST THAT TIME AGAIN

Golf Tourney September 25



THE MILWAUKEE ROAD GOLF TOURNAMENT, the popular fall outing sponsored by the Booster Club for all employes in the Chicago area who enjoy the game, will be held again this year, and all golfers and would-be golfers are invited to take part. Here are the particulars:

Date and Time: Sept. 25, between 8 and 9 A.M.

Place: White Pines Golf Club on Church Road, Bensenville, between Irving Park Blvd. and Grand Ave.

Fee: \$3.00, to be paid at the club.

Prizes: Booster Club Trophy, which can be retained only by winning it three consecutive years; the Maurice C. Chier Trophy, for permanent possession; and several worthwhile merchandise prizes.

The four top scorers among the 33 players who entered the competition last year were W. A. Dietze, public relations officer; Glanz Dierking, bill clerk at Galewood station; R. D. Claborn, spe-

cial assistant to vice president—operations; and Lionel Greco, machinist. In the playoff round, Mr. Dietze emerged the winner and is the present holder of the large Booster Club Trophy.

The committee in charge of this year's affair is planning on a much larger tournament, as it expects to interest a number of beginning golfers, along with the more accomplished ones. Committee members are R. D. Claborn; G. G. Macina, assistant auditor of joint facility accounts; R. K. Merrill, assistant general solicitor; W. E. Nelson, chief clerk to passenger traffic manager; and H. A. Klemmer, clerk in the treasurer's office.

Employes interested in a day of fun on the golf course with fellow employes of the Road should contact any of the above for further details, or address their inquiry to the Golf Committee, Room 356 Union Station, Chicago. A circular giving additional details will also be distributed before the date set for the tournament.

appointments

Mechanical Department

Effective Aug. 1, 1954:

W. J. Brossard is appointed traveling engineer of the Dubuque & Illinois Division with jurisdiction over the First District from Savanna to Nahant, and also over the Second District, with headquarters at Savanna. He succeeds C. H. Sodergren who is retiring after 47 years of service.

E. W. Prindiville is appointed traveling engineer of the Iowa Division with headquarters at Perry, succeeding W. J. Brossard.

W. R. O'Brien is appointed assistant traveling engineer with headquarters at Milwaukee, succeeding E. W. Prindiville.

IN FOUR SENTENCES

Asked if he could summarize the great lessons of history in a single volume, famed historian Charles A. Beard replied that he could do it in four sentences—"1. Whom the gods would destroy, they first make mad with power. 2. The mills of the gods grind slowly but exceeding fine. 3. The bee fertilizes the flower it robs. 4. When it is dark enough, you can see the stars."

how are we doing?

	JUNE		SIX MONTHS	
	1954	1953	1954	1953
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$20,146,410	\$22,059,415	\$114,082,164	\$127,614,577
PAID OUT IN WAGES.....				
	10,354,522	11,345,853	58,704,769	64,216,309
PER DOLLAR RECEIVED (CENTS).....	(51.4)	(51.4)	(51.5)	(50.3)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	583,586	657,177	3,342,246	3,703,183
PER DOLLAR RECEIVED (CENTS).....	(2.9)	(3.0)	(2.9)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest....	9,918,680	10,008,874	54,511,558	57,311,435
PER DOLLAR RECEIVED (CENTS).....	(49.2)	(45.4)	(47.8)	(44.9)
NET INCOME.....		47,511		2,383,650
NET LOSS.....	710,378		2,476,409	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	111,421	122,141	653,603	740,062
Decrease 1954 under 1953.....	10,720		86,459	

Railroad and Truck Taxes— A Comparison

A STRIKING illustration of inequities in the competitive situation is furnished by a comparison of the tax burdens borne by the railroads and by inter-city motor truck operators.

Tax payments of 130 Class I railroads in 1953 took 11.1 cents out of every dollar of railway operating revenue.

On the other hand, tax payments and license fees combined of 1,882 Class I inter-city motor carriers in the United States took only 7.2 cents out of every dollar of operating revenue.

These inequities are all the more striking when it is considered that the railroads—paying 11.1 per cent of their operating revenues in taxes—provide and maintain their own roadways at no expense whatever to the taxpayers, whereas motor truck operators—paying only 7.2 per cent of their operating revenues in taxes and license fees—use highways which have been built and are maintained at enormous expense to the taxpayers.

It costs the railroads about 23 cents out of every dollar of operating revenue to own and maintain the roadways on which their trains operate.

Railroad Retirement Board Reviews Fiscal Year

THE FOLLOWING are the highlights of a report recently released by the Railroad Retirement Board of its activities for the fiscal year which ended on June 30:

Approximately 36,300 railroad employes received retirement annuities averaging \$104 a month. One out of four retired before 65 on account of disability. Annuities which averaged \$35 a month were awarded to some 19,000 wives of retired employes.

Monthly benefits were awarded to 22,300 survivors of employes—widows, children and parents. In addition, survivors received 20,800 insurance lump sums averaging \$434, and 8,700 residual payments averaging \$1,075.

At the year's end monthly benefits were being paid to 294,000 retired employes, 99,000 wives and 169,000 survivors.

During the year employes and employers paid a combined total of \$602 million in retirement taxes, in addition to which \$99 million was earned on the system's reserve. At the same time \$512 million was paid in retirement and survivor benefits and \$6 million to defray



Shown, left to right, at the meeting: L. B. Horton, Secretary Benson, and A. L. McWilliams, general manager of the Pure Milk Association, one of the agencies cooperating in sponsorship of the event.

Secretary Benson Voices Aims; L. B. Horton Heads Agricultural Council

NATIONWIDE attention was attracted to the dairy industry recently as a result of views expressed by Secretary of Agriculture Ezra Taft Benson at a meeting in Chicago sponsored by the Agricultural Council of the Chicago Association of Commerce and Industry. Lyman B. Horton, commissioner of The Milwaukee Road's agricultural and mineral development department, is chairman of the council.

The meeting was held in cooperation with dairying and farming organizations in Wisconsin, Illinois, Indiana and Michigan as the kick-off event of June

operating costs. The reserve at the end of the year was \$3.4 million, which, however, was more than offset by liabilities for services already performed by railroad employes.

A total of 400,000 employes received unemployment or sickness benefits—265,000 were paid \$96 million for unemployment and 164,000 drew \$45 million for sickness; 19,000 drew both types of benefits.

Unemployment insurance, which is collected only from employers, was \$24 million for the year, and interest earned on the unemployment insurance fund was \$16 million. Combined unemployment and sickness benefits paid were over \$140 million, while operating expenses were \$7 million. The balance in the unemployment insurance account at the end of June was \$590 million.

Dairy Month. It represented the first program in about 20 years sponsored by the Agricultural Council for the entire membership of the association.

The council has as one of its principal aims the furthering of the interests of agriculture for the city of Chicago, which is one of the country's leading centers in the production, distribution and transportation of agricultural products.

In his address, Secretary Benson pointed out that only about 15 per cent of the country's population are farm people and that, since only a small part of this group are dairy farmers, the best protection for a minority within a minority is to keep its business economically sound and as free as possible from political control. Among other things, he told of the dairy industry's efforts to publicize the health-giving qualities of milk and dairy products. These efforts, it is hoped, will reverse the declining trend of per capita consumption during the past 12 years. He also said that dairy farmers have an "unequalled opportunity" to advance their industry and end government subsidies and controls.

In addition to being chairman of the Agricultural Council of the Chicago Association of Commerce and Industry, Mr. Horton was appointed last month to the Agricultural Department Committee of the United States Chamber of Commerce.

P O L I O



and What You Can Do About It

ONE day last week a child in the neighborhood was stricken with polio. The next day you heard about another case, and this week there is a third. Naturally, you're frightened for your own children: What can you do to protect them?

Only 25 years ago a family hit by a polio scare hardly knew where to turn. Infantile paralysis, as it is sometimes called, was one of the most stubborn problems facing medical science and little was known about its care. Today years of research appear to be paying off with the rising hope for eventual control of the disease. But in the meantime many things can be done to reduce the chances of exposure and to prevent its crippling after effects.

In the first place, there is the comforting knowledge that half of all polio victims recover completely—are not paralyzed at any time. About 30 per cent suffer some muscular weakness, but not enough to interfere with a normal life, and most of those who are disabled can be helped to develop their remaining abilities and to keep their place in society.

Because polio outbreaks usually reach their peak in August, parents are cautioned to be on the alert at this time. The danger period is the first few days of illness. Common symptoms are headache, nausea, muscle soreness or stiffness, fever, a nasal voice and difficulty in swallowing. *Since many of the signs are so much like those of a common cold or upset, they may be overlooked, but in the polio season all should be regarded with suspicion.*

In adults the symptoms may be less severe, perhaps without fever, but pain may be present and also the characteristic stiffness. At this stage, adults as well as children may be extremely restless and irritable.

We now know that the polio virus enters the body through the mouth or nose and is passed to the nervous system by way of the nerve fibers or blood stream. For this reason, cleanliness assumes added importance when an epi-

dem ic invades the community. To protect your home, doctors advise these common sense precautions:

1. *Avoid undue fatigue and exertion, guard against chilling.*
2. *Pay special attention to washing hands before eating, and at other times keep them away from the face as much as possible.*
3. *Always cover the nose and mouth when coughing or sneezing.*
4. *Wash thoroughly all fruits and vegetables that are to be eaten raw.*
5. *Keep flies and other insects from food; fight mice, rats and other vermin.*
6. *Postpone, if possible, all nose, throat and dental operations, also immunizing shots for diphtheria, tetanus and whooping cough, unless there is an emergency.*
7. *Avoid crowds at such places as movies, parties, public beaches and swimming pools, and visits to areas where an outbreak is known to be prevalent.*

There are three types of polio—spinal, bulbar and spino-bulbar. The first affects the nerve cells which control the movements of the body below the neck, the second the nerve centers in the base of the brain, the most vital of which control breathing, circulation and swallowing. Spino-bulbar, a combination of the two, is usually the most serious form.

The average period between infection and the appearance of symptoms is usually 7 to 14 days, but it may be as short as 3 days or as long as 35. However, if an epidemic breaks out, don't take chances. If your child is drowsy, restless, feverish, complains of a stiff neck or muscular pains, call your doctor without delay.

When polio strikes a family, worries and financial troubles are bound to increase. Fortunately, under favorable conditions many patients can be cared for at home, and where financial help is needed, the National Foundation for Infantile Paralysis is ready to assist, in whole or in part, as long as care is needed. Today many long-term patients are being treated in respirator centers supported by the foundation's annual March of Dimes.

Milwaukee Road families may also avail themselves of two "iron lungs," one for the use of families on Lines East, and the other for Lines West patients. They were donated for this purpose by the Milwaukee Road Women's Club and the Veteran Employes' Association.

Incidentally, to forestall a threatened shortage of funds for helping polio sufferers this year, the National Foundation for Infantile Paralysis is conducting an emergency March of Dimes from Aug. 16 to 31. The special appeal stems from the fact that a large share of the money usually set aside for research and medical aid had to be used instead to finance the great multi-million dollar prevention program now under way. The nationwide goal is \$20 million, which represents the difference between the goal of January's March of Dimes and the actual receipts. This is only the second emergency appeal for funds in the 16-year history of the March of Dimes.

free booklet

P O L I O
questions
and answers



If one member of a family has polio, will all the others catch it? Is polio painful? If my child is in the hospital with polio, may I visit him? What about polio in adults?

A 15-page booklet which gives the answers to these and similar questions about polio has been made available to Milwaukee Road employes by the National Foundation for Infantile Paralysis. For your free copy write to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

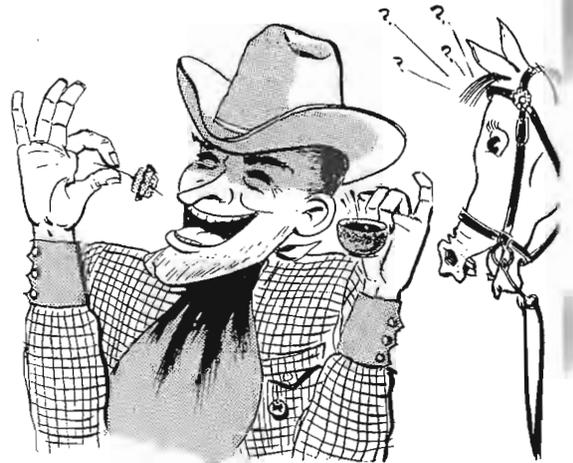


Ice cream "pop" centerpiece for a party. The sticks are pushed into a block of styrofoam.

WAY OUT WEST SPECIALTIES

THESE are the days for outdoor eating, for the grilled hamburgers, the franks and kabobs, the hearty casseroles brought from the kitchen.

Chuck wagon cookery, quick and meaty, fits well into this pattern. With sausage and canned goods as its mainstays, it's also easy on the budget, and what's even better, easy on the cook. The following recipes are fresh ideas for these simple-to-manage meals. The most elaborate requires only 20 minutes of cooking time, quantities are for 4 servings.



ICE CREAM TREATS for the Kids

THOSE ice cream treats for which children hoard their nickels and dimes—the "pops," the paper cups, the frozen sandwiches—it may sound like work, but actually, it's easy to make them at home. The magic recipe ingredient for these summertime favorites is instant pudding, the family dessert.

Ice Cream "Pops"

- 1 cup cold milk
- 1 cup light cream
- 1 pkg. instant pudding

Pour milk and cream into a deep mixing bowl. Add pudding (any flavor). Beat until smooth, about 1 minute. Pour into small paper cups (2-3 ounces). When set, about 5 minutes, put a lolly-pop stick or wooden spoon in each cup. Freeze until firm, 2-3 hours, in freezing compartment of refrigerator with control set for fast freezing. To eat, peel paper cups from pops. If cups are unwaxed, dip into bowl of warm water before unpeeling. Makes 6.

For variety, add about 1/2 cup mashed fruit to the milk. Try banana with butterscotch pudding, peach or well-drained pineapple with coconut cream. To add flavor, try 3 drops of peppermint or 1 tsp. almond extract with chocolate pudding.

Here is the quick method for old-fashioned ice cream sandwiches:

- 8 double graham crackers
- 1 1/2 cups cold milk
- 1 small can (3/4 cup) evaporated milk
- 1 pkg. instant vanilla pudding

Cut 4 graham crackers to fit in the bottom of a refrigerator tray. Cut remaining crackers same size. Pour milks into a deep mixing bowl. Add pudding and beat until well mixed, about 1 minute. Pour over graham crackers in tray, top with remaining 4 crackers. Freeze until firm in refrigerator freezing compartment with control set for fast freezing, or in freezer. To serve, cut around each sandwich and lift out with a pancake turner.—(Royal Instant Pudding recipes)

Cowboy's 7-Minute Lunch

In one half of large frying pan broil 8 slices of liver sausage, in the other fry 2 cups thinly sliced cooked potatoes. Break an egg on each slice of sausage and cover pan for a few minutes. Sprinkle with salt, celery salt, pepper and paprika. Divide into equal portions and serve with tomato and onion slices.

Cowgirl Stew

Slice 8 frankfurters and brown in frying pan with 1/2 cup chopped onion. Add 2 cups canned lima beans, kidney beans or baked beans, 1 cup canned tomatoes and 1/2 tsp. salt. If desired add 1/2 tsp. chili powder. Boil gently for 12 minutes. Serve with cole slaw.

Ranch Style Potato Soup

Cook 1 1/2 cups cubed potatoes, 1 tbsp. chopped onion and 1 tbsp. fat in 3/4 cup boiling water until potatoes are tender. Add 2 cups milk, 3/4 tsp. salt, 1/4 tsp. pepper and 1/4 tsp. paprika. Add 6 frankfurters, sliced thin. Heat to almost boiling point and serve with crackers.

Chuck Wagon Sauerkraut

Simmer 1 can of sauerkraut in large frying pan, add 1/4 lb. bologna and 1/4 lb. salami or cervelat cut into small cubes, and 1 tsp. caraway seeds. Simmer 12 minutes. Serve with dark rye bread.

Squaw's Papoose

Spread 8 thin slices of bologna with horseradish, then sprinkle each slice with 1 tbsp. grated cheese. Put 1 large spoonful cooked spaghetti on each slice, roll and skewer with toothpicks. Place rolls in frying pan, add 1/2 cup canned tomatoes and simmer 20 minutes. Serve with carrot sticks and pickle slices.

Way Out West Sandwich

1. Slice of buttered white bread. 2. Scrambled egg seasoned with chopped onion, pepper and pimento. 3. Slice of bologna. 4. Spoonful of catsup. 5. Slice of white bread. 6. Slice of ham sausage. 7. Cold or heated canned chili beans. 8. Top with slice white bread. (1 sandwich)

Bar Nothing Sandwich

1. Slice of buttered rye bread. 2. Slice of bologna. 3. Tomato slices. 4. Slice of salami. 5. Lettuce. 6. Another slice of rye bread. 7. Slice of ham sausage. 8. Cucumber slices. 9. Spoonful of mayonnaise. 10. Slice of liver sausage. 11. Thin onion slices. 12. Top with slice of rye bread. (1 sandwich)

Teach Safety through Story-Telling

THE habit of safety, deep-rooted in childhood, stands a good chance to remain throughout life.

Have you ever thought that a child may be taught the safety habit through the stories you read to him at home? In fact, says The Book House for Children, this is one of the best and easiest ways he can learn. It is done through "experience stories," short narratives of actual life experiences with illustrations. The child, listening to the story and looking at the picture, imagines himself stopping at the traffic signal or watching men work on the big derrick. The substitution of his

own name throughout the story makes it more effective.

There can be a safety lesson in every experience story. For instance, reading to a child beforehand about traffic lights prepares him for the real thing when he is out alone, and he is that much more careful to stop at the red signal.

Parents can make a safety point as part of every story, in their own words. After the countless repetitions which a child loves he will listen especially for it and remark when it is left out. By that time he has so thoroughly learned the lesson that he is not liable to forget.



LONG AND THE SHORT OF IT. Sweaters are now worn everywhere and at any time, even to evening parties. For instance, the brief jackets shown here are smart enough to cover baretop gowns, yet simple enough to wear with skirts and blouses. Both are crocheted, the bolero featuring tiny embroidered rosebuds. The long knitted jacket, on the other hand, is for casual wear with narrow skirts, shorts, pedal pushers, and even over bathing suits. The colored stripes and bib front are new. Direction-leaflets for TWO JACKETS and BULKY BOX JACKET are available free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

A Good Cup of Coffee Every time



CHANCES are that you like coffee and that you brew it every day. Then what is there to learn about something so simple? You've done it so

often, it's almost second nature.

It's because of that very fact—because we do it automatically—that some days our coffee is good and on others it's just so-so. And because there's nothing like a truly good cup of coffee, why not make good coffee every time? It's quite simple if you follow these rules:

1. Start with a clean coffee-maker. Rinse with hot water before using and wash thoroughly afterward. Rinse with hot water and dry.
2. Fresh coffee is best. Buy in the size of package which will be used within a week after opening.
3. Fresh water is important. For best results, start with freshly-drawn cold water.
4. Use the full capacity of your coffee-maker. For lesser quantities use a smaller coffee-maker. Never brew less than $\frac{3}{4}$ of the capacity.
5. Coffee should never be boiled. Boiling produces an undesirable flavor

change.

6. Serve as soon as possible after brewing. If necessary to let coffee stand before serving, place the pot in a pan of hot water or over very low heat on an asbestos pad.

Vacuum Method: Measure fresh cold water into lower bowl, place on heat. Place filter in upper bowl, add measured amount of "fine grind" or "drip grind" coffee. When water boils, reduce heat. Then insert upper bowl into lower bowl, twisting to insure a tight seal.

Let most of water rise into upper bowl, stir water and coffee thoroughly. In 1 to 3 minutes remove from heat (time depending on grind and strength desired). When brew returns to lower bowl, remove upper bowl and coffee is ready. If a cloth filter is used it should be thoroughly rinsed after each use (no soap) and kept immersed in cold water until used again.

Drip Method: Preheat pot by rinsing with hot water. Measure "drip grind" coffee into filter section. Measure fresh boiling water into upper container and cover. When dripping is completed, remove upper section. *Stir brew* to mix before serving.

Percolator Method: Measure fresh cold

water into percolator. Place on heat until water boils. Remove from heat. Measure "regular grind" coffee into basket. Insert basket into percolator, cover, return to heat, percolate slowly 6 to 8 minutes. Remove coffee basket and serve.

Selecting a Watermelon

THERE are several tests that can be used in selecting a ripe watermelon. Some are better than others. A Mississippi plant pathologist has given much of his time to the question, and has suggested four "sure fire" methods for selecting the best melons.

1. Grab the melon with both hands, command silence, and then squeeze. If you hear a crackling sound, it is ready to eat.

2. Look at the small piece of stem that remains. If it is dried up, the melon is ripe.

3. Examine the spot on the melon where it has been resting on the ground. If the spot is white, the fruit is green; if the spot is slightly yellowish, the fruit is ripe.

4. Observe the "cast," or over-all color. A green melon has a dull grayish finish. A ripe one becomes shiny.

There are also other well known methods, such as thumping for a "solid" tone. The National Association of Retail Grocers suggests scraping the outer skin of the melon with your finger nail. If it is ripe it will yield easily. Another fairly good idea is to look at the place where the stem has broken away from the melon. If it leaves an indentation or cavity, the melon is ripe; if not it is still green. Of course, there is always one old standby on which you can't miss if the dealer will permit you to do it. Plug it!
—(Enterprise magazine)

What's New in Housing

To acquaint the general public with the changes that are taking place in the design and building of today's homes, the National Association of Home Builders is currently constructing an eight-story air conditioned building in Washington, D. C. When completed in May, 1955, the National Housing Center will serve as an exhibit center for the latest developments in design, construction techniques and materials, in addition to housing a complete reference library and a research institute. The seven-floor display area will be open to the public free of charge.

W. E. Bock

WILLIAM E. BOCK, 76, retired general agent passenger department at Omaha and a well known figure in the passenger traffic business of the Middle West, died in Omaha on July 11. He had been ill for several months.

Mr. Bock was born in Council Bluffs, Ia., and started railroading with the Union Pacific in 1895, shortly after leaving high school. Hired as a stenographer, the first job he was given was on the section at Sidney, Neb. In 1897, moving to Omaha, he accepted a position as operator and stenographer in the office of the Milwaukee Road's general western agent and in 1906 was promoted to passenger agent. He was appointed general agent, passenger department in 1920 and served in that capacity until he retired on Jan. 31, 1948.

After his retirement from the railroad, Mr. Bock continued to serve as president of the Bock Travel Agency in Omaha and was still active in that business when he died. Funeral services were held in Omaha, with burial at Council Bluffs. He is survived by his wife, Irene, two sons, Albert and Louis, and several grandchildren.

E. L. Cleveland

FUNERAL services for Edgar L. (Roy) Cleveland, former superintendent of the old Northern Montana Division, were held in Tacoma on July 14. He was 73 and had been retired since 1938.

Mr. Cleveland started his service with the Road in 1900 as a fireman on the Superior Division. He moved west during the extension to the coast in 1908-1910, working first as an engineer on the Rocky Mountain Division and later advancing to traveling engineer, trainmaster, assistant superintendent and division superintendent. During his 38 years with the Road he was employed on the Superior, Trans-Missouri, Northern Montana, Rocky Mountain, Missoula and Coast Divisions, and had the distinction of being the engineer on the first train moved by electric power on the Milwaukee in 1915.

Mr. Cleveland is survived by his wife Elizabeth; three sons, Carl M. and Robert E. of Seattle and A. E. of Tacoma; five grandchildren; one great-grandchild; and a sister, Mrs. J. W. Waldron of Crivitz, Wis.

The use of traveling is to regulate imagination by reality, and instead of thinking how things may be, to see them as they are.

—Johnson

Cruiser Hiawatha Launched at Dells



THE SYMBOLIC figure of Hiawatha, famed standard of the Milwaukee Road's streamlined trains, was employed recently to launch a new concept of ease in motion, as it figured in the christening of a new river cruiser at the Wisconsin Dells.

The cruiser was launched with a bottle of water from Minnesota, thus symbolizing the mingling of waters in Hiawatha's legendary hunting ground. A Milwaukee Road train carried the bottle of water to the Dells, where Milwaukee Road personnel handed it to Chief Yellow Thunder II of the Winnebago tribe. The picture above shows Engineer Art Laphan and Fireman Art Hillebrandt, both

of La Crosse, Wis., presenting the water and the Milwaukee emblem to the Winnebago chieftain.

The other picture was taken at the moment when Minnesota's "sky blue waters" were about to mingle with the crystal waters of the Wisconsin River. A Winnebago miss, Sarah Lonetree, is shown ready to swing the bottle against the prow of the new excursion boat. Looking on are J. B. Olson, the boat's owner, and his daughters Sally and Jill. As a concluding rite, the emblem held by Mr. Olson was mounted on the cabin, matching the position of the emblems on the Milwaukee's coaches.



r e t i r e m e n t s

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

HILL, RICHARD
WaiterChicago, Ill.
McMILLAN, LEON G.
WaiterChicago, Ill.
RANGE, PAYTON E.
PorterChicago, Ill.

CHICAGO TERMINALS

BARTA, LADDIE J.
StevadoreChicago, Ill.
CZAJKOWSKI, LEON J.
CallerChicago, Ill.
GESKE, HENRY P.
PipefitterChicago, Ill.
McCANN, DANIEL A.
ClerkChicago, Ill.
MELLAS, NICK
Frt. HandlerChicago, Ill.
PERMANIAN, GARABED
Carman HelperBensenville, Ill.
PIETRON, STANLEY
CarmanGalewood, Ill.
STELMACH, JOSEPH J.
CarmanGalewood, Ill.
STODDARD, GEORGE E.
SwitchmanBensenville, Ill.
TROKA, MIKE
CarmanGalewood, Ill.

COAST DIVISION

GODDARD, CHARLES E.
MachinistTacoma, Wash.
LEE, ALBERT M.
Ex. Gang LaborerTacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

AHRENS, FRANK
ConductorChicago, Ill.

GAVIN, BENEDICT L.
Sec. LaborerHarpers Ferry, Iowa
HILL, HAROLD K.
Roundhouse ForemanOttumwa, Iowa

HASTINGS & DAKOTA DIVISION

GROSS, MATTHEW F.
Loco. EngineerMinneapolis, Minn.
MUNDY, PATRICK J.
Spl. OfficerAberdeen, S.D.
SAUERWINE, FRED H.
Station HelperAndover, S.D.
STANTON, FRANK B.
AgentBuffalo Lake, Minn.
WEISBECK, PETER
Blacksmith HelperAberdeen, S.D.

IDAHO DIVISION

ZELLNER, PETER P.
Ex. Gang LaborerBovill, Idaho

IOWA DIVISION

BATES, MERTON A.
CustodianSpragueville, Iowa
CAPRON, BERT E.
Train DirectorManilla, Iowa
MAYNARD, RAYMOND
Loco. EngineerSavanna, Ill.
MILLER, CLINTON E.
OperatorPerry, Iowa
PETTY, MERLIN R.
ConductorDes Moines, Iowa

IOWA & DAKOTA DIVISION

CROAT, CHARLES H.
AgentHull, Iowa
GUSTAFSON, VERNER
Loco. EngineerMarquette, Iowa
LAMBERT, GEORGE M.
Agent-Oper.Luana, Iowa
MURPHY, JERRY M.
RoadmasterSioux City, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

ELEFSON, INGEBERT
MachinistAustin, Minn.

LA CROSSE & RIVER DIVISION

FROLUND, JENS
Sec. LaborerLaCrosse, Wis.
LINDELOF, TURE G.
Ex. Gang LaborerWatertown, Wis.
SHERIDAN, GEORGE C.
StorekeeperLaCrosse, Wis.
SOMMERVILLE, EARL J.
Sec. LaborerNecedah, Wis.
WALKER, EBEN P.
Bridge TenderRead's Landing, Minn.

MADISON DIVISION

JONES, MARK
Sec. LaborerFreeport, Ill.

MILWAUKEE DIVISION

CAMPBELL, PATRICK H.
Loco. EngineerMilwaukee, Wis.
HELTON, ROBERT A.
TelegrapherSturtevant, Wis.
KRAUSE, JOHN W.
ConductorGreen Bay, Wis.
STIEN, EDWARD P.
BrakemanMilwaukee, Wis.

MILWAUKEE TERMINALS & SHOPS

BOETTCHER, ALFRED H.
Air Brake ForemanMilwaukee, Wis.
CARR, FRANK B.
Loco. EngineerMilwaukee, Wis.
DZIEDZIC, FRANK J.
StorehelperMilwaukee, Wis.
FEIN, RUDY F.
SwitchmanMilwaukee, Wis.
MOCH, PETER J.
CarmanMilwaukee, Wis.
MOORE, EARL J.
Chief ClerkMilwaukee, Wis.
NIHORIS, PAUL
Sec. LaborerMilwaukee, Wis.
PIEK, WILLIAM P.
BoilermakerMilwaukee, Wis.

OFF LINE AND MISCELLANEOUS

THOMAS, GEORGE C.
T.F. & P. AgentPortland, Ore.

TERRE HAUTE DIVISION

COLWELL, TIMOTHY I.
ClerkTerre Haute, Ind.

TRANS-MISSOURI DIVISION

ALTHAUS, ARTHUR J.
MachinistMiles City, Mont.
APPLETON, GEORGE F.
ConductorMiles City, Mont.
NELSON, JOSEPH E.
Equip. MaintainerRoundup, Mont.
VAMMER, JOE
B&B CarpenterMobridge, S.D.

TWIN CITY TERMINALS

CORGARD, VICTOR C.
LaborerMinneapolis, Minn.
TETNOWSKI, JACOB
LaborerMinneapolis, Minn.

The Milwaukee Road Magazine



Milwaukee Road Emblems For the Children

Since announcing last month that the emblem of The Milwaukee Road is among those of 28 railroads currently featured as a premium in Post's Sugar Crisp cereal, the railroad has purchased a supply of the metal Milwaukee emblems and is offering them free to children of employes. Solid metal and in full color, the emblems measure approximately 2½x3¾ inches. As long as the supply lasts, emblems will be sent to each employe addressing a request to The Milwaukee Road Magazine, Room 356 Union Station, Chicago.

hi!

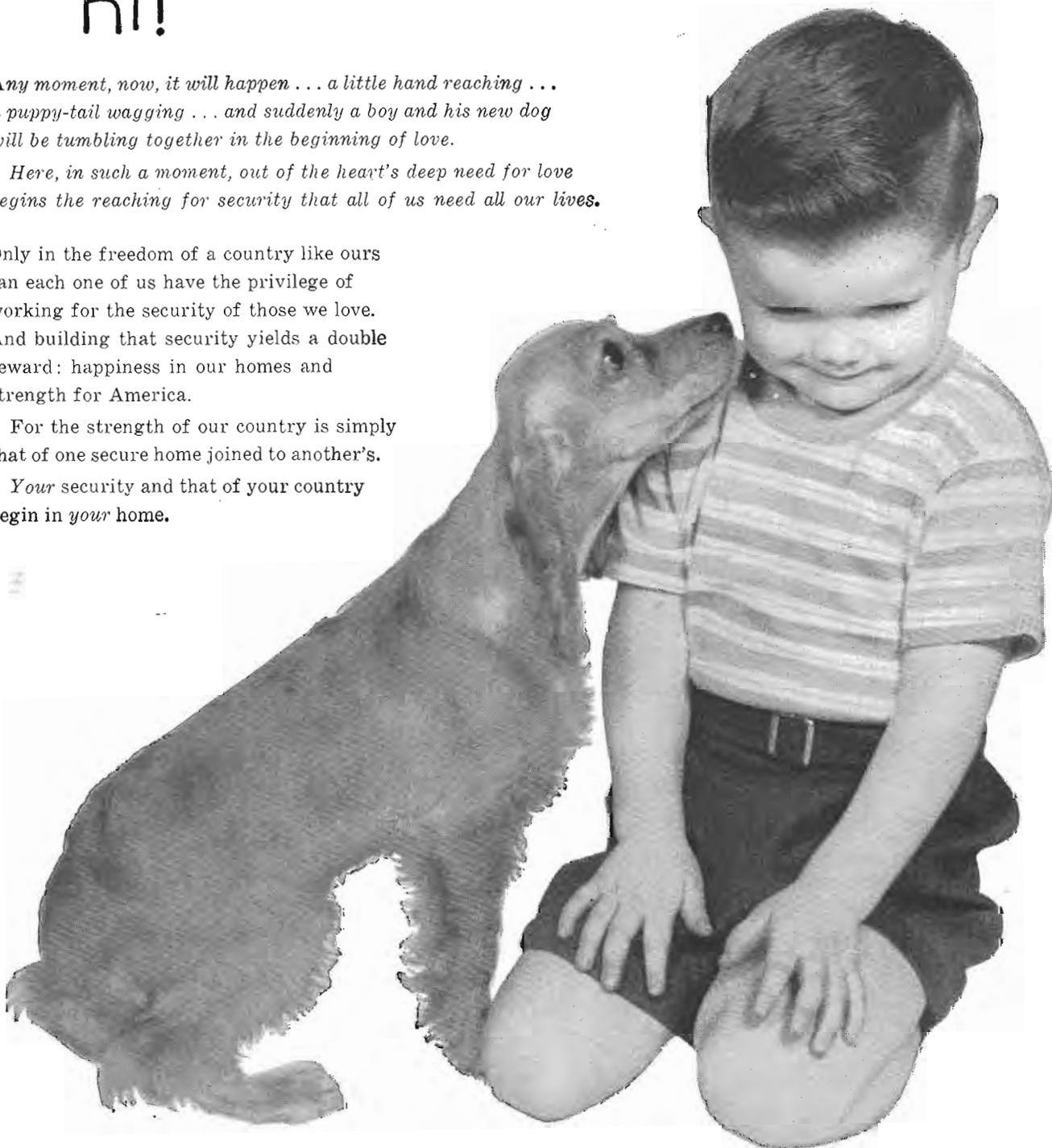
Any moment, now, it will happen . . . a little hand reaching . . . a puppy-tail wagging . . . and suddenly a boy and his new dog will be tumbling together in the beginning of love.

Here, in such a moment, out of the heart's deep need for love begins the reaching for security that all of us need all our lives.

Only in the freedom of a country like ours can each one of us have the privilege of working for the security of those we love. And building that security yields a double reward: happiness in our homes and strength for America.

For the strength of our country is simply that of one secure home joined to another's.

Your security and that of your country begin in your home.



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.

The U.S. Government does not pay for this advertisement. It is donated by this publication in cooperation with the Advertising Council and the Magazine Publishers of America.



Special Invitation

to the members of the Veteran Employees' Association to attend the 21st Reunion at Milwaukee, Wis. . . . September 1 and 2

It is very important that your reservations be made as quickly as possible, so that the committee may arrange for the dinner and entertainment. I hope all of the veterans who possibly can attend this reunion will do so, as it is one way the retired veterans, as well as those who are presently employed, can renew acquaintances and make new ones.

One of the highlights of the affair will be a trip to and from Wisconsin Dells, with a boat trip and lunch while there.

In the event you failed to receive an announcement and reservation blank, you may use the form printed below. Send your reservation blank in early. If you live in Milwaukee and will not need a hotel reservation, it will be necessary for you to fill in the number of banquet tickets required and return questionnaire promptly in order that adequate provisions may be made for all.

Larry J. Benson
President



The three faithfuls of the Vets will be on hand once more to make the reunion authentic—J. T. Gillick, who has retired as president of the association, but who plans to attend; Miss Florence M. Walsh, busy secretary and treasurer; and L. J. Benson, who has retired from the railroad but is active as president of the association.



Remember the fun you had in 1952 . . . batting the breeze in the Switch Shanty and looking over Air Line yard from the special train fixed up for your benefit? It'll be every bit as much fun this year, and maybe more!



FLORENCE M. WALSH, Secretary and Treasurer
Veteran Employees' Association
Chicago, Milwaukee, St. Paul & Pacific R.R. Co.
862 Union Depot
Chicago 6, Illinois

RESERVATION BLANK

Insert here your
1954 Membership
Card No.

Enclosed is check in the amount of \$ for Banquet Tickets at \$3.50 each.
[Please remit by check or Money Order—Do not send currency.] Mail tickets to:

NAME ADDRESS
CITY Zone STATE

TRANSPORTATION DATA:

(I) (We) plan to leave on train at M. on
(Day) (Date) (Station) (Number) (Time)
. 1954, and arrive at Milwaukee on Train
(Date) (Date) (Number)
at M. 1954. Will depart on Train
(Time) (Date) (Number) (Day)
. 1954 for
(Date) (Destination) (Pullman) or (Coach)

ROOM RESERVATION AT HOTEL SCHROEDER as follows: Indicate Price:

With Bath—Single for One Person	\$5.00, \$5.50, \$6.00, \$7.00, \$8.00
With Bath—Double for Two Persons	\$7.50, \$8.00, \$9.00, \$10.00
With Bath—Room for Three Persons	\$3.50 Each
With Bath—Room for Four Persons	\$3.00 Each
With Bath—Twin Beds for Two Persons	\$9.00, \$10.00, \$12.00
With Bath—Double for Two Persons	\$7.50, \$8.00, \$9.00, \$10.00
Suite consisting of Parlor and One Bedroom	Single \$22.00 and up; Double \$25.00 and up
Suite consisting of Parlor and Two Bedrooms	\$35.00 per day

about people of the railroad

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Engineer Fred O. Putnam retired recently after 56 years of railroading with the Milwaukee. He started at Marion, Ia., as a coal shoveler on a hungry locomotive and five years later was promoted to engineer, since when he has piloted all types of power, coming West with the Road in 1909.



F. O. Putnam

He says, "Some of the old timers think there was nothing like those old fire-eaters, but don't let 'em kid you. These new diesels ride and handle better." "Put" should know, having spent the last six years running passenger between Spokane and Avery. Prior to his passenger service he worked out of Malden on freight and from 1918 to 1922 served as traveling engineer. He boasts a record of never having had a personal injury. At the age of 77 he is looking forward to some mighty fine fishing along the banks of the St. Joe River near Avery where he has a cabin. Mrs. Putnam prefers to remain in their Spokane home at 1610 Southeast Boulevard which they recently purchased.

Three golfing railroaders—A. Carufel, Bill Keenan and E. M. Hoyt—together with a friend, Van Flynn, made up a foursome July 5 at Indian Canyon. It was one of those lucky days for Hoyt, who scored an ace on No. 11, his first in some 20-odd years. The ironical feature was that at the driving range a hole-in-one contest was in progress, with \$100 worth of merchandise for the winner. Well, we can't have everything. Mr. Hoyt is assistant office engineer in the division engineer's office.

The annual picnic of Malden Chapter of the Women's Club was held Aug. 3 at Oakesdale. Spokane Chapter elected to skip its outing this year.

Agent Blond of Malden, who has been ill for some time, has entered the Deaconess Hospital.

J. R. Reagen, recently retired DF&PA, passed away July 10 in a Spokane hospital. He had been in poor health for several months.

Superintendent S. E. Herzog visited recently with his son Allen and family in Tacoma to get acquainted with a new baby girl.

S/Sgt. and Mrs. (Roma) James Berry are the parents of a baby boy. Mr. Berry is stationed at Fairchild Air Force base and Roma is on leave from the clerk's board, having worked during vacations at the freight office in Spokane.

Hey, kids, get your railroad emblems in every box of Sugar Crisps. That's what the

ad said, so I looked on the grocer's shelves and, sure enough, there was the product. And I thought I was very lucky—my first emblem was none other than our own—The Milwaukee Road.

W. A. Snure, retired employe, dropped in for a visit recently and told me that his son Bob has been released from an Army hospital and is now at home.

Jim Donahue, janitor-messenger at the Spokane freight house, was called back recently to Worcester, Mass., due to his uncle's death. During his absence, Hugh McTighe is working the job.

George M. Durkee, acting chief operator at Plummer Junction, Idaho, was called to Glasgow, Mont., recently to attend the funeral of his mother who passed away suddenly after a short illness at the age of 88. She was the widow of James B. Durkee, a veteran Great Northern telegraph operator and agent who began his railroad service many years ago on the Milwaukee in Wisconsin, at Portage and DeForest.

Two new employes have been hired as telegraphers, L. L. Murphy at Worley and S. J. Marshall, agent at Clarkia, Idaho, a station reopened for the logging season.

Brakeman Norman A. Robertson has returned to work at Malden after serving with the armed forces in Korea.

Rocky Mountain Division

EAST END

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

Brakeman Robert Haycraft, with Mrs. Haycraft and daughter, has moved to Three Forks from Butte, where he held a job as switchman. They intend to make their home in Three Forks.

Engineer Roy Wade left recently for Seattle to get medical attention.

Operator and Mrs. R. L. Short and daughter have returned from an extended vacation in Minnesota and nearby states. Fireman and Mrs. Russell and family spent their vacation seeing Canada, Glacier Park and points of scenic interest.

Mrs. Warren Dixon, wife of conductor, was appointed a delegate to the Ladies Auxiliary of the Brotherhood of Railway Trainmen at Columbus, Ohio.

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Carman S. W. Finkbinder and Mrs. Finkbinder spent their recent vacation in Boston, visiting their daughter.

Correction: The child born to Mr. and Mrs. Wallace Graham was a girl—not a boy, as reported last month.

The North Montana is now equipped with diesel power. We have five of the 2200 class diesels, and they are doing a good job. It

makes some of us old timers lonesome for the puffing of the old steamers; hard to get used to not hearing them coming several miles out.

Gene Allan Spatafore, three-year-old son of Roadmaster Tony Spatafore of Harlowtown, caught the biggest ruff fish in the recent fishing contest at Lewistown.

Chief Dispatcher A. W. "Wick" Wickersham's junior baseball players took first place in the city league. Wick seemed to have missed his calling—he should have been a coach. He also took first place in the junior basketball league last winter. Conductor L. A. Gamell's junior baseball players were going great guns until Louie took his vacation, and when he came back his team had lost three in a row.

Our sympathy to Agent Vern Tronnas of Great Falls whose father passed away suddenly while vacationing in Montana.

It looks like Montana is going to have a bumper grain crop this year. All the crops are in wonderful shape, and I've heard it's the best looking crop we have had in years. Our harvest should get in full swing about Aug. 15.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Sympathy is extended to the W. E. Cartwright family on the death of Deborah K., age 16 months, who died at Renton July 12. Mrs. Elizabeth Cartwright of Spokane is the paternal grandmother and the maternal grandparents are Mr. and Mrs. Domenic Caniparoll of Renton. Funeral services were held at St.



"WINGS OF GOLD" of a Naval aviator have been awarded to Marine 1st Lt. William A. Fairhurst, son of Conductor T. A. Fairhurst of Three Forks, Mont. Shown with him is Navy Capt. T. B. Clark, acting chief of Naval air advanced training at Corpus Christi, Tex. The presentation of the diploma climaxed 20 months of pilot training. (U. S. Navy photo)

Anthony's Church in Renton.

George W. Knowles, assistant chief clerk, general manager's office, and Mrs. Knowles spent two weeks at Table Rock State Park, S. C., in the Smoky Mountains with their son George and family of Columbia, S. C., and daughter Laverne and family from Minneapolis.

W. A. Fogelstadt, car distributor in office of superintendent of transportation, with Mrs. Fogelstadt and daughters Julia, Helen and Gail, spent an interesting vacation at Glimps Lake, B. C., and Lake Allison in the Kamloops region during July. Bill reports that



PORTLAND RETIREMENT. The retirement of G. C. Thomas, traveling freight agent with headquarters at Portland, Ore., on July 1 was the occasion for a get-together of 75 railroad and business associates at the Mallory Hotel in Portland. Mr. Thomas is shown here (center) with P. H. Draver, vice president-traffic, Chicago (right) and Paul Wilson, western traffic manager, Seattle. As a token of their regard, the group presented him with a table saw, drill press and other workshop equipment.



DOUBLE CELEBRATION. Mr. and Mrs. Nick Urmanski, who have made their home in Covina, Calif., since Mr. Urmanski retired as a chauffeur at the shops in Milwaukee, celebrated their golden wedding anniversary last month, first with the neighbors in their new community and then with their family "back home". They are shown here at the latter celebration, a reception in Falcon Hall. The Urmanskis have four children, 10 grandchildren and five great-grandchildren.

fishing was excellent and he caught the limit.

Mrs. Mabel Hansen, steno in the office of assistant to general manager, has resigned due to Mr. Hansen's headquarters being changed from Seattle to Tacoma. Mrs. Trudy McCullough has replaced Mabel.

Miss Mabel Goldie, steno in the law department, is enjoying a vacation at this writing, the first week at Deer Lodge, Mont., visiting her parents and the remainder divided between San Francisco and Los Angeles. Mrs. Lea Oren is filling in during her absence.

Clark Jones, division clerk in the traffic department, returned July 26 from a two-week vacation spent at Los Alamitos Naval Air Station near San Diego, training in radar, electronics and ground control spotting. Clark holds the commission of ensign in the Naval Air Force.

Ted Herman, investigator in the freight claim department, returned July 26 from a vacation spent in Reno, Nev., Lake Tahoe and San Francisco. Jo Ann Ray spent her vacation in San Francisco, visiting her dad.

Jonathan E. "Ted" Cooke, manager of the reservation bureau, is the proud father of a baby girl named Victoria Ann, born July 25. This is the first little Cooke.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Trainmaster Bill Bannon reports the arrival of a son, John, on July 14. There was also an increase in the family of Agent C. J. Hone-man at Round Lake recently.

M. A. Grenning of Rondout had to make an unexpected trip to California recently, due to illness in the family.

Division Engineer H. C. Minter, P. J. Tarnowski, engineer in the Milwaukee engineering department, and Gahlen J. Bales, operator at Rondout, attended the summer encampment of the 757th Transportation Railway Shop Battalion, in connection with the 702nd Transportation Group, at Ft. Eustis, Va. Respectively, they hold the rank of lieutenant colonel, second lieutenant and sergeant. Engineer Russell Cheney, a lieutenant colonel in the Corps of Engineers, trained at Camp McCoy in the command and general staff school.

THIRD DISTRICT

Agent L. M. Johnson of Horicon is ill at this writing. Because R. H. Porten, Sr., the regular operator, is on vacation, R. H. Porten, Jr., was called in from Iron Ridge to act as agent and J. H. Bergstrom of Slinger went to Iron Ridge. We wish Len a speedy recovery, and in the meantime a card will cheer him at his home in Hustisford, Wis.

There is a new son since July 11 at the home of Conductor Orville Kiesow in Horicon, which makes three boys—Johnny, Jimmie and Jerry.

James Moñogue, retired Old Line conductor, is an avid TV fan, as testified to by the fact that he was seen rushing home from his grand-daughter's graduation before 9:00 P.M. Upon being questioned as to whether the exercises were over, he answered, "No, but the fights are starting."

SECOND DISTRICT

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

E. S. Reeves, signal maintainer at Green Bay, went to Mobridge, S. D., to attend the funeral of his father-in-law, R. A. Radtke, who was a retired B&B man.

John Olson, retired engineer who was making his home in California, passed away recently of a heart attack. Sympathy is extended to his family.

Nels Strem, retired blacksmith, passed away also after a short illness.

Please remember that we would appreciate hearing of news for the Magazine.

Chicago Terminals

UNION STREET

Florence LaMonica, Correspondent

Otto Stainer, retired, is confined to Bethany Hospital at this writing, due to a heart attack. Address cheer cards to 612 S. Taylor Avenue, Oak Park, Ill.

Glad to see Frank Houston back to work after his recovery from an automobile accident in Florida last winter.

Silas Thomas, foreman at house No. 3, passed away suddenly on July 17.

Nick LaRocco, father of August LaRocco, forklift operator at house 3, passed away and was laid to rest July 30.

Bill Kirscher is back on the job after doing his yearly stint with the Illinois National Guard at Camp McCoy, Wis.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

As noted elsewhere in the Magazine, Edgar LeRoy (Roy) Cleveland, former superintendent of the Coast Division, age 73, died at his home in Tacoma July 11. He had been employed by the Road for 38 years when he retired in 1938.

Sympathy is extended to District Storekeeper H. Unmacht whose wife Nella passed away July 16 after a long illness.

A fine program took place at the Tacoma Lions Club July 15 when Agent O. R. Pöwels, chairman of the club, with the aid of District Safety Engineer L. W. Dietrich, secured equipment for the presentation of a sound film produced by the Association of American Railroads, "The Railroad Story of Accomplishment". The film carried the audience across the entire United States, showing the country's economic activity. It also emphasized the importance of keeping our railroads strong and progressive.

Ticket and Baggage Clerk Lysle Smith and wife vacationed recently in San Francisco.

Every community should have a cornerstone laying ceremony every month or so to get the public's mind off trivial worries of the present. Cornerstone layings just naturally cause the individual to dream big dreams about the future with just a fleeting thought about the past.—Charles City, Ia. Press

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Dick Hoerl, son of Assistant Agent Edward Hoerl, literally brought home the bacon when he returned from summer camp at Villa Jerome on Friess Lake. Dick acquired the highest number of points in sports competition and thus earned the trophy.

Miss Emma Steiner, *over and short* department, attended the engagement dinner given by Dr. and Mrs. Joseph Shaiken, Roosevelt Drive, for their daughter Myra to Maurice M. Steiner, her nephew.

Lowell Wait, night expense clerk, has been pinch hitting in the carload billing department as a vacation relief clerk. Gerry Hofke is new in the LCL billing department.

Ralph Richter, son of George Richter, claim department, is home on leave from Fort Bragg, N.C., at this writing. Following his return to his new post at Camp Kilmer, N.J., he will be bound for Germany.

Frank Schlosser, inbound rate department, was presented with a Silver Pass, marking his 45 years of service with the Road.

Mary Swieczak, yard clerk at Muskego yard, returned to work Aug. 2 following a leave of absence during which she became the mother of a baby girl. Mike Swieczak is the proud father.

Arlene Schmidt, daughter of Charles Schmidt, check clerk at house 7, was married recently at St. Paul's Evangelical Lutheran Church in the town of Franklin to Richard D. Zimmerman.

Trans-Missouri Division

WEST

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

The Milwaukee Road received considerable publicity recently when the Miles City Daily Star featured a four-page insert of pictures and text concerning the 1953-54 consolidation of our facilities at Miles City. The pictures were furnished by Vern Pyle of the division engineer's office.

Colleen Pickard became the bride of Craig "Scotty" Mackenzie July 10 in the First Presbyterian Church of Miles City. They will make their home in Miles City where Scotty is employed in the car department.

Notice—Milwaukee-Puget Sound Pioneers

The annual get-together of the Milwaukee-Puget Sound Pioneer Club will be held Saturday, Sept. 11 in Tacoma, Wash. A business meeting will be held at 2 P.M. in the Tacoma Hotel, and a dinner for members and their families and friends at the Roses Inn on the Tacoma-Seattle highway at 6:30. Reservations may be arranged with R. R. Gardner, 11 North Tacoma Avenue, phone Broadway 0257; \$2 per person.



DOTS AND DASHES OUTING. A four-car special which left Chicago early on the morning of June 26 took approximately 225 family members of the Railroad Agents and Station Employees' Association on their third annual excursion to Elkhart Lake, Wis. There, at Sharpe's Resort, they made a day of it, starting with a bratwurst roast (courtesy of the URT Co.) and following up with baseball, bingo and anyone's choice of recreational sports, together with a banquet and dancing in the evening. A cooperative affair, it was arranged by a committee under M. A. Grenning, agent at Rondout and general chairman of the association, with the railroad furnishing the round-trip special and train crews donating their services. The group above, typical of many which boarded the train at stops on the route, consists of Mrs. James Kiltie, wife of La Crosse & River engineer (left), and Betty Schwantes, telephone operator at Milwaukee with her son Eugene.

Announcement of the engagement of Betty Carter and Gene O'Brien, son of Mr. and Mrs. D. C. O'Brien, has been made. They have tentatively set the wedding date for the first week in September.

Buildings can change their appearance as well as chameleons, or at least it can be done for them. What was a few months ago a surplus storage building near the Miles City oil house has now been moved to land provided by the fair board west of town. Much labor and effort has transformed it into a theater for the Miles City Barn Players who have already produced several plays of their summer program there. Original portion of the building was two old Milwaukee car-bodies.

Ray Dorland, 70, retired switchman, passed away at his home in Whitefish July 16. He was born in West Union, Ia., July 10, 1884. Mr. Dorland was employed as yard conductor at Miles City from shortly after the railroad was built until his retirement in 1949. He is survived by his widow, a stepson, a brother, a sister and three grandchildren. Graveside services were held at Miles City and interment was in the family plot in Custer County cemetery with Swan Nelson, F. D. Tuffley, B. A. Hill, J. H. Bennett, Harry Wood and J. A. McElroy as pallbearers.

D & I Division

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

Lou Ann Rabun, daughter of Master Mechanic L. H. Rabun of Miles City, but formerly of Savanna, received her bachelor of arts degree at Rosary College, River Forrest, Ill., on June 7. Lou Ann will teach English and speech at Nazareth Academy in LaGrange, Ill., next fall. Present at the exercises were

Assistant Roundhouse Foreman and Mrs. A. J. Lahey, and Electrician and Mrs. James Rabun of Savanna, and Mr. and Mrs. L. H. Rabun.

Arland L. Kurth, youngest son of Switch-tender Earl Kurth, Savanna, was awarded a diploma for successfully completing the 78-week residential training program in television, radio communication, from DeVrey Technical Institute, Chicago. Arland will be married Aug. 15 to Miss Helen Hillemann, daughter of the Rev. and Mrs. R. C. Hillemann of Savanna.

Miss Ruth Cush, daughter of Yardmaster A. J. Cush, Savanna, became the bride of Lloyd Brown of Chadwick, Ill., in St. Peter's Lutheran Church July 18. A reception followed in the church fellowship room attended by 200 guests. After a wedding trip to northern points, their home will be in Chadwick.

Miss Patricia Manson, daughter of Yardmaster G. J. Manson, Davenport, became the bride of Barry Francis Foley July 27 in St. Paul the Apostle Church, Davenport. A breakfast for the bridal party and families was held at Hartman's restaurant, with a reception later for 250 guests.

Iowa Division Engineer and Mrs. George Becker of Savanna were in Rochester during July, where Mrs. Becker underwent surgery at the Methodist Hospital.

Switchman and Mrs. Duane Orr welcomed their second son, Steven Lee, on July 13—grandfather, Yardmaster F. L. Orr, Savanna . . . Iowa Division Engineer and Mrs. A. W. Mangler of Savanna welcomed a new daughter at Mercy Hospital, Clinton, Ia., on July 22.

Conductor and Mrs. B. W. Schmidt and son spent their vacation touring California and Colorado points of interest.

Fred A. Schneck, First District conductor, Savanna, passed away in the city hospital July 9 following a heart attack. Fred started his railroad service as a laborer in 1916, trans-

ferred to clerical work for a time, and entered service as a brakeman in July, 1920. He was promoted to conductor in October, 1929 and was working as a freight conductor until he became ill on June 26. Surviving are his widow, two daughters, one son, three sisters and one brother, Philip of Bensenville. Another brother, Gustav, passed away July 10 after arriving at his home in Ajo, Ariz., following a visit with Fred in Savanna.

Attending funeral services for Mrs. Herbert Unmacht at Dubuque on July 20 were, from

Savanna, Division Storekeeper and Mrs. France Wood, Traveling Engineer C. Sodergren and Safety Engineer J. A. Ogden; from Council Bluffs, Car Foreman and Mrs. Paul Salzer. Mrs. Unmacht, formerly of Dubuque, passed away July 16 at Tacoma, Wash. Surviving are her husband and three sons.

E. E. Klitz, checker at the Elgin freight house, passed away suddenly July 24 following a heart seizure. Mr. Klitz started railroading as a baggageman at Elgin in October, 1937.

Iowa Division Conductor Walter F. Maher of Marion, baggageman on Nos. 107-108 for many years, passed away recently in Omaha after a brief illness. Surviving are his widow, son, two daughters, three stepdaughters, his mother, three brothers and two sisters—one sister is the wife of Iowa Division Conductor Ellithorpe of Savanna and the other the wife of First District Conductor J. Stanley Darr, Dundee, Ill.



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Beloit, Wisconsin

Terre Haute Division

HULMAN STREET YARD

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

Retired Engineer and Mrs. LeRoy Reimer observed their 50th wedding anniversary at their home here on July 1. The Terre Haute Tribune carried a photograph and announcement of the event.

Retired Conductor William A. Carmichael of St. Bernice, 76, died at the Indianapolis Veterans Hospital July 14. He was a veteran of the Spanish-American War, a member of the Baptist Church and the Masonic lodge. He is survived by Mrs. Carmichael, a daughter and four sons.

Mrs. Bernard LeBow, wife of roundhouse foreman, died at Union Hospital here July 12. She had been ill for several weeks. Surviving are her husband, a son, Richard, a daughter, Dianne, and four sisters. She was a member of the Christian Church and the Order of the Eastern Star. Funeral services were held here with burial at St. Joseph, Mo.

Brakeman Louis "Lum" Cooper, who has been taking a course in diesel engineering at Milwaukee, returned to his old home here last month and took a braking job on No. 82, Terre Haute to Bedford.

Conductor and Mrs. Walter Powers recently visited their son who is in the Army at Ft. Sill, Okla.

Engineer W. J. Scott was in a Chicago Heights hospital for surgery in July.

Conductor William Hatcher is assistant superintendent of the pony department for the 1954 Vigo County fair. Bill owns some prize-winning Shetlands.

We report with regret that T. I. Colwell, clerk in the superintendent's office, has retired. Tim had 39 years of service to his credit and was our division editor for the Magazine, a position he filled with distinction. This reporter enjoyed working with Tim and we hope he and Mrs. Colwell will have many years of happy leisure.

Conductor and Mrs. M. F. Ernhart made their annual pilgrimage through the West and Southwest, including a visit in Texas which is now the home of Retired Conductors Clay Spaulding and Claude Armstrong.

This area has been having the worst drought in history and many towns and cities are short of water. Here in beautiful Terre Haute, "on the banks of the Wabash," with a population of over 70,000 there is no indication of a water shortage—for which we are very thankful.

Milwaukee Shops

LOCOMOTIVE DEPARTMENT

Raymond Skiba, Correspondent

Congratulations are extended to the following new grandfathers: William J. Geil, clerk in the SMP office, announced the arrival of Paulette Dianne on July 7—she is the daughter of William, Jr., of Dayton, Ohio. District Master Mechanic A. M. Hagen welcomed his first grand-daughter, Patricia Mae, on July 9—her parents are Robert and June Liebeck. Bob is a welder in the car department and June was a former steno-clerk in the SMP office.

On July 12 Maryann Callan, daughter of Louis Bednar, clerk in the SMP office, gave birth to a son, Joel Edward. His aunt is Rita Bednar of the test department.

Recent visitors to the office included E. H. Heidel, retired general boiler inspector, who was here from Clearwater, Fla. We were also glad to see Dorothy (Pettel) Kenngett, former steno-clerk in the SMP office, who introduced us to her 11-month-old daughter, Louise Marie.

I recently had occasion to visit Peter Butze, retired boilermaker, at his gentleman's farm in Waukesha County. After a brief illness he is looking hale and hearty again, spending most of the time in his garden.

After completing his basic training at Ft. Leonard Wood, Mo., Machinist Frederick A. Gutowsky was transferred to the Army Ordnance Division at Aberdeen, Md. He spent some time with his family in Milwaukee before leaving for his new assignment.

Mr. and Mrs. Norbert T. Kiemen announced the birth of a son, Robert Michael, on July 28. Mr. Kiemen is secretary to the superintendent of motive power.

The number of middle-bracket families with \$4,000 to \$7,500 income a year has more than tripled in our country since 1929, increasing from 5,400,000 families to more than 18,000,000 today.

The Milwaukee Road Magazine

OPERATING 161
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TRAILERS

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and
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POOL CAR
DISTRIBUTORS

ESTABLISHED 1880

P. D. Carroll Trucking Co.

CHICAGO, ILLINOIS



AFTER 60 YEARS. G. M. Lambert, agent at Luana, retired recently with almost 60 years of service, of which 56 were spent at Luana, and the even more commendable record of never having been off the job because of illness or injury. Railroadng runs in the Lambert family. One of Mr. Lambert's two sons, Kenneth, is an agent at Mt. Vernon, S. D., and one of his grandsons is an extra operator. (Postville, Ia., Herald photo)

STORE DEPARTMENT

Virginia Schori, Correspondent

Scott Carver made his appearance on July 26 at St. Joseph's Hospital. Papa Bob is a storehelper and Mom is a former typist in the general storekeeper's office.

The William J. Kutters celebrated their 25th wedding anniversary on June 25 with a reception held at Ivanhoe Temple. Attending were their "three J's"—Joan, Janet and Judy. Members of the general office presented Bill, a traveling storekeeper, and his wife with a miniature train filled with 25 silver dollars.

On July 24 Payroll Clerk Arthur Metzzen claimed his childhood sweetheart, Mrs. Bertha Carey of Fond du Lac, as his wife in a quiet ceremony at Bethel Evangelical and Reformed Church in Milwaukee. The Metzzen spent their honeymoon at Niagara Falls.

One hundred members of the stores division were among the record crowd of over 45,000 who rocked the stands at Milwaukee County Stadium the night of July 23 when the Braves scalped the Giants 3 to 2 in a real "thriller".

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Ray J. Duman, Correspondent

Sympathy is extended to the family of George F. Fiebrink, who passed away recently. Mr. Fiebrink served his woodworking apprenticeship with the Kiel Furniture Co. before becoming foreman of our woodmill. He later went into business for himself.

Sympathy is extended to the family of Peter Blazey, who passed away in June. He had 12 years of service with the Road.

Henry Neiver, woodmill foreman, retired recently. Mr. Neiver had a service date of April 5, 1911, and a foreman's date of May

1, 1925. He was presented with a watch by the foremen's organization.

Alfred Boettcher, assistant airbrake foreman, retired June 30. He had a service date of Sept. 23, 1918, and a foreman's date of July 1, 1946. He was presented with an easy chair by the foremen's organization and the men he supervised.

I & D Division

EAST END

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

G. C. Stanz has been assigned to the position of agent at Luana, succeeding G. M. Lambert, retired.

Sophie McKillip, stenographer in the C.F. & P.A. office at Mason City, is vacationing in Denver at this writing.

Mrs. Roy Lang, widow of the conductor, attended the national convention of the BRT and Auxiliary at Cleveland in July.

Roadmaster P. M. Loftus planned to get his home painted during his vacation but in trying to sandwich the job between trips to Chicago and Yankton, most of the job remains to be done.

Twin City Terminals

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent
c/o General Agent

New York and Montreal, Canada, were just two of the places visited by Frank Engebretson, passenger department, on his vacation. He drove approximately 2,800 miles and enjoyed every minute of it. But even after all that, he decided blondes in St. Paul are still the best looking.

L. Lindermer, assistant foreman on the track, announces the arrival of a brand new baby boy.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Carman Arthur O. Tronnes, who was on vacation at Malta, Mont., passed away on July 9. Burial was at Sandstone, Minn.

Blacksmith Clarence J. St. Clair, formerly at Minneapolis shops, died on July 12 at Minneapolis. . . . Arthur (Happy Jack) Justad, retired machinist, passed away on July 9. . . . Severn Christopherson, also of the Minneapolis locomotive department, passed away on July 12. . . . Engineer Jerome S. Brown, locomotive department, passed away on July 17.

Mrs. Ruth M. Deloray is a new employe in the stores department office.

Machinist Fred A. Berglund and Boilermaker Charles Empanger retired on June 30; Painter Hans Brenna and Pipefitter Henry Gaspard on July 31.

Carman Morgan Allan and his wife Dolores are at this writing enjoying an automobile trip to Longview, Wash., Vancouver, B. C., Mt. Rainier, etc. Car Foreman Ed Erickson and Floyd Manser are fishing, as are most of the shop workmen now on their vacations.

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Madison Division

SECOND DISTRICT

Walter R. "Pops" Gregory, former Beloit yardmaster who now makes his home in Elsinore, Calif., observed the Glorious Fourth in his customary fashion, we learn from an item in the Lake Elsinore Valley Sun. Naming him "the valley's most versatile artist and enthusiast of outdoor decorating to suit any occasion," the paper reported that his front yard held a miniature fort, a cannon and cannon balls, giant firecrackers, sky rockets, flags and yards of bunting. Mr. Gregory who will be 78 this month, is a member of the well known Gregory family of Janesville.

H & D Division

EAST END

Martha Moehring Correspondent
Asst. Superintendent's Office, Montevideo

Montevideo's annual Fiesta Days, when we salute our sister city in South America, are over for another year. As usual, we had South American company during the three-day celebration. Sally Stokke, who was queen of the Fiesta, is a niece of Elmer Ward of the Monte roundhouse.

Operator Bill Unker talks nothing but baseball these days. He is a member of the Granite Falls Kilowatts, a team which has piled up an enviable record this season. Unk is versatile and plays center field, third baseman or pitcher.

Engineer Hank Adamson and his wife have moved to California where most of the Adamson tribe have taken up their permanent residence.

Engineer John Krum has retired. He plans to remain in Montevideo where his flower gardens need his attention at present.

Theresa Lynn has arrived at the home of Fireman Jerry Ross and his wife.

Our sympathy is extended to Engineer George Anderson whose son Kenneth was killed in a plane crash at Corpus Christi, Tex.

Kenneth was a Marine major and an instructor of jet planes. He leaves a wife and three children.

Clifford Oswood of Ortonville passed away recently. He was the father of brakeman Orville and Fireman Don, and the brother of Conductors Al and Carl of the H&D.

I & S M Division

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

Retired Conductors J. Bartley and Lee Williams are both in local hospitals at this writing, Mr. Bartley in St. Olaf at Austin following a stroke, and Lee Williams at Northfield with a heart condition.

Donald W. Peck has established his date as agent-telegrapher on the Second District, Richard Olson in the Austin yard, and Roger H. Miller transferred from First District as brakeman to switchman in Austin yard.

J. S. Healy, retired roadmaster, is convalescing at his home in Austin after surgery at Rochester.

V. R. Weinzetl was appointed agent-telegrapher at Lime Springs, Ia., and K. C. Sexter agent-telegrapher at Northfield, succeeding S. B. McGinn who was appointed agent-telegrapher at Le Center following the retirement of J. E. Moudry.

E. E. Evans, recently retired section laborer at Mankato, passed away July-13.

L. E. Kniefel has been appointed section foreman at Owatonna.

Iowa Division

COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

Switchman John Roarty reports a new arrival at his house, Patrick Joseph, born June 14.

Fred Bucknam, chief clerk at the freight house, and family spent their vacation in California and Las Vegas, Nev. Yard Clerk Ernie (Dutch) Geisler also spent most of his vacation at Las Vegas.

Tom Wise of the car department reports a boy, Dennis Lee, was born July 4.

Operator Richard Bryant, now on military leave in Germany and son of Freight House Foreman Lowell Bryant, has a new baby at his house. She came by her name in a rather unique way. Corporal Bryant called his wife over trans-Atlantic telephone and said, "Honey, I want you to name our son (the child hadn't been born yet) Richard Lowell after my dad and me." When a girl arrived instead, she was named Richelle, a combination of the two.

Miss Patricia Lee Hannum, daughter of Yardmaster Earl Hannum, was married July 10 at the post chapel, Fort Benning, Ga. The groom is Capt. John Luke Osteen Jr. of Fort Benning.

Mr. and Mrs. Roy Wichaer Sr. celebrated their golden wedding July 18 by holding open house for their friends in the home of their son, Switchman Roy Wichaer Jr. Mr. Wichaer Sr. is a retired Milwaukee switchman with many years of service to his credit.

Mrs. Agnes Kinder, clerk in the car depart-



HOW TO KEEP YOUNG. Living up to the expectations of your grandchildren is a hard life, according to Jim Fay, H&D Division conductor, but on the other hand it's a sure-fire formula for staying young. There is another grandchild besides the six shown here with Mr. and Mrs. Fay.

LE CENTER AGENT RETIRES. J. E. "Joe" Moudry putting in his last day on the job at Le Center, Minn., where he had been agent for 38 years. A railroad employe for 49 years—three with the North Western before he came to the Milwaukee in 1908—he had worked as extra man and relief operator before receiving his permanent assignment to Le Center in 1916. Retirement, he says, will give him time for his hobby, which is fishing. (Le Center Leader photo)



ment and former Magazine correspondent, and husband Eddie have returned from a vacation trip through the Northwest, taking in the Black Hills and Yellowstone National Park.

Bob Drustrup has been working clerks' vacations here.

Floyd Lacey, operator at east yard office, recently returned from a vacation with Mrs. Lacey. Most of their time was spent at Oakland, Calif., where they enjoyed the cool nights sleeping under blankets, while we roasted back here. Operator Richard Hagen relieved.

Yard Clerk Kenneth Marshall and family spent their vacation in the Ozarks.

Jimmy McGuire, son of Agent J. I. McGuire, is working vacations at the freight house while on school vacation from Iowa U.

Ed McGill, retired switchman, passed away July 31. Ed lived in Omaha and had many years' service in the Council Bluffs yards. He retired May 1, 1953.

EAST END

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

Mrs. W. E. Failor and son Darrell of Marion went to Seattle and other points in the Northwest, including Vancouver, B.C., while vacationing in July.

Chandler Boettcher, who had been stationed at Camp Chaffee in Arkansas, was discharged from military service and entered the University of Colorado in June. He is the son of Assistant Division Engineer L. R. Boettcher.

W. A. Lundquist, a student at the University of Iowa, has joined the engineering department force for the summer. Walter A. Winchell of Chicago, who attends Loyola University, is also working temporarily in the Marion engineering department.

Assistant Engineer S. C. Thomas and wife and Assistant Engineer R. J. Brueske spent a ten-day vacation at Sunset Lodge, Mac Diarmid, Ontario, Canada. They found the fishing excellent.

John Nolan of Ottumwa has been appointed agent at Sigourney, Ia.

Kenneth Silker, baggageman at the Marion depot, was a surgical patient in Mercy Hospital, Cedar Rapids, for three weeks, returning home late in July.

A son, Stephen William, was born to Mr. and Mrs. William Robinson, Jr., on July 4. The father is agent in the Marion passenger station.

Division Engineer R. A. Whiteford has a new grand-daughter, born July 16 to Mr. and Mrs. Ralph Whiteford, Jr., of Cedar Rapids.

Mrs. R. W. Riedl, Mrs. C. D. Emerson, Mrs. Frank Fulhart and Mrs. Norman Kistler, all of Perry, represented the Perry Toastmistress Club at the international convention in Louisville, Ky., in July. Mrs. Fulhart represented the district in the speech contest and placed fourth. The winner of two previous contests, she had the pleasure of crowning the new winner with a beautiful crown designed and made by Mrs. Emerson. The Perry delegation of 12 who traveled on the Midwest Hiawatha, brought home a loving cup for having the largest representation at the convention.

Engineer Orville Balsbaugh who suffered a heart attack the fore part of July and was confined to the hospital in Perry has gone to the Veterans hospital in Des Moines for treatment.

Another Perry engineer, Charles Stoner, has

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Communism at Work

SECRETARY OF STATE DULLES recently gave this comparison of a worker's earnings in New York and Moscow:

For a worker to buy a pound of butter in New York it takes 27 minutes of work; for a similar worker in Moscow it takes over six hours of work.

For a pound of sugar, 3 $\frac{1}{2}$ minutes in New York; 84 minutes in Moscow.

For a quart of milk, seven minutes in New York; 42 minutes in Moscow.

For a dozen eggs, 25 minutes in New York, nearly three hours in Moscow.

For a cotton shirt, nearly one hour in New York; 22 hours in Moscow.

For overshoes, one day in New York; 13 days in Moscow.

For a woman's wool suit, 22 hours in New York; 22 days in Moscow.

For a cake of soap, three minutes in New York; 30 minutes in Moscow.

also been a patient at the Veterans' hospital. Charles retired several years ago on account of ill health.

Lt. John Harris, commander of Perry unit of the National Guard, with Lt. Claude Altig Jr., and other members of the unit got a real workout when they were called to assist during the June flood condition. Fifty-six straight hours of duty were required to protect the Woodward pumping station from the ravages of the Des Moines River. Harris is a ticket clerk in the Perry depot and Altig is contract drayman at Perry.

Engineer Jesse Butcher, who was known to many Iowa Division employes, died recently at his home in Sioux City. He had been ill for some time.

Relief Agent Lyle Hart Zell who has been working at Templeton welcomed a daughter into his family recently. The baby, born at the Sigourney hospital, was named Mary Christine.

Brakeman M. Terrill and wife are the parents of a new son.

Paul Kinder, grandson of Train Dispatcher Ralph Wright of the Perry force, was named "athlete of the year" at the John Marshall High School in Los Angeles. Paul graduated with scholastic honors and was guest of honor at a banquet where he was presented with a plaque listing his athletic achievements. Dispatcher Wright attended the banquet.

Extra Passenger Conductor Lee Lones and wife have a grand-daughter. The baby, who was named Carol Ann, was born in a Keokuk hospital to Mr. and Mrs. Warren Hiatt. The little miss is Retired Engineer Sanford Lones' great grand-daughter.

Machinist John Wagner of Perry has been a patient at the Veterans' hospital in Des Moines for treatment.

Engineer Mike Costello who has been holding a pool on the middle division for a long time suffered a heart attack the fore part of July and was advised to take a rest.

Mrs. Anna Conners, mother of Engineer Frank Conners, died at her home in Cedar Rapids the fore part of July. She had been ill for some time.

N. L. Fethkenher who has been employed as clerk at Redfield was appointed clerk at Storm Lake on a recent bulletin. T. L. Wyckoff who has been yard clerk in Perry yard, took his place at Redfield.

Relatives from Marion, Cedar Rapids, Des Moines and Perry attended the golden wedding celebration for Mr. and Mrs. Roy Wich-eal Sr. in Council Bluffs July 18. Roy is a retired switchman.

Engineer and Mrs. Charles Stout are the parents of a daughter born on June 30.

William Simpson, retired engineer, and Mrs. Simpson have returned to Perry after spending several weeks with their sons in Denver while William was recovering from a broken hip. He sustained the injury in a fall at home.

The third grade teacher carefully explained that a group of sheep is a flock and a group of quail is a bevy. Then she asked for the names of groups of other animals.

When she came to camels, a child timidly suggested, "A carton?"

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AT HOME ABROAD.
Lloyd L. Mangler, an Iowa Division fireman currently stationed as a private first class at Kaiserslautern, Germany, is right at home in the Transportation Corps. The truck, he says, is used to switch cars—it operates on either rails or roadways; speed, 33 m.p.h. Private Mangler, has three brothers in railroad service, Charles, a fireman, and Wayne and Albert, brakemen.

Chicago General Offices

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Mary Therese Marriott, 11-year old daughter of Marge and Joe Kopec, is spending a month at a children's camp conducted by the World Veteran's Federation near Baschamps in the Belgian Ardennes. Mary Therese is a sixth grade student at St. Philomena's School. The latest news from her tells of having lunch with the Prince of Belgium, who is 13 years old. She expects to visit Paris and London before coming home.

Our sincere sympathy to Dick Hayes and Matt Lewis. Dick's brother Jerry, a crane operator in the work equipment department, died suddenly July 16 at Aberdeen. Matt Lewis' father Walter, who passed away July 4, never fully recovered from an operation which he had in August, 1953.

Bill Konertz, chief clerk in work equipment and welding, is getting to be an experienced cook and housekeeper. Mrs. Konertz is attending summer school at the University at Guadalajara, Mexico. She has gone strictly native and is living with a Mexican family, the Gonsalez'. Bill and his son plan to join her for their vacation in August.

A. B. Chapman has received word of the safe arrival of his son, Dr. A. Zerne Chapman, and his wife at Mussoorie, U. P. India, where Doctor Chapman will serve as medical missionary in the Landor Community Hospital and Mrs. Chapman as a teacher in the Woodstock Mission School. Doctor Chapman, an American Board internist specialist, was for the last four years in charge of the section of medicine at Hines Hospital near Chicago.

Another son, Dr. Vaughn V. Chapman, a practicing dental surgeon in Seattle, recently made a three-month survey trip of Ecuador and Panama, looking toward the establishment of missionary dental clinics. He is president of the World Dental Service, established to send Christian dentists into various mission fields.

Dr. Kyle W. Chapman, the youngest son, who is practicing at Evanston Hospital in that city, is a member of Phi Beta Kappa as well as both the honor medical fraternities, Alpha Omega Alpha and Pi Kappa Epsilon. He expects, after a tour of duty in the Air Force Medical Service, to go to Pakistan as a medical missionary in a hospital now being erected there.

All three of the Chapman sons are known to many Milwaukee employes because of their work on various divisions of the railroad during their college vacation days.

We received a very interesting letter recently from C. H. Ordas whose home is now at 1655½ E. 8th Street, Chico, Calif. (Florida papers please note.) Charley has concluded that you can enjoy retirement in either Florida or California if you have reasonably good health and enough of that green stuff to take care of the butcher and the baker."

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Sympathy is extended to Bill Norten, retired adjuster, on the death of his wife Amanda and to Howard Balow on the death of his father.

Hattie Kosen is confined to her home with a broken wrist at this writing.

George Michalski has been promoted from the filing bureau to the OS&D bureau.

Noreen McGuire left the Road recently to take up household duties.

A new employe here is James McLaughlin.

Mr. and Mrs. Vincent Hunt were headlined in the Rapid City Daily Journal on July 13. M. B. Mortensen would like to know what they were investigating at the county court house.

A baby shower was given recently for LaVerne Pater at the home of Helen Bunton. The group included her friends in and out of the office.

A farmer and a college professor were traveling together on a train. After they got tired of talking and reading the professor suggested they play riddles; "Every time you miss a riddle you give me a dollar, and every time I miss I'll give you a dollar," said the professor.

"You're better educated than I am," the farmer pointed out. "I'll give you fifty cents."

The professor agreed, and the farmer made up the first riddle: "What has three legs walking and two legs flying?"

The professor didn't know so he gave the farmer a dollar.

The farmer didn't know either, so he gave the professor fifty cents.

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OFFICE OF FREIGHT AUDITOR

Patricia Walter, Correspondent

The absence of news from our office in July was because our correspondent, Louise Naumes, was promoted to a new job. Louise is now a per cent clerk in the interline bureau.

June 12 was a big day in the life of Ida Jean Rust of the machine room. She became the bride of Almoine Kliet at the Methodist Church of Roselle, Ill.

Margaret Simons, recently of the machine room, became the mother of a baby girl, Sue Ann, on June 26.

Marge Michalski of the machine room left us recently to await the stork who is expected at the end of the year.

Wilma Todleben, Madeline Bingham, Roselle Galloway, Lydia Schuler, Herb Rennhack, Walter Stark and Otto Hartung all enjoyed vacations in the West this summer. Grant Miller went to Portland, Ore., and N. J. Allaire and Nick Braschko to Canada. Bermuda was the destination of Elsie Dreher and Ann Anderson; also of May Gumes and Harry Wallace who attended a Shriners convention there.

Bunny Mischke is quite a fisherwoman. She recently caught her second Northern of the year at Tower Lake.

James Murrin, visiting recently in Denver, called on Matt Sweeney, our retired review bureau veteran who now lives there; said he is very well.

Gene Nemmers, clerk in the local and interline balance bureau, spent two weeks at Camp Ripley, Minn., with the National Guard.

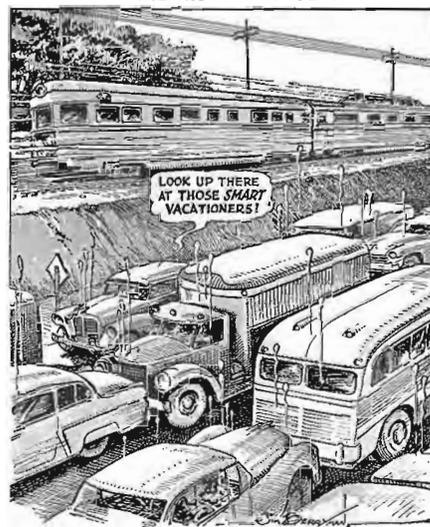
OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Emily Trezek

Grace Prendergast became the bride of Melvin Piotrawski on July 31 at St. Sylvester's Church. They toured the New England states.

Inger Langhans and Harold Johnson were married July 10 and honeymooned at Tomahawk. Mary Jones decorated Inger's desk very attractively when she was presented with her wedding gift.

THE REAL OPEN ROAD



We welcome the return of Lucille Miller and Eddie Rumps from their leaves of absence. However, we're still waiting for Roy Tiedje and Bill Tidd to return to the fold. Cele Einbecker is on a month's leave at this writing.

Introductions are in order for Francis Bondi, new in the central typing bureau, and Etta O'Malley of ticket checking.

Sympathy is extended to Laverne Drella on the sudden death of her husband, and to Pearl Babiarz and Priscilla Korum who lost their father.

Taking advantage of the July 4 week end, Ruth and Bob Rinaldi saw Niagara Falls.

Interesting vacation trips to report: Tom Gavin, Colorado; Loretta Peters, California; Mae Kavanagh, Glacier Park, Lake Louise and Banff; Mary Distad, South Dakota and Canada; and Erna Anhalt, the west coast.

Florida seems to be leading for vacation honors this year. Recent visitors were Mary Ann Hoogestraat and Nora Chambers. Tony and Mrs. Naatz toured Lake Louise and Banff. Ray and Marge Wagons made a trip to Canada via Detroit, and Bertha and Ed Selden motored to California and the national parks. Ray and Lil Hackell visited the most wonderful grandchild in California. Loretta Peters also went to California.

Luella Kundert honeymooned recently in Wisconsin, Joan Karkow in Florida, Elaine Long in the Pacific Northwest, and Jean Maki in the Smoky Mountains.

Ronnie Peltonen has presented Myrtle Cook

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QUIZ answers

1. Chicago.
2. One day.
3. The opposite end to that on which the brake shaft is located.
4. 7½ feet.
5. Warn of hazards ahead.
6. A car used for carrying less-than-carload lots of freight.
7. 133 pounds per yard.
8. A track where freight is transferred directly between freight cars and highway vehicles.
9. Assistant General Passenger Agent.
10. The part between hub and rim.

with a diamond ring. They plan a wedding on Sept. 18.

Grace Larson transferred recently to the auditor of expenditures office, which brought Dolores Specht back to the "comp" bureau. Doris Johnson is back again for the summer. Newcomers are Charlotte Balaban and Laverne Drella.

Sympathy is extended to Ann Snyder on the death of her father, and to Suzanne Manasion on the loss of her mother.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Sympathy is extended to Genevieve Shields in the recent loss of her brother-in-law, to Bertha Wilson on the death of her mother and to Lois Evert in the loss of her grandfather.

A. E. Peterson, demurrage inspector who retired several years ago, recently celebrated his 75th birthday by holding open house for his many friends.

Mrs. Rosmarie Wolff has transferred from the auditor of expenditure's office to the position of secretary to the assistant auditor of station accounts and overcharge claims; S. H. Smith of the Minneapolis freight office has been added to our staff of demurrage inspectors; J. J. Komurka to our traveling auditor's staff; and L. P. Basik to our record room.

Theodore T. Pulsha left the Road recently to serve in the U.S. forces.

E. J. Linden, assistant auditor of station accounts and overcharge claims, and his wife enjoyed a vacation in the Lake Louise-Banff country and upon returning home were presented with their first grandchild, David Grant, born to their daughter, Mrs. Helene Ekenberg.

Robert J. Wagner, rate clerk, resigned recently to work for the Pure Oil Company.

Charles Gardner, furloughed rate clerk, is confined to Mt. Sinai Hospital at this writing.

Margaret Thiede has been granted a leave of absence to await a blessed event.

A small town is the place where a fellow has to walk around a dog enjoying a nap on the sidewalk.—Siloam Springs, Ark. Herald and Democrat

August, 1954

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Summer, it seems, is the time for romance. On Aug. 21 Georgette Fritz of the bill and voucher bureau and Harlyn Albert will become Mr. and Mrs., and on the same day Jacolyn Panek of the typing bureau will say her marriage vows with Kenneth Stacknik.

Carole Kioebge of the computing bureau became engaged recently to John Schwenk.

Rose Nagel spent a "cool" vacation in Victoria, B. C. Emily McDyer reported a wonderful trip to Alaska, and tells of a worthy orphanage in Seward, the Jesse Lee Home. The director told Emily that an important thing would be a little cash, so the children

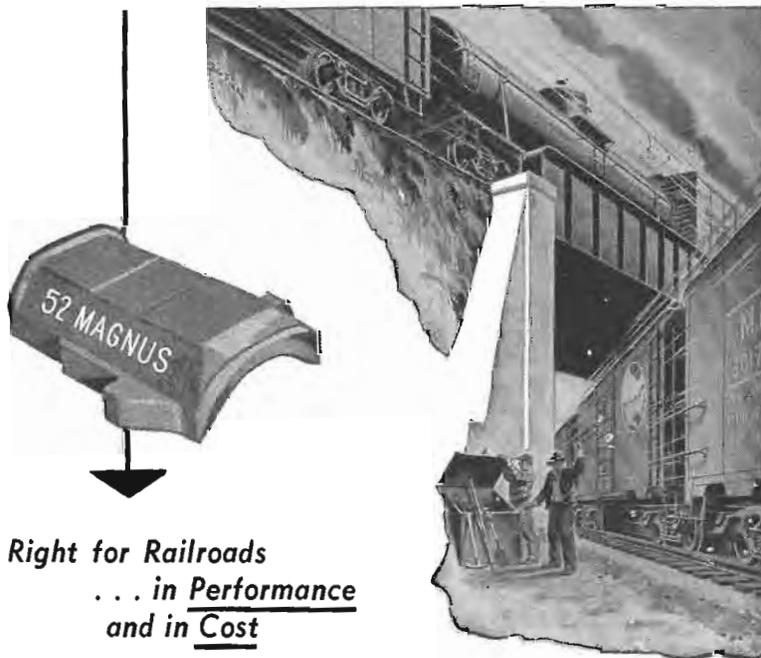
could have 25 cents a week spending money instead of the 25 cents which they now receive every other week.

The proud look on the face of Walter Getz since July 27 is due to the arrival of his first grand-daughter, Judith Lynn.

We welcome the following newcomers to the office—Janet Wolf, Lawrence Marino, John Fraser, Constance Richards, Arvilla Johnson, Robert Priebs, Don Williams, Hulda Fritz, Joanne Shick and Erna Golden.

Machine room news: Are you suffering from the heat? Well, we suggest you switch to the second floor where we are fortunate enough to have air conditioning. It was initiated during the second week of July. So cool—hate to leave work.

Here's Why the Nation's Freight Rides on SOLID JOURNAL BEARINGS



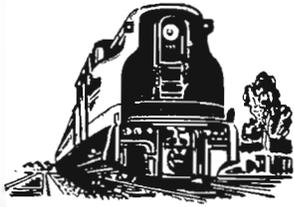
With on-line rolling stock, freight or passenger cars, 5 to 10 million trouble-free car miles with solid-type bearings is an often accomplished fact. And what about interchange? As standards of maintenance and inspection are improved, "on line" performance will be approached with interchange equipment. Just as important, the low-cost solid bearing makes possible the very lowest per diem interchange rates for car rental. That's vital to railroads because from 50% to 80% of the cars you operate are foreign and

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Best wishes for a speedy recovery go to Cy Kissel of the machine room, who is hospitalized at this writing.

News from Martha Benson: Martha arrived in Augsburg, Germany, June 28. Her first trip was an auto ride about 30 miles north of Augsburg where she saw the flooded areas. The Danube River was swollen at this point and rushing madly. Martha was a little disappointed in the "Blue Danube" as it looked muddy, like the Missouri. Further on, at Lintz and Vienna, 30,000 families were stranded. It is the worst flood in 50 years. Martha was impressed by the neat little towns about two miles apart and the beautiful countryside. Martha would like to hear from her friends at the Milwaukee. Address mail to Col. D. M. Benson, HDQ. 5 Div. Arty. APO-112-40-PM New York.

A letter received recently from Mrs. Emmet Murray told us how much she enjoys receiving the Magazine, especially when it has some news items of the boys in the machine room who worked for the late Mr. Murray. Mrs. Murray is now teaching school in Shelburne Falls, Mass.

August 2 was a double celebration day for Rudy Thoren, bureau head of the timekeeping bureau. It was his 35th wedding anniversary and also 40 years of service with the Road. August 3 was the anniversary of

Stanley Johnson, supervisor of machine accounting—Stanley celebrated 30 years with the Milwaukee. Also, on this date 40 years ago Mike Samp, assistant bureau head of the accounts receivable bureau, started with the Road.

William Raue, son of Felix Raue, bureau head of the accounts receivable bureau, and an honor graduate of St. Patrick's High School, has been notified by the school that he was awarded a scholarship to continue his studies. He will enroll at the University of Illinois.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The club will resume rehearsals on Monday, Sept. 13. A number of concerts are on schedule for this fall and it would be very pleasant to have all members make a special effort to be on hand for the first meeting.

The executive committee assembled at the home of President Ed Stoll on July 28. Business and activities for the ensuing 1954-1955 season were discussed and after the meeting refreshments were served by Evelyn Stoll.

Miss Gussie Weinrich, charter member of the club, retired from service on July 30 (see purchasing department column). We extend our sincere wishes for success and happiness in her new venture.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Grace Rosier and her sister enjoyed a week's lake cruise to Mackinac, Detroit and Buffalo. Rose Erwin and husband report a fine train trip to Lake Louise and Banff, and while in Seattle a visit with Pearl (DeLaBarre) Sacks, formerly of our office.

Mary Lemke is convalescing at home at this writing, following surgery. During her absence her position is being handled by Rosemary Kessy who started with us in July.

A baby girl was born to Kath Cuney on July 3.

Arlene Roggow has been confined at home since June 21, when she sustained injury to her left hand, caught in a car door. She expects to return soon.

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—Texas Parent-Teacher



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1904-1954. An invitation in the May issue of the Magazine which notified Milwaukee Road friends of Mr. and Mrs. William Eggenberger of Wabasha, Minn., that they would be welcome at an open house in honor of their 50th wedding anniversary was accepted by many railroad people. They are shown here at the reception which was held recently in the parlors of the Congregational Church. Mr. Eggenberger, former La Crosse & River Division engineer, has been retired since 1942.

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

Miss Augusta Weinrich, secretary to purchasing agent, retired on July 30 after 41 years of service in the purchasing department. Her plans for the future are so marvelous that we don't want to take time to talk about her past. She is one of the lucky few who decided to grow rather than vegetate upon retirement. She has learned Braille and is going to teach in the Chicago Lighthouse for the Blind. In October she and her sister are taking a vacation in Hawaii.

One of our younger co-workers also left on July 30. Donna Wiesbrook was to be married Aug. 7 to Pvt. Charles Brouch. She will accompany him to Fayetteville, N.C., where he is stationed at Fort Bragg.

Herb Maass, price clerk, has deserted to the other side. He left the railroad on July 15 to become a salesman for one of our suppliers.

We all enjoyed an office luncheon in honor of the Misses Weinrich and Wiesbrook and Mr. Maass. They were presented with something to remember us by, and lots of good wishes.

I do not despise genius—indeed, I wish I had a basketful of it. But yet, after a great deal of experience and observation, I have become convinced that industry is a better horse to ride than genius. It may never carry any man as far as genius has carried individuals, but industry—patient, steady, intelligent industry—will carry thousands into comfort, and even celebrity; and this it does with absolute certainty.—Walter Lippmann

August, 1954

LaCrosse & River Division

THIRD DISTRICT

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

Congratulations to Conductor Ray LaBarge. A daughter, Kathleen Margaret, was born in June.

Section Laborer William A. Delap, who retired on account of disability in October, 1950, passed away recently at New Lisbon.

Section Laborer and Mrs. Paul Richey have announced the marriage of their daughter Jeannette to Pfc. James Gutowski. Private Gutowski is stationed with the Army in the state of Washington, from where he expects to go overseas. Mrs. Gutowski will live with her parents until he returns.

Chief Clerk and Mrs. Earl Hazelwood attended commencement exercises at the University of Wisconsin June 18 when their oldest son, Donald, received a master's degree in zoology and botany. A year ago he received his B. S. degree in mathematics from the same school. In August he will report to the officer candidate school of the Naval Reserve at Newport, R. I.

Mrs. Edward Reinhold, 81, widow of Engineer Reinhold, died at Wausau in June.

J. R. Campbell, retired engineer, 66, died June 24. Although he had retired on account of disability in 1948, he was active up to a few days before his death. Immediate survivors are his widow and two sons, Donald of Waukesha and Kenneth, a machinist in the Wausau roundhouse.

Recent vacationists included Fireman Del Chartier, who took an auto trip to California accompanied by his two young nephews; Agent and Mrs. Bill Adamsheck who vacationed with their sons at Albuquerque, N. M., and Lincoln, Neb.; and Section Foreman and Mrs. Walt Marg who took a long planned trip to Winnipeg, Canada, Vancouver and Seattle.

The marriage of Margaret Rose Leitner and Telegrapher N. R. Brost took place on June 12 in St. Patrick's Church, Minocqua. A

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reception at the home of the bride's parents in Minocqua followed the ceremony.

Engineer E. B. Fowler, who entered service as a wiper in the roundhouse at New Lisbon and later transferred to engine service, has retired after 47 years of service. Elgin expects to spend much of his leisure time enjoying his favorite sports, hunting and fishing, and will do some traveling. He and Mrs. Fowler planned to be in Seattle in July when their son, William, who is a meteorologist in the Air Corps at the University of Seattle, graduated with a master's degree in meteorology.

Engineer and Mrs. George Streeter vacationed at Lake Nakomis and in Chicago; Machinist Ken Campbell and family were in Madison to attend the American Legion convention parade; Storehelper Alex Miller and family drove to LaCrosse and Portage; Electrician Neil Hunter, who recently transferred from St. Paul to the Wausau roundhouse, and family vacationed in Minneapolis.

Frank A. Krahn, retired section laborer, passed away July 13 at Racine, Wis., where he had made his home with a son since the death of his wife. Burial took place at Wausau. A veteran of 35 years of service, Mr. Krahn retired on account of disability in 1951.



PROSIT! Traveling in a special car and accompanied by a retinue of costumed attendants, King Gambrinus, legendary patron of brewing, is shown arriving in the Chicago Union Station July 19. The royal visitor, solid oak and nine feet tall, was making his first trip outside Milwaukee where since 1857 he has watched over his domain from a vantage point on top of the Pabst brewery. The Milwaukee Road crew were, from left: Engineer H. J. Hansen, Conductor C. E. Strube and Fireman Bill Treible.



GOVERNOR'S TRAIN. The Honorable C. Elmer Anderson, governor of Minnesota, and Mrs. Anderson obliged news photographers with this pose aboard the Afternoon Hiawatha on July 10. The governor's party was en route from St. Paul to Lake George, N. Y., to attend the governors' conference there July 11-14.



COMMENTS FROM THE CREW. Bill Finn, owner and tour director of the 'Round the World Travel Agency and voice of the weekly radio program, "Finn's Travels", aired from Cleveland each Sunday morning, interviews Train Conductor Henry Schommer, Parlor Car Conductor Charles West and Steward Daniel Healy (left to right) in the Super Dome of the Morning Hiawatha prior to departure recently. Mr. Finn was accompanying a group of 27 vacationists who were riding the Hiawatha on the Chicago - St. Paul leg of their trip from Cleveland to Lake Louise and Banff. The balance of the tape recording consisted of Mr. Finn's observations and comments on the scenery as viewed from the Super Dome.

THE GREAT TRAIN ROBBERY.

Dressed in the style of frontier days, residents of Caledonia, Minn., opened their centennial last month by taking an excursion trip to Preston and other nearby towns aboard a modern Milwaukee Road train. The feature of the trip was an old-time train robbery in which masked horsemen stopped the train, intimidated the crew and stole the mail pouch, then were pursued by a posse which meted out quick justice. Shown here is the crowd which retrained at Spring Grove and a group of citizens who were prominent on the arrangements committee. The latter includes, from left: Rhiney Witt, "old timer"; L. L. Roerkohl, attorney, who served as "district attorney" of the centennial court; T. H. Abbotts, druggist, train "fireman"; J. H. Rippe, centennial train chairman and "engineer"; Beryl Kerrigan, real-life sheriff who brought the train "robbers" to back; S. E. Pilson, Milwaukee Road district passenger agent at Minneapolis who worked with the committee; P. W. Steffen, "detective"; Dewey Messeral, "fireman". O. J. Strand, realtor and centennial train "claim agent"; and L. E. Jcerg, "detective" who is president of the Caledonia Commercial Club. (Palen Studio photos)



FIESTA BEAUTY. JoAnn Harding, daughter of Conductor Warren Harding of Montevideo, Minn., was one of the pretty girls who graced the Montevideo Fiesta Days parade last month. JoAnn, 17 and a recent high school graduate, was a queen candidate.



IT'S A SMALL WORLD, Mrs. Raymond Gross, wife of Engineer Gross of Sanborn, Ia., and daughter Karen discovered while visiting Mrs. Gross' mother in Manchester, England, this summer. On a holiday in North Wales they came upon this miniature Milwaukee Road in the grounds of ancient Gwrych Castle and, believe it or not, the train was a Hiawatha.

THE MILWAUKEE ROAD MAGAZINE

Chicago Milwaukee, St. Paul and Pacific Railroad Co.
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THE CROSSING WATCHMEN pictured here are David Traub, left, and J. J. Kellerman, inset. They work different shifts at the Chicago Street crossing in Elgin, Ill. It was they and their "little room that's stationed in the air" which inspired the accompanying tribute.



A Tribute to the Crossing Guard

by Marcella Hooe Alexander

To reach this fellow at his work
You have to climb a stair.
His office is a little room
That's stationed in the air.

He sits there at his daily task—
A lonely job, it's true.
He drops the railroad crossing arm
When trains come into view.

How many times we've cursed the bell,
The flickering danger light
That he puts into action
When a train comes into sight.

Without this man, alert at work,
Impatience would prevail.
We'd try to beat the coming train—
Be crushed upon the rail.

He sits, unheralded at his work,
And does the best he can
To keep a tragedy unborn
For some impatient man.

So we salute this friend today—
To most of us unknown—
Who puts an arm 'twixt man and death
Until the train is gone.

—Reprinted through the courtesy of
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