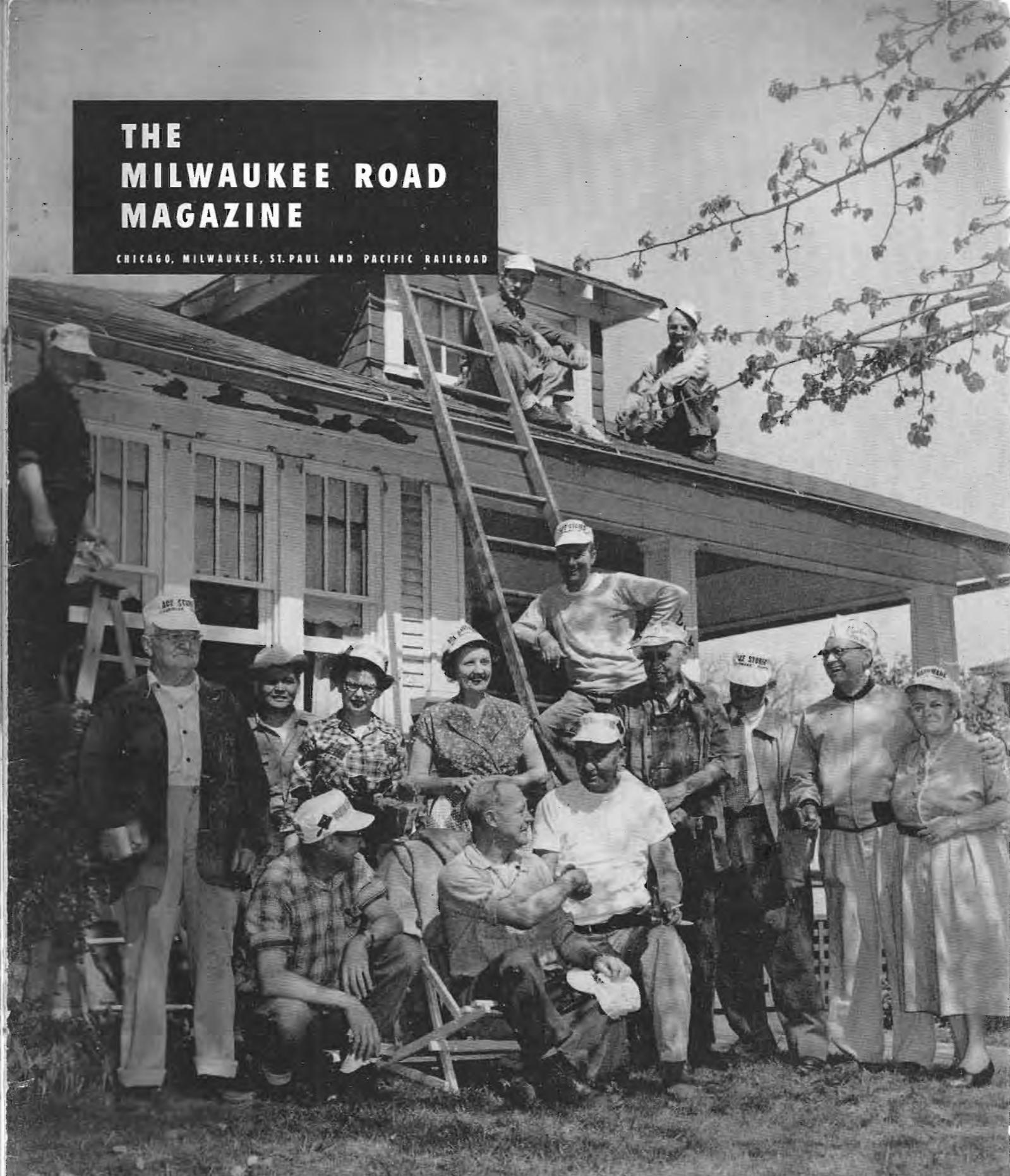


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



Easier by the Dozen... page 6

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THE MILWAUKEE ROAD MAGAZINE

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The Meaning of Morale

ON TWO occasions recently this space has been devoted to comment on matters which seemed to me to be among the things uppermost in the minds of Milwaukee Road men and women. One related to the imagined changes in our job attitudes, while the other had to do with retirement.

This month I would like to say something about the much-misunderstood subject of *morale*.

None of us would question for a minute the importance of good morale to our happiness as individuals and to the ultimate success of our railroad. Whether we stop to think about it or not, each of us is conscious at all times of the state of morale in the group with which we work. It is a factor affecting directly the character of our work, our satisfaction and pride in what we do, and our prospects for better things in the future.

By definition morale is "a condition dependent upon such moral or mental factors as zeal, spirit, hope and confidence".

In my opinion, the real meaning of good morale in terms of our everyday work is good spirit and pride in doing a good job in our assigned work, whether that work be maintaining locomotives, cars or track, or the handling of people. This, of course, results in such things as a good safety record, the on-time performance of trains, fewer equipment failures, a low loss and damage record, and many pleased patrons.

Naturally, a good record and the satisfaction of accomplishment do not just happen. They come about because people have good morale, and the logical question, then, is how do they achieve good morale if it was not present in the first place?

We must recognize at the outset that clear-thinking, fair-minded leadership is basic as a starter, and I am happy to say that these are qualities which I find in increasing supply among the officers and supervisors of our railroad.

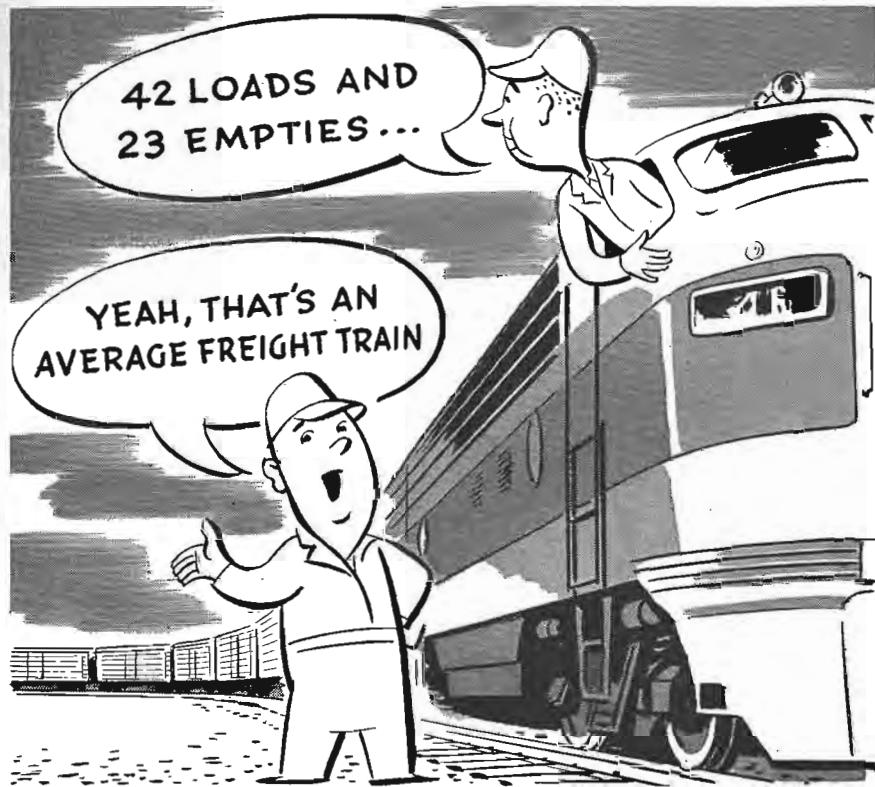
But I sincerely believe that the real key to morale lies in our attitudes as individuals. Good morale, like happiness itself, is a thing to be earned, not to be gained by passively wishing for it, or by blaming others for its absence. It is a reaction to things not as we find them, but as we make them.

Like the smile we sometimes must force in order to start the day right, morale is largely a thing of our own creation..

J.P. Kiley



ECONOMICS OF THE MILWAUKEE ROAD



CHAPTER TWO

How Much Money Does a Freight Train Take In?

LET'S suppose that freight diesel in the picture is hauling 65 cars. Forty-two of them are loaded. The loaded cars are carrying 34 tons apiece and will move about 329 miles. The 23 empty cars in the train are either moving to a point where they will be loaded, or are being returned to a neighboring line.

That represents the average freight train on our railroad.

What amount of money do you think our railroad takes in for operating such a train? \$5,000? \$10,000? \$15,000? Actually, it takes in about \$6,235 at the rate of \$145 per car for the 329 mile trip, which is our average per car revenue.

Of course, there is no such thing as an "average" train. Some are more than 100 cars. Some freight moves a thou-

sand or more miles on our lines, some only hundreds or less. Different trains are loaded with different commodities, all the way from sand and gravel to manufactured goods like refrigerators.

The "average" train is the total tonnage, total miles run and the number of cars moved divided by the number of trains operated. Similarly, the \$145 average revenue per car is obtained by dividing the total freight revenue by the total number of cars moved. Average freight revenue per train mile in 1953 amounted to \$16.76. This represents total freight revenue divided by the number of freight train miles.

The following tabulation shows the percentage of total freight revenue, by commodities; the right hand column shows the percentage of tons handled, by commodities:

	Percentage of Total MONEY Received	Percentage of Total TONS Handled
Agricultural products	17.4%	17.7%
Animals and animal products	6.9	3.4
Forest products	12.7	14.2
Products of mines	12.1	27.4
Manufactures	48.3	36.6
L.C.L.	2.6	.7
	100%	100%

Note that the percentages of the same commodities in these two breakdowns don't correspond. Manufacturers provided 48.3 per cent of the revenue with only 36.6 per cent of the tonnage. Mineral products brought in 12.1 per cent of the revenue with 27.4 per cent of the tonnage.

The discrepancies are due to several factors. Freight rates and length of haul are two of the most important. Tonnage per car is also important. All these factors are interrelated. A comparatively short average haul in the case of mine products kept revenues down despite high average tonnage per car.

Generally speaking, the most desirable type of freight is that which carries a high rate and which moves a long distance. But railroads are common carriers in the true sense of the word. Unlike the trucks, they do not pick and choose but haul anything that's haulable, for anyone, anytime.

We hauled 1,397,477 carloads of freight in 1953, classified in several thousand categories—everything from wheat, coal and oil to drugs and perfumes. Virtually everything, in short, that people need for modern living.

In order to accomplish this service we had to haul both loaded and empty freight cars a total of 834 million miles—ten times the distance to the sun. If we break down our average \$145 per car revenue and put it on a mileage basis, we find that for every ton hauled one mile we received only one and four-tenths cents.

Diesel locomotives cost about \$100 per horsepower, so a four-unit freight diesel made up of 1500 h.p. units represents an investment of about \$600,000. To earn enough for such a locomotive we have to perform freight service equivalent to hauling one ton 43,000,000 miles—nearly 1,800 times around the earth.

Next—WHAT PRICE PASSENGER SERVICE.



Officers at the center of the speaker's table as the joint staff meeting was called to order. Left to right: T. H. Maguire, general attorney and commerce counsel; J. P. Kiley, president; W. J. Whalen, assistant vice president—operation; P. H. Draver, vice president—traffic; J. J. O'Toole, general manager, Lines East; J. M. Cunningham, freight traffic manager, sales and service; J. H. Stewart, assistant general manager; and W. G. Powrie, chief engineer. L. F. Donald, vice president—operation, was unable to attend the meeting.

Hold General Staff Meeting in Chicago



ON MAY 17, 18 and 19, for the fourth consecutive year, the principal officers of The Milwaukee Road came together in Chicago to pool their knowledge and experience in the solution of operating and traffic problems.

As before, the joint meeting was the second of a three-day conference which brought together more than 200 executive and general officers, division officers, traffic representatives and others in key positions.

The first day was given over to the traffic men and the third was for operating department representatives only, while the second provided an opportunity for the discussion of many related problems.

Mr. Kiley, who presided at all three of the meetings, pointed out at the beginning of the joint meeting that it seemed good to him that there should be so many subjects to discuss.

"Much as we all dislike problems," he said, "we

In advance of the joint staff meeting, three officers from Milwaukee have a word together. Left to right: Jacob Hansen, car shop superintendent; A. G. Hoppe, mechanical engineer; and C. E. Barrett, assistant superintendent car department.

The Milwaukee Road Magazine

have to admit that in solving them we often find our ingenuity sharpened. When we reach the point of having nothing to talk about, we can start looking for real trouble."

Of the many traffic and operating subjects discussed, one which received particular emphasis was the matter of the proper handling of cars in order that equipment of the right type may be available where needed with a minimum of delay and with as little cross-hauling and back-hauling as possible in the interest of reducing car handling costs.

The railroad which has the equipment where needed, and when needed, it was pointed out, is the railroad which will get the business, and if the Milwaukee is to show an increase in cars loaded, it is imperative that "the right car be at the right place at the right time."

The joint meeting was opened with the showing of The Milwaukee Road's new color motion picture, "Hiawatha Super Domes", a film designed to supplement "Pacific Northwest Holiday", and which many of the men present had not seen.

This highly effective presentation of the passenger services the railroad has to offer was followed by the showing of another film entitled "Overcoming Objections", which had to do with the psychology of selling and which applied very well to the selling of freight and passenger service and the establishing of proper relationships with the railroad's customers generally.

Upon the conclusion of this presentation, Harry Sengstacken, passenger traffic manager, addressed the group, offering many effective sales points in favor of rail travel.

(Continued on page 9)

Timed to coincide with the general staff meeting was another meeting which brought together most of the law department staff, state solicitors and the heads of the claim, freight claim and tax departments.

Snapped before the start of the joint staff meeting, left to right: F. A. Upton, superintendent motive power; F. W. Bunce, chief mechanical officer; and W. J. Hotchkiss, superintendent D&I Division.



As usual, much of the business of the meetings was taken care of in advance of the meetings themselves. Here, left to right, are: E. E. White, division freight and passenger agent, Spokane; L. P. Freeman, general agent, San Francisco; J. G. MacDonald, general agent, Salt Lake City; and H. A. Kratz, city freight agent, Chicago.



Three gentlemen from Kansas City get together for a visit before the start of the traffic meeting. Left to right: F. K. Beem, general agent freight department, Chicago; F. W. Baker, district freight traffic manager, New York; and E. C. Derr, general southwestern agent, Kansas City.





The project gets under way, with everyone his own boss.

Easier by the Dozen

NO ONE could have been more surprised. In fact, Mr. Honeman was still sound asleep when the first car drove up. By nine o'clock cars stretched half way down the block, and by ten the lawn was crowded with people, women as well as men, in their working clothes. It was Saturday morning and they had come to paint the house.

For three years Henry Honeman, agent at Deerfield, Ill., had been promising himself he was going to paint his home at Round Lake. It wouldn't take long once he was started. He even had the paint—had it for several years. But something had always come up. This year, however, he'd get it done for sure.

Then one night in April he visited his mother in the hospital at Highland Park and on the way home ran out of gas. By the time he got home he wasn't feeling well, and he felt worse after hearing the doctor's verdict: "Lay off for a month or two, and take a rest. And stay off of stepladders."

Well, that was that. Probably the

paint would dry out before he could get around to using it.

It was just such a chance remark overheard by Leonard Gildon, second trick operator at Deerfield, which started the whole thing. Gildon, who was working the first trick during Agent Honeman's leave of absence, called Hal Cone, first trick dispatcher at Milwaukee, and together they got busy.

In the 35 years or so Agent Honeman has been with the Road he has done his share of good turns, and now it appeared he was due for the turn-about treatment. Down the C&M day shift and up the "Jay" line the wires began to hum, and in less than 15 minutes they had more volunteers than they needed. May 22, a Saturday? Right. They'd be there.

And so they were, 12 good men and true, some arriving on 133 when it stopped at Round Lake at 8:45. There was Bill Westphal, agent at Grays Lake, who is mighty nimble despite his more than 70 years; Leonard Gildon and Hal

The Cover

Poised for action, the volunteer painting crew of Milwaukee Road people paused long enough for the picture on this month's cover before going to work on the Round Lake home of Henry Honeman, well-known agent at Deerfield, Ill. Shown, front row, with Mr. Honeman, are C. J. Honeman, a brother (left) and L. M. Oskins (right). Standing, from left: W. F. Westphal, L. R. Rosenbaum, Mrs. F. M. Musil, Mrs. H. L. Honeman, C. Stewart (on ladder), E. R. Derrickson, L. N. Oskins, H. C. Cone and Mrs. Cone. F. B. Piche is on the ladder at left, and F. M. Musil (left) and L. D. Gildon are on the roof. All are identified by occupation in the article.

New Family Fares A Real Travel Bargain

FAMILY vacationists this summer are enjoying some of the greatest travel bargains The Milwaukee Road has offered in years. For instance, effective May 31 changes were made in the round-trip family fare plan as follows:

The head of the family pays the regular round-trip fare (first class, intermediate or coach) via route used; the second parent and the children, from 12 to 21 inclusive, will pay only the one-way adult fare for the round-trip; children 5 to 11 inclusive, will pay only 50 per cent of the one-way adult fare for the round-trip. As before, children under 5 will travel free, and a liberal baggage allowance applies.

Similar rates, except for the intermediate class, which is exclusive with the Milwaukee, became effective on many other lines on the same date.

One-way family fares apply to western railroads only. The head of the family will pay the regular one-way fare via the route used; the second parent and children, 12 to 21 inclusive, will pay only 50 per cent of the regular adult fare; and children 5 to 11 inclusive will pay only 25 per cent of the regular adult fare.

Family rates apply only on trips beginning on Monday, Tuesday or Wednesday, with stop-over privileges at any point and resumption of trip on any day. Return trip may also be started on any day of the week.

On a round-trip by coach between Chicago and Minneapolis, a family consisting of two parents, two teen-agers and one nine-year-old would save \$31.38 (including tax) under the new bargain plan, as compared with regular round-trip rates. The same family group, traveling first class on a round-trip between Chicago and Three Forks, Mont., en route to Yellowstone Park, would save \$127.60, and on a round-trip between Chicago and Seattle, first class, would save \$153.61.

In addition to their appeal to families making regular trips, the new family fares are also an attractive feature of new "package" vacation tours offered by the railroad. A new Yellowstone Park tour is one of these which the passenger traffic department has recently announced and featured in an attractive leaflet.

Canada has the third largest area in the world today—only the U.S.S.R. and China are larger—but its population is smaller than that of New York State.

Enjoying that pleasant institution, "knocking off for lunch." In addition to those shown on the cover, the group includes J. I. Turner, cashier at Morton Grove (right front), H. L. Honeman's daughter Eileen and C. J. Honeman's son Bob.



Cone, of course, and Mr. Honeman's brother Clarence, who is the Round Lake agent; the Oskins' (Bud, who is the agent at Franksville, Wis., and Lem, retired now but formerly agent at Wadsworth); Agents Rosenbaum of Sturtevant and Stewart of Spring Grove; Ed Derrickson, the first trick operator at tower A-5; Operators Piche and Musil, first and second trick at Rondout; and John Turner, cashier at Morton Grove. A number of wives of recognized ability with a paint brush had been allowed to come along also.

The first step was removing the storm windows, and then Bud Oskins produced an electric mixer to stir up the paint. After that it was every man his own boss. From front porch to back, along the side walls and under the eaves, the house began to literally "crawl" with painters. At noon everyone knocked

off for a picnic lunch; then, fortified with baked ham and such, they were back at work.

There was a little excitement when someone surprised a nesting bird and again when Leonard Gildon ran afoul of a hornet's nest. But Gildon's hornet sting was the day's only casualty. By dint of steady going, the job was finished at five, and half an hour later the 12-man crew had picked up and departed.

They left behind a spick and span house as white as the flowering bridal wreath that borders the lawn, and a feeling of gratitude the Honemans found hard to express. "But Henry's the kind of fellow who deserved whatever we could do", is the way one of the crowd put it. "Not only is he a top agent—what you'd call a real company man—he's just about the most cooperative person himself you'd ever want to meet. On or off the job, or with others in trouble, he's always been generous and helpful, and until now we never had an opportunity to show how we felt about it. And besides, we all had a good time."



▲ The Honeman home in Round Lake as it looked in the light of early morning. . . . and later in the day, after the painting party was over. The Honemans admire the results.



Employees, wives and children—a total of almost 500—attended the big safety rally at Aberdeen.

Safety Rallies Mark H&D Victory

WITH a safety record for 1953 showing no fatalities and only five disabling injuries in the course of 2,258,586 man-hours worked, the Hastings & Dakota Division won the President's Safety Trophy and due recognition at two big safety rallies last month.

The first, at which W. J. Whalen, assistant vice president-operation, presented the trophy to A. O. Thor, division superintendent, was held in Aberdeen, S.D., on the night of May 25. The second was held in Montevideo, Minn., on the following evening.

The H&D Division established a 1953 casualty rate of 2.21, representing a decrease of 75 per cent compared with the previous year, to win the big cup for the first time since it was originally offered in competition to the division with the best safety record, in 1941.

A group of approximately 475 employes and members of their families, as well as a number of officers from Chicago, Milwaukee, Minneapolis and Montevideo, were present for the Aberdeen rally. A program of local talent was followed by the showing of "Sierra", a motion picture in Technicolor. The presentation of the cup climaxed the evening's program, followed by the serving of a light lunch.

A \$25 government bond, offered by the Aberdeen - Milwaukee Employes Club, was the door prize won by Mrs. Idris Kaven, wife of a Milwaukee Road stock yard employe at Aberdeen.

Shortly before the program began, W. J. Whalen, A. O. Thor, V. E. McCoy, chief purchasing officer, and E. G. Kiese, superintendent of safety, were interviewed in a program broadcast over local Radio Station KSDN.

"When we stop to think that the Hastings & Dakota Division of The Milwaukee Road embraces almost 1,000 miles of roadway in the states of Minnesota, North Dakota and South Dakota on which 1,200 men and women are at work every day", Superintendent Thor commented during the broadcast, "it provides some idea of our widespread operations. It likewise shows that those employes were thoroughly safety-minded; otherwise it would not have been possible to establish the fine safety record they achieved in 1953."

"I would like to take this opportunity of expressing my appreciation to those employes for having done such a wonderful job in saving lives and limbs of our people."

In his comments at both rallies, Mr. Kiese pointed out that the employes of the division had gone for six years without a fatal injury to an employe on duty.

More than 150 employes attended the rally in Montevideo on the evening of May 26, where Mr. Thor and Mr. Kiese spoke briefly and the President's Safety Trophy was placed on display. A safety film, "The Voice of the Book", was shown and light refreshments were served.

Door prizes were won at the Montevideo rally by Engineer Howard Gardner, Signal Foreman George Nelson, Mrs. Harris Klefstad, wife of a section foreman; and Mrs. Lawrence Brevig, wife of a station clerk.



W. J. Whalen, assistant vice president-operation (left), presents the President's Safety Trophy to Division Superintendent A. O. Thor, as E. G. Kiese, superintendent of safety, looks on.

GENERAL STAFF MEETING

(Continued from page 5)

"Instead of getting an inferiority complex about the greater speed of airliners—their one great advantage—let's ask ourselves what positive advantages our trains have over them. Greater peace of mind for the passenger is one. That was stressed in a recent survey as one of the big reasons women travelers prefer trains. Greater certainty of getting where you're going is another. Far greater comfort is still another. Compare the accommodations of an airliner with those offered a first class passenger on the Olympian Hiawatha. We offer all the comfort and convenience of a well-appointed country club. Not until the airlines are able to put in the air something like the consist of the Olympian Hiawatha will they be able to offer accommodations as good."

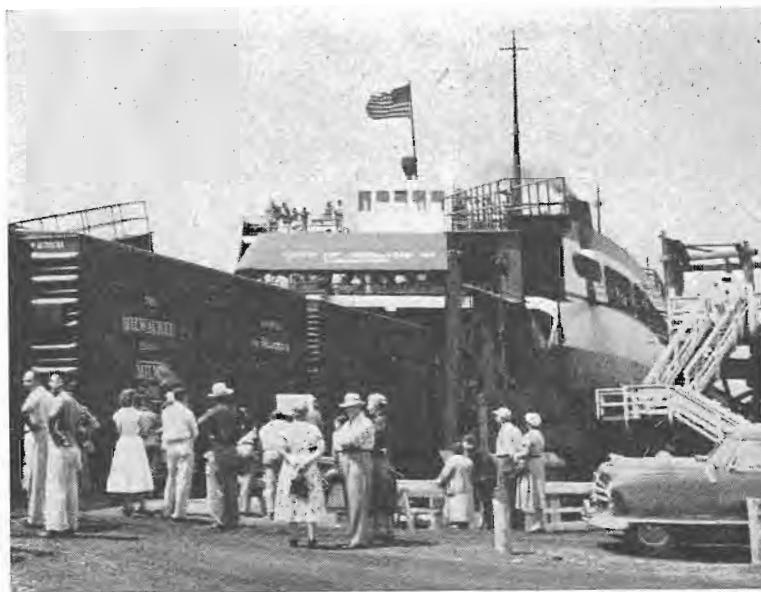
In a mimeographed statement distributed among all officers at the meeting, President Kiley touched upon a number of respects in which officers and employes of The Milwaukee Road can achieve maximum understanding and cooperation in their work together.

"There is something in each individual", he pointed out, "which inclines him naturally toward the pleasant and cooperative way of doing things. Basically, it is a rare person who would not rather be friendly than unfriendly; who would not rather be courteous than discourteous; who would not rather give his supervisor the benefit of his experience and contribute his utmost to the success of the thing he is working at. And unless people work in an atmosphere which creates a negative state of mind, these positive attitudes will assert themselves as naturally as water runs downhill."

CAN YOU NAME THEM?

MANY railroads have slogans or nicknames which are used in timetables, dining car menus, posters, advertisements and other publicity; some are painted on freight cars. See how many of the railroads you can identify by the following slogans or nicknames; then turn to page 32 for verification.

1. Grand Canyon Line.
2. The Outer Belt.
3. Everywhere West.
4. Route of the Southern Belle.
5. Redwood Empire Route.
6. Flagler System.
7. Main Street of the Northwest.
8. The Alton Route.
9. The Pine Tree Route.



The Milwaukee Serves America

WHAT are your thoughts when you see a Milwaukee Road freight car far from home?

If you are like most railroad people, and if you are some distance from home base, you give it a second look and think a nostalgic thought.

Then you probably say to your wife or think to yourself:

"I wonder where it has been and what it's been carrying since it left home. It must feel sort of out of place up here in Maine (or down in Arizona or wherever). Wonder if it isn't getting a little homesick for the mountains of Montana, or the salty breeze of Puget Sound, or a smooth ride down through the yard at Bensenville!"

"It's a big railroad, all right, and it counts for plenty in getting the country's business done."

This month the Magazine invites all employes to join in playing the game of "Where Did You See It?"

As your vacation and other pleasure or business trips take you away from the railroad, look for Milwaukee Road freight cars in distant or unlikely places. The picture above is an example. It shows two Milwaukee Road cars which had been on an eastern tour, sliding into the yawning maw of a C&O car ferry at Ludington, Mich. for the trip across the lake to Milwaukee and home.

Your off-line picture may be unusual for any of a variety of reasons—distance from home, odd surroundings, scenic background or unusual load. Each month the Magazine will carry the best picture received during the previous month, together with the name of the employe who took it, and such information as he may be able to provide regarding the place, name of railroad, and how he happened to be there.

Here's a vacation game for you and the family. Let's all have fun playing "Where Did You See It?"

SPEAKING of HOBBIES . . .

THE BATONS wielded by such famous musicians as Arturo Toscanini and Andre Kostelanetz, as well as popular leaders like Paul Whiteman and Cab Calloway, are the work of one man. He makes nearly 10,000 a year, entirely by hand, and tailored to the specifications of the maestros who wield them. The owner of this unique business is past 70, and he started it merely as a hobby.

This is but one example of the diversity and fascination of hobbies, "the companions of our leisure hours," and no one is too old or too young to enjoy them.

Here are a few hobbies of Milwaukee Road people which have come to the attention of the Magazine's correspondents recently:

T. I. Colwell, division editor at Terre Haute, recently visited the home of Charles Hammond, clerk in the Terre Haute freight house, who is a dog and bird fancier. Mr. and Mrs. Hammond have exhibited collies at shows throughout the country. At one time their kennels had 13 purebreds, including one of the seven champions of the collie world. Puppies from this sire have been sold as far west as California and east to Virginia. While they now have only two pet collies, they are still active in the local kennel club and Mr. Hammond continues to serve it as treasurer.

Mr. Colwell was more interested, however, in their collection of birds. "Some are very rare," he said. "Included are parrots from Mexico and South America, love birds whose ancestors came from Africa, cockateels which originate in Australia, a mynah from India, and about 70 parakeets. The family pet is Ronnie, a Mexican double yellow head parrot which the Hammonds bought when he was so young that he had to be spoon-fed. Ronnie can recite most of Little Boy Blue, but he won't show off in front of company. The mynah, on the other hand, talks practically all of the time. It has an extremely loud 'wolf whistle' and in the summer, from its cage on the

porch, will whistle at every passing automobile. Loretta, a parrot from Panama, also talks—even to strangers.

"Practically all of the birds are very tame, with the exception of the parakeets which are used for breeding, and they cannot be tamed. They are taught to speak with the use of records, although they pick up many words from their owners and from visitors. Due to their endless variety, the Hammonds have found them a very interesting study in genetics."

The C. S. Packs represent the increasing number of retired people who are learning and enjoying new skills, according to Mrs. Karen B. Rugee, Magazine correspondent at Mason City. When Mr. Pack retired in 1952 as chief train rules examiner at Milwaukee and they returned to their former home in Mason City, Mrs. Pack had just enrolled in a hooked rug making class at the YWCA. Reluctant to forsake her new hobby, she commuted between the two cities, a round trip of



Charles Hammond exchanges "bird talk" with Ronnie and Loretta, who hail from Mexico and Panama, respectively. The collie whose picture is framed with the ribbons is Caimbrooke Commodore, of a famous line; in the large picture, Caimbrooke Commodore II, a pet.



Mrs. C. S. Pack made the round-trip between Mason City and Milwaukee twice a month to attend hooked rug making classes at the Milwaukee "Y". (Milwaukee Journal photo)



Both Mr. and Mrs. Pack enjoy refinishing antique furniture as a hobby. This picture was taken by Mr. Pack in their basement workshop, as she finished an upholstering job.

some 600 miles, until she completed the course.

Currently she is at work on a 33x48 rug, cutting and dyeing her own wool cloth to get the desired colors. She has also taken a course in upholstering and is rather proud of having re-upholstered a set of antique chairs. Mr. Pack, who claims he only putters at woodworking, is nevertheless very good at it and is also interested in old furniture. His big project of the moment is refinishing an antique bedroom set which he inherited from his mother.

"Many of us have a difficult time holding onto our money these days," says J. J. Taylor, division editor at Minneapolis, "but H&D Division

Brakeman Goodwin Thompson has some coins he would not part with at any price. As a boy he became interested in rare and old coins, and later in the commemorative half dollars issued by the United States. Statistics show that there can never be more than 2,000 complete sets of these. Probably the number of complete sets will be few, but Mr. Thompson has one of them.

"Commemorative coins have been popular since the days of the Greeks and Romans. In the beginning, they served to record and honor important events, and they proved highly useful in passing along 'news' of the day. Mr. Thompson has two coins which he prizes above all others. The most val-

uable is the Missouri Centennial, marking the anniversary of the state's admission to the Union, and the other is the Hawaiian Sesquicentennial, commemorating the 150th anniversary of the rediscovery of the Hawaiian Islands by Capt. James Cook in 1778. These coins, which sold for \$2 when they were distributed, have increased in



Collecting United States commemorative half dollars is the hobby of H&D Division Brakeman Goodwin Thompson, shown here with one of his sets. The Columbian Exposition half dollar, struck for the world's fair at Chicago in 1892-1893, was the first to be issued.

value many times since.

"Other unusual coins are the Lexington-Concord Sesquicentennial, the Wisconsin Territorial Centennial, the Iowa Centennial, the San Francisco-Oakland Bay Bridge, and the Washington Carver Commemorative. Mr. Thompson's

(Continued on page 12)

The Meiers', father and son, regularly get the season limit—one deer, one elk, one antelope.

E. A. Meier, with his hunting dog and a few of the 74 beaver pelts he took last April.



Speaking of Hobbies

(Continued from page 11)

advice to novice collectors is to get acquainted with coins and to keep a close watch on the money which passes through their hands every day. Some of it may be worth many times its face value."

A hobby to strike envy in the heart of every outdoor man is that of E. A. Meier, section laborer on the Rocky Mountain Division. Mr. Meier, who is 70 years old, was born in Zurich, Switzerland, and lived there until he was 23. He first started with the Road in 1914, but after a year decided to "go homesteading" on a 320-acre tract near his present home at Grass Range, Mont. For several years he raised sheep, but after going broke in the depression, returned to the railroad and has been with it ever since.

With 14 guns and pistols ready for use, Mr. Meier has made hunting and trapping his principal pursuits aside from his job, and regularly gets his limit of the season's one deer, elk and antelope. The latter always have to be shot on the run, he says, as they become so cagey when the season opens that a hunter cannot get within gunshot distance without frightening them. He also hunts pheasants, prairie chickens, sage hens and, in the mountains, grouse.

At the request of nearby farmers, he traps beaver, although the state places a limit on the number he can take. These he traps in March and April, when the pelts are at their best, and mink in November and December. Beaver pelts bring about \$15 each, while mink is worth \$17 to \$20 a skin. Farmers want the beaver caught, incidentally, because cows walk out on the beaver dams, fall through and drown.

With his dog, Mr. Meier also hunts lynx and bobcats, on each of which the state pays a \$5 bounty. He usually sends the pelts away to be made into rugs as gifts, and he has had jackets made for his grand-daughters from deer skins. Long hours in the out-of-doors have kept Mr. Meier very fit, and he has never had an injury on the job. One of these years he plans to retire, though, and then, in his own words, "you will really see how a man can keep in excellent health after retirement."

In Communist-controlled Hungary, clowns are not allowed to clown in circuses. Instead, by Red order, they have to "recite instructive verses".

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

IT'S A PLEASURE

"We feel it is not only our duty, but a pleasure, to compliment your company on one of your fine employees, R. L. Frank, agent at Downsville, Wis. Mr. Frank is one of the most obliging and courteous agents we have dealt with. In the past we have shipped many cars out of Downsville and also received a great many, always enjoying the very best of service. It is, indeed, a pleasure to do business with him."

H. K. Olson
General Manager
Wisconsin Co-Operative Dairies, Inc.
Menomonie, Wis.

NOTHING LIKE IT

[From a letter addressed to President J. P. Kiley.]

"Our Mr. McMaster tells me that Superintendent P. J. Weiland and others at Sioux City have given us more cooperation than he has ever received from railroad people. I want you to know that we are most appreciative."

Albert A. Teeter, Jr.
Industrial Molasses Corporation
Minneapolis, Minn.

Two days later Carol called again, and a more joyful voice I have yet to hear: 'Mother, they're here. The Milwaukee railroad agent himself brought the box out to where I am staying. I never knew railroads would do all that for just one person.' And so Carol had a wonderful time, and we shall always remember that railroads have a heart."

Mrs. Tony Steinberg
Sioux Falls, S. D.

"THANKS A MILLION"

[Letter addressed to C. F. Dahnke, assistant general passenger agent, Milwaukee]

"We are very happy about the manner in which you conducted the accommodations for Mrs. John Gaustad. You will remember that Mrs. Gaustad, 91 years young, traveled from Milwaukee to Minneapolis on April 28, and everything of the finest happened from the time she was placed in the care of your people at Milwaukee until she was taken from a wheel chair in Minneapolis. We want to say 'thanks a million' to all concerned."

R. C. Brown
Plant Traffic Manager
Pabst Brewing Company
Milwaukee, Wis.

THE RAILROAD WITH A HEART

"Our 15-year-old daughter had gone to a young people's convention in Des Moines . . . taking two new party dresses, which had been packed in a box and checked through on her ticket on the Hiawatha. I had made the mistake of putting her name and address on the box . . . and by mistake it was put in with the parcel post and sent to the Des Moines post office. Later we received a tearful telephone call from Carol. The dresses had not arrived, and her world was in ruins. What could be done?"

"We phoned the ticket people, Mr. Victor West and Mr. J. D. Bell, and they promised to start checking at once.

SHOW WORLD COMMENT

"I am a member of the 'Porgy and Bess' company which was on your wonderful Hiawatha train out of Chicago Mar. 23 to Minneapolis. It was a very comfortable, pleasant, interesting trip . . . which was made even more pleasant by your excellent train crew members, Conductor A. J. Sarazin and Trainman V. L. Bergstrom. They were very kind and helpful and our entire company appreciated these men. I congratulate you on such capable, spirited employees."

Vincent Clarke
Lyceum Theater
Minneapolis, Minn.

how are we doing?

	APRIL	FOUR MONTHS	
	1954	1953	1954
RECEIVED FROM CUSTOMERS			
for hauling freight, passengers, mail, etc.....	\$18,891,653	\$21,479,486	\$74,871,588
PAID OUT IN WAGES.....	9,603,521	10,670,206	38,553,698
PER DOLLAR RECEIVED (CENTS).....	(50.8)	(49.7)	(51.5)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	543,449	612,187	2,181,562
PER DOLLAR RECEIVED (CENTS).....	(2.9)	(2.9)	(2.9)
ALL OTHER PAYMENTS			
for operating expenses, taxes, rents and interest....	8,680,750	9,830,476	34,942,370
PER DOLLAR RECEIVED (CENTS).....	(46.0)	(45.8)	(46.7)
NET INCOME	63,933	366,617	2,747,627
NET LOSS			806,042
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:			
Number of cars.....	110,073	124,350	429,600
Decrease 1954 under 1953.....	14,277		63,558

F. A. Shoultz Retires as Car Department Head

FRANK A. SHOULTZ, superintendent of the Road's car department, with headquarters at the Milwaukee, Wis., shops, retired on May 31. He had been in railroad service 48 years and with the Milwaukee since 1921.

Born in Indiana, Mr. Shoultz started railroading in his native state with the Monon, later going with the Illinois Central and also the Southern Indiana. In 1914 he transferred to the Chicago Terre Haute & South Eastern and was a car foreman with that line when it was acquired by the Milwaukee in 1921.

Mr. Shoultz rose to the position of superintendent through a long and varied apprenticeship. Starting as a car inspector, he became a repairman, then a piece work inspector. For a while he was employed as a locomotive fireman before becoming assistant car foreman, then car foreman, and subsequently wrecking foreman. Appointed general foreman, he served at Terre Haute, Dubuque, Nahant and Sioux City before 1937 when he was



F. A. Shoultz

appointed assistant superintendent of the car department. He became superintendent last Nov. 1 upon the retirement of J. A. Deppe.

In his early years of railroading, Mr. Shoultz was a wrecking foreman for the Terre Haute, and during the period of federal control he served in that capacity on other lines in assigned territory. He observed, upon his retirement, that wrecking derricks of those days were of the 50 to 60-ton class, whereas their present capacity is 200 to 250 tons.

During the same period great changes have taken place in car construction. He recalled that when he entered service cars were being constructed of wood, in 20 to 30 ton capacity. Gradually the change was made to metal draft arms and metal center sills, the forerunner of the all-steel underframe car with composite superstructure, which in turn became all-steel construction with, at the present time, some rubber draft gears. This progress also included a change from cast iron to steel wheels, and from the straight air brake with two positions to the present AB brake, conversion to which is just being completed.

For many years Mr. Shoultz has been active in the affairs of the A.A.R., for the past 17 years as a member of the

Loading Rules Committee. He has also served as chairman of the Special Committee on Forest Product Loadings since that committee was formed seven years ago.

A luncheon held in Mr. Shoultz's honor at the Ambassador Hotel in Milwaukee on May 20 was attended by many of his railroad associates. He will continue to live in Milwaukee, he says, as the city is ideally suited to his retirement plans. Both he and Mrs. Shoultz are avid collectors of antiques, and their home contains many fine pieces of Early American furniture, china and glassware which they have assembled over the years. Some of them are family heirlooms, including a hand-woven coverlet which has been loaned to museums on various occasions. In the past the Shoultzs have spent many of their summer vacations visiting antique shops in Wisconsin and Indiana, and in the future they expect to devote more time to their hobby.

The number of telephones in the United States passed the 50 million mark in 1953. There are some 85 million phones in the world—Great Britain is second to the United States, with six million.

Appointments

Law Department

Effective June 1, 1954:

C. D. MacLennan is appointed western freight claim agent with headquarters at Seattle to succeed E. H. Suhrbier, deceased. Mr. MacLennan started with the Milwaukee Road in Tacoma in 1911 and held various positions on the Coast Division, including traveling freight claim agent at Seattle. Most recently he has been chief clerk in the Seattle freight claim department.



C. D. MacLennan

Traffic Department

Effective June 1, 1954:

S. J. Monroe is appointed city freight agent at Detroit, succeeding L. E. Lewis, who has resigned. Mr. Monroe started with the Road in Milwaukee as a clerk in the office of the division freight and passenger agent in 1951. Since June, 1952 he has been chief clerk in the Road's Detroit traffic department.

Finance and Accounting Department

Effective June 1, 1954:

H. L. Anderson is appointed chief demurrage inspector, succeeding C. P. Prehs, who retired. Mr. Anderson entered the employ of the Road on Aug. 1, 1915 as a demurrage representative in the accounting department and transferred to the operating department as a demurrage supervisor in the Chicago Terminal District in 1924. He returned to the accounting department on Oct. 2, 1942, since when he has held the position of demurrage inspector.

Operating Department

Effective June 7, 1954:

D. O. Burke is appointed trainmaster of the Rocky Mountain Division with headquarters at Deer Lodge, following the death of R. H. Jensen. Starting with the Road in 1935, Mr. Burke has been operator, train dispatcher, chief train dispatcher, and transportation assistant

to general manager in Chicago. He has been trainmaster in Milwaukee since May, 1953.

G. M. Robson is appointed trainmaster of the Milwaukee Terminals with headquarters at Milwaukee, succeeding D. O. Burke. Mr. Robson entered Milwaukee Road service in February, 1948 as a brakeman. He has been a train conductor since May, 1952.

Mechanical Department

Effective June 1, 1954:

J. T. Phleger is appointed traveling engineer of the Iowa & Southern Minnesota Division, First and Second District, with headquarters at Austin, succeeding H. T. Neelings who retired after 47 years of service.

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

E. L. Peters is appointed traveling engineer of the Dubuque & Illinois Division, Third District, with headquarters at Ottumwa, succeeding F. Corr, transferred.

F. Corr is appointed traveling engineer of the Terre Haute Division with headquarters at Terre Haute, succeeding F. L. Peters, transferred.

H. E. Erickson

H. E. ERICKSON, general agent in Minneapolis, suffered a cerebral hemorrhage there on May 21 and passed away four days later in Northwestern Hospital. He was 46 years old and had been with the railroad since 1930.

Mr. Erickson was born in Minneapolis and started his railroad service there as a clerk in the office of the general northwestern freight agent. He was appointed city freight agent in 1940, and in 1942 traveling freight agent with headquarters in Cleveland. In May, 1950 he transferred to Cincinnati, serving there as general agent until he was appointed general agent at Minneapolis in March, 1951.

Funeral services for Mr. Erickson were held in Minneapolis. He is survived by his wife, Evelyn, and an eight-year-old daughter.

E. H. Suhrbier

E. H. SUHRBIER, western freight claim agent with headquarters in Seattle, died suddenly on May 13, following a heart seizure. He had been with the Road for 37 years, his entire service being in freight claim work.

Mr. Suhrbier was a native Chicagoan, born on Aug. 19, 1902, and started in the Chicago freight claim department as an office boy. He was advanced to adjuster in 1924 and served in that capacity until 1941 when he became a traveling adjuster. In 1945, transferred to Minneapolis, he was district freight claim agent there until August, 1950 when he was appointed assistant freight claim agent with headquarters in Seattle. He had been western freight claim agent since Mar. 15, 1952.

Services for Mr. Suhrbier were held in Seattle, with H. W. Kirch, freight claim agent, Chicago, serving as a pallbearer. He is survived by his wife Henrietta, two daughters, a son and a grandson.

R. H. Jensen

RICHARD H. JENSEN, trainmaster for the Rocky Mountain Division, died May 15 as the result of a coronary attack. Death occurred while he and Mrs. Jensen were attending a social affair in the city hall at Deer Lodge.

Mr. Jensen, who was born in Calabar, Mont., Oct. 3, 1915, had been with the Road since 1935. He started as a clerk at Miles City and transferred in 1941 to Seattle, subsequently holding various secretarial positions there. He was chief clerk to the superintendent at Miles City when in 1950 he was made special assistant to general manager, Chicago. The following year, appointed trainmaster, he served on the Milwaukee Division Third District and also at Austin before going to Deer Lodge as trainmaster last November.

Services for Mr. Jensen were held in the Episcopal Church at Miles City. He is survived by his wife Ardis, a daughter, Janet, and a son, Gary; also by his mother, Mrs. Nels Jensen of Miles City, three sisters and a brother.

"I have saved myself a great deal of trouble in my life", writes a practical man, "by always following this simple direction: When you have anything to do, do it."—Sir John Lubbock in "Tact"

Mr. and Mrs. H. S. Zane Return from Orient

STOPPING at the Magazine office in late May, en route to a meeting of the National Freight Traffic Association at White Sulphur Springs, W. Va., Harry S. Zane reported on a six-week trip to the Orient which he and Mrs. Zane completed in April. Mr. Zane retired as general freight traffic manager in February, 1952.

During Mr. Zane's years with the railroad, he and Mrs. Zane took a number of excursions into Latin American countries and decided that, once the pressure of work was off for good, they would strike out in another direction and see the Orient.

So they left their home in Dallas in late February, boarded a freighter in Seattle on Mar. 10 and arrived in Yokohama two weeks later. During their stay of several days there, in Kyoto and Tokyo, they had an opportunity to make two long train trips.

Although their original plan was to travel by boat roundtrip, they flew back from Tokyo, due to Mrs. Zane's having become ill while in Japan. They spent a week in Honolulu on the way back to Los Angeles and Dallas.

Mr. Zane reports that although he did not have an opportunity to study the Japanese railroads as closely as he would have liked to, he was favorably impressed by what he saw. Their freight handling system, he observed, appears to be good,

Show, left to right, at the A.R.D.A. meeting: A. L. Sedgwick, Milwaukee Road western industrial commissioner; R. O. Robertson (C&O), newly elected association president; E. L. Beardsley (D&RGW), retiring president; and S. J. Cooley Milwaukee Road industrial commissioner.



Traffic Potential of Rail Property Theme of A.R.D.A. Meeting

THE growing importance of industrial development work by the railroads in their bid for a larger share of available traffic focused considerable attention on the 45th annual meeting of the American Railway Development Association, held in Salt Lake City last month. S. J. Cooley, Milwaukee Road industrial commissioner, Chicago, and A. L. Sedgwick, western industrial commissioner, Seattle, represented The Milwaukee Road.

One of the most interesting addresses on the program was delivered by E. Sanford Gregory, president of the Society of Industrial Realtors.

Security and economy factors are changing the industrial pattern, he stated.

The hydrogen bomb and new concepts of defense are resulting in industrial decentralization, with obvious implications for transportation. Likewise, the transition from 14 years of emphasis on production for war and the threat of war, to the production of more goods for consumer markets is a factor to consider.

"This," he pointed out, "has caused changes in real estate requirements. The switch to competitive selling should be accompanied by a demand for wider distribution and faster delivery of finished products. This means more branch warehouses and more factories."

A significant view of the railroad situation was expressed by Lewis P. East, general agricultural agent of the Pennsylvania Railroad, during the meeting of the agricultural section of the association.

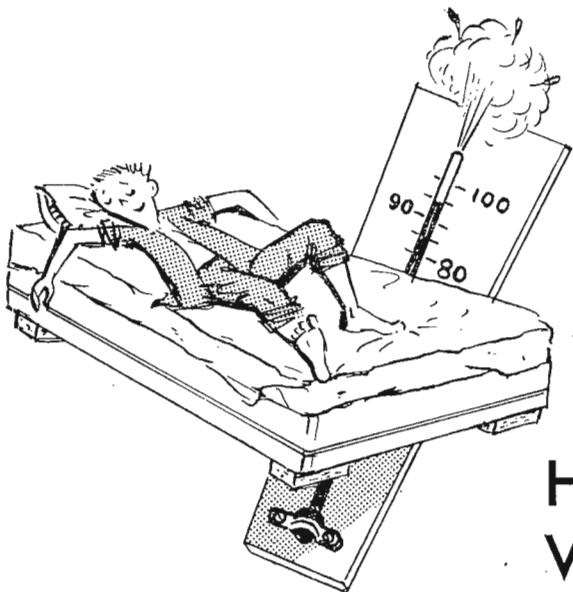
Admonishing his audience that the future of the railroads depends to a great extent upon the public's opinion of the industry, he said:

"The American public today does not fully understand all the transportation problems that are of public concern. Trip leasing, subsidies to other forms of transportation, time-lag incident to rate adjustments and outmoded regulations are examples of only a few of the problems of which the public in general has but a hazy understanding. They have been accustomed to taking the railroads for granted and to thinking they are big enough and important enough to take care of themselves."

Mr. Cooley has been active in the work of the association over a period of years and is now working with a committee studying industrial zoning. Mr. Sedgwick served as chairman of the joint industrial and real estate meeting.



Mr. Zane and T. Sugizaki of the foreign department of the Japan Travel Bureau, outside the famous Imperial Hotel where the Zanes stayed while in Tokyo.



How to Get to Sleep When the Temperature Soars

IN HOT, muggy weather there is nothing you can do short of air conditioning to bring the temperature down even one degree, but there is a way you can at least get a good night's sleep to brace yourself for another sweltering day.

A comfortable bed plays a leading role in defeating insomnia. Make your bed carefully, so that it is wrinkle free. If you don't mind being different, remove the mattress and bedspring from the bedstead and sleep closer to the floor. (Since hot air rises, the air is

much cooler down there.) A brick under each corner will keep the bedding raised off the floor so it won't pick up dust and dirt.

Take a soothing, tepid (never cold) bath before you go to bed. Adding a little baking soda to the water produces a mildly alkaline solution that helps relieve skin irritations. Don light cotton bedclothes. Women with long, or even medium long, hair should tuck it under a net.

Open the window at both the top and the bottom for good circulation.

Leaving the bedroom door open helps to catch any breezes in the house. Pull the bed away from the wall to obtain free circulation of air on all sides.

Place an electric fan on the floor to stir up the air, but never let it blow directly on you. A bowl of ice set directly in front of the fan acts a little like air-conditioning. You may try sprinkling the bedding with chilled cologne or witch hazel.

Then lie on the bed in a relaxed position, and good slumber should follow.

"real cool" for hot weather

DO YOU love to experiment with new recipes? Here's an exciting one—frozen lime pie. Served with iced coffee, it's also a wonderful afternoon bridge treat.

Frozen Lime Pie

6 eggs, separated
1 cup sugar
grated peel 2 limes
juice of 3 limes
2 cups heavy cream, whipped
 $1\frac{1}{3}$ cups chocolate wafer crumbs

Combine egg yolks, sugar, lime peel and juice in top of double boiler. Cook over hot water, stirring, until slightly thickened. Cool. Fold in stiffly beaten egg whites. Fold in whipped cream. Sprinkle half of the crumbs in large refrigerator tray. Pour in lime mixture. Top with remaining crumbs. Freeze firm. Makes 10-12 servings. (*Pan-American Coffee Bureau*)

Planned as a dessert, the following recipe contains so many good ingredients that it may also be used for the main course of a light summertime

lunch or supper.

Frozen Dessert Salad

$1\frac{1}{2}$ cups creamed cottage cheese
 $\frac{3}{4}$ cup heavy cream
 $\frac{3}{4}$ cup canned pineapple cut in small pieces
 $\frac{1}{2}$ cup diced dates
 $\frac{1}{4}$ cup halved maraschino cherries
 $\frac{1}{3}$ cup coarsely chopped nuts
 $\frac{1}{8}$ tsp. salt
 $\frac{1}{4}$ cup mayonnaise

Mash cottage cheese with fork until smooth. Whip cream stiff; fold into cheese. Combine pineapple, dates, cherries, nuts, salt and mayonnaise. Fold into cream mixture. Pour into 1-quart metal mold. Place against wall of food freezer (or on floor of refrigerator freezing compartment). Freeze firm, $3\frac{1}{2}$ -4 hours.

When salad is frozen, run sharp knife around edge of mold to depth of about 1 inch. Invert on serving dish and strike bottom of mold sharply to remove salad. Let stand at room temperature for $3\frac{1}{4}$ - $1\frac{1}{4}$ hours, or until a thin knife can be inserted easily from top to bottom in center of salad. Garnish with watercress and whole strawberries. Serves 8. (*G-E Consumers Institute*)



Frozen Lime Pie

Frozen Dessert Salad



The Milwaukee Road Magazine

The Dieter's Delight

JUST because you're on a diet, don't get the confused idea that skipping breakfast is going to slim your waistline. In reality, the reverse is more possible. If you pass this meal, you're more likely to cheat with snacking or to overeat at the other meals of the day. You might even backslide and sneak a chocolate soda.

For that same soda—400 calories in round figures on the fat boy's thermometer—you can have a breakfast that will make dieting easier all through the day. This sample breakfast is an example of the bargain a good breakfast can be to dieters—calories are for the average "blue plate special" servings:

Small Tomato Juice (25 calories)
Oatmeal (100) with 1 tsp. Sugar (18)
and Skim Milk (42)
Orange Breakfast Bun (90) with Butter (33)
Skim Milk (84) and Coffee (0)

Hot oatmeal, served with that good friend of waistline watchers, skim milk, is low in carbohydrates but still gives plenty of body-building protein. The buns are a welcome change from the usual diet of dry toast. Slim members of the family can have them frosted with confectioner's sugar icing. Here's the recipe:

Orange Breakfast Buns
2 cups ready-mixed pancake flour
 $\frac{1}{4}$ cup sugar
1 tsp. grated orange rind
 $\frac{1}{4}$ cup shortening
1 egg, beaten
 $\frac{3}{4}$ cup milk

Mix together pancake mix, sugar and orange rind. Cut in shortening until mixture resembles coarse crumbs. Add egg and milk, stirring until well combined. Drop batter by tablespoonfuls onto greased cooky sheet. Bake in hot oven (425 F.) 12-15 minutes. Makes 1 dozen. (Specified product, Aunt Jemima Ready-Mix for Pancakes)

They were getting up a ball game and lacked one player. They finally persuaded a fellow to fill in, although he said he never played before. He went to bat and the first ball pitched he knocked over the fence. Everyone, including the batter, stood and watched the ball. Excitedly they told him to run.

"Shucks!" he said, "what's the use of running. I'll buy you another ball."



Gay as a circus, Bozo the Clown is the center of interest in this decal motif for a child's room.

Decalcomania Is Fun

WOMEN who enjoy freshening up their homes with a paint brush can create harmonious and artistic effects with the use of decalcomania. The new giant-size decals are just as easy to apply as the smaller spot designs, but more modern because of the variety of compositions which may be cut from a single large mural.

The new mural decals are designed to look like authentic hand paintings and to tie in with contemporary motifs in fabrics, carpets and other home furnishings. They are particularly effective in children's rooms. For instance, a Mexican motif, a clown or a cowboy mural may be used as a center of interest on the wall or on a venetian blind. The same motif may be carried out also on the furniture by cutting various designs from the large mural; dip into water and slide off onto the chest of drawers, desk, headboard, or whatever

object is to be decorated.

Are decals permanent? The answer is that they are used for placing insignia on US aircraft. Yet home decals are easily removed. Consult your local dealer about a new remover which requires no rubbing or scraping.

Decals are ideally suited to plain surface, dull-finished walls. To remove gloss, wipe the face of the decal with a solution of buttermilk and thinned starch after the decal is on the wall.

Many decorators determine over-all effects by pinning decals into place before actually transferring. The decals are easier to slide into position when the area to be decorated has been slightly moistened. However, do not apply them to freshly painted walls. Wait until the surface is thoroughly dry.



Do Your Children Know How to Swim?

THE start of the long school vacation brings a warning from the National Safety Council that death by drowning is one of the leading hazards of this season. Statistics show that boys from 5 to 14 are the likeliest victims. Parents

are therefore urged to give their children the opportunity to learn to swim. Instructions are available locally through the Red Cross, YMCA, YWCA, Boy Scouts, Girl Scouts, Campfire Girls, and most summer camps.



VACATION FASHIONS. Here are the ideal hot weather hat and bag for vacation trips. The summer version of the pillbox is lined with taffeta, the color of which is repeated in a ribbon headband. Carry the tote-style bag with its matching change purse with everything you wear, every color—it combines flamingo, yellow,

low, white, blue and green. The novel striped effect is created by crocheting over six strands of rug yarn. Instruction leaflets for HOT WEATHER HAT and STRIPED BAG and PURSE may be obtained free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

Are You as Safe at Home as on the Job?

IN PRACTICALLY every plant or office in the country, people are careful about their safety and have some knowledge of proper first aid. Then at quitting time, they rush home—and into the danger area. They burn themselves lighting the stove, trip on a loose rug, fall down stairways, and cut themselves shaving. And then they don't have the right first aid supplies, or don't know how to use them.

A recent industrial survey showed that only seven per cent of all accidents occur on the job, and that the 93 per cent that take place during off-working hours are the cause of about 15,000 deaths a year. Actually, there's no reason why the home can't be as safe as the plant, if you remember to apply the safety principles of work life to private life. Here's a simple test by which you can judge your own safety habits:

1. A place of work is arranged for safety. How about your home? Loose rugs, trailing electric light cords, badly-lighted stairways, defective stoves, all spell danger.

2. There aren't any poisons lying loose around offices or plants. Are there any in your house? Remember that the place for medicines is in the medicine cabinet—beyond the reach of children. Household cleansers, ink, nail polish or turpentine should also be kept locked away from small children.

3. If you should burn or cut your hand at work, nobody would dab rancid butter on it or bandage it with a soiled handkerchief. Why do it at home? Keep proper first aid supplies on hand—sterile bandages and cotton, adhesive tape, a good disinfectant for cuts and pure Vaseline petroleum jelly for burns. Have your doctor's telephone number and the address of the nearest hospital in plain sight.

If you rate "perfect", you're an asset to your employer as well as to your family, for you know that safety, like charity, begins at home.



test your knowledge of railroads and railroading

(Answers on page 38)

1. In railroad language, what is a flimsy—a locomotive roster, a waybill, or a train order?
2. In which class is the greatest number of railway companies—Class I, II, III, or switching and terminal companies?
3. Is a stadia rod a part of a steam locomotive, a device used by civil engineers, or a part of the underframe of a railroad car?
4. In or near what city is Enola Yard—Harrisburg, Pittsburgh, or Detroit?
5. Does the railway payroll amount to more or less than \$5 billion a year?
6. Does tractive effort apply to electric generators, locomotives, or railway track?
7. Were steel passenger cars introduced before or after World War I?
8. What is a twin load—a double deck carload, a carload of identical shipments, or a load that extends over two or more railroad cars?
9. With the testing of what type of railway construction materials are briquettes identified—steel, concrete or lumber?
10. How many railroad freight stations are there in the United States—about 17,000; 37,000; or 57,000?

our safety score

reportable employee casualties on The Milwaukee Road through May 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	15	..	28	....	—46
TOTALS	1	79	3	143	—67	—45
Casualty Rates .....	.04*	3.30*	.11	5.46	—64	—40

*Estimated

r e t i r e m e n t s

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

FLETCHER, HAROLD D.	Paymaster	Chicago, Ill.
MILLER, ELIZABETH R.	Typist	Chicago, Ill.
PERLICK, BERNARD H.	Bureau Head	Chicago, Ill.
PREIHS, CHARLES P.	Demurrage Insp.	Chicago, Ill.
TAYLOR, ORVILLE H.	Engr. Acct.	Chicago, Ill.
ZECHLIN, VIOLA O.	Clerk	Chicago, Ill.

CHICAGO TERMINALS

MARTINELLI, CARLO	Sec. Laborer	Chicago, Ill.
TYMINSKI, STANLEY	Boilermaker	Bensenville, Ill.

COAST DIVISION

McRAE, DAVID	Switchman	Tacoma, Wash.
SHORTSLE, JAMES E.	Laborer	Bellingham, Wash.
WELLBORN, PAUL T.	Yard Clerk	Seattle, Wash.
WICKLUND, RALPH E.	Mach. Helper	Raymond, Wash.
ZANINI, ALFREDO	Sec. Laborer	Seattle, Wash.

DUBUQUE & ILLINOIS DIVISION

GROHARING, VERNON L.	Inspector	Nahant, Iowa
KNIGHT, LEONARD W.	Agent	Sigourney, Iowa
McCLURE, CLYDE A.	Loco. Engineer	Quinton, Iowa
STANDARD, CASSIUS S.	Loco. Engineer	Kansas City, Mo.
WELSH, VINCENT J.	Loco. Engineer	Dubuque, Iowa
WHITMER, CLINTON T.	Conductor	Savanna, Ill.

DAKOTA DIVISION

ENBERGER, MARTIN	Foreman	Bowdle, S.D.
JONES, MORSE E.	Loco. Engineer	

STITES, CARL	Sec. Laborer	Avery, Ida.
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IOWA DIVISION

BRISTOL, GEORGE E.	Switchman	Cedar Rapids, Iowa
LIETZ, HERMAN F.	Sec. Laborer	Lost Nation, Iowa
MARSHALL, CLAYTON E.	Pipefitter	Perry, Iowa
VAN DEVENTER, HOMER H.	Laborer	Perry, Iowa
WAGNER, JOHN H.	Mach. Helper	Perry, Iowa

IOWA & DAKOTA DIVISION

ENGRAVALLO, LAWRENCE	Boilermaker Helper	Mitchell, S.D.
ERLEWINE, DAVID J.	Switchman	Sioux Falls, S.D.
JOHL, ALBERT	Sec. Laborer	Sioux City, Iowa
KRIVAKAPICH, STEVAN	Sec. Laborer	Sioux City, Iowa

LYNOTT, JAMES P.	Machinist	Sioux City, Iowa
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IOWA & SOUTHERN MINNESOTA DIVISION

BRENTON, FRANK L.	Local Storekeeper	Austin, Minn.
JOHNSON, HENRY A.	Sec. Laborer	Austin, Minn.
MATHISON, HARTWICK M.	Agent-Opr.	Carpenter, Iowa
VANDENOVER, HARRY E.	Boilermaker Helper	Austin, Minn.
WILLIAMS, ALFRED	Machinist	Austin, Minn.

LaCROSSE & RIVER DIVISION

KNAPP, CHARLES J.	Machinist	LaCrosse, Wis.
LACKEY, ALLIE G.	Lineman	New Lisbon, Wis.
RUDER, GEORGE H.	Warehouse Foreman	Merrill, Wis.
SHAFT, CHARLES E.		

Release 1,700,000 Certificates of Service for 1953

STARTING early in June, the Railroad Retirement Board began sending out 1,700,000 Certificates of Service Months and Wages for 1953 to the railroads for delivery to employes. Most employes should have their form BA-6, as the certificate is known by the middle of July.

This year, for the first time, the certificates were prepared only for those who either earned at least \$300, or who worked in all 12 months of the calendar year. This policy was adopted to reduce administrative costs, since there are approximately a quarter of a million who earn less than \$300 in railroad employment each year.

Important To Know Earnings for '53

The BA-6 form gives an employe a record of his service and earnings from 1937 through the last completed calendar year. Since July 1 marks the beginning of a new benefit year under the

Railroad Unemployment Insurance Act, it is important for an employe to know the amount of his 1953 earnings at this time. These earnings will determine the daily benefit rate at which unemployment or sickness benefits can be paid to him during the period from July 1, 1954 through June 30, 1955. If he becomes ill or unemployed during that time he should submit his form BA-6

Train Dispatcher Wausau, Wis.
TERNES, FRANK P.

Trainman Milwaukee, Wis.
ZINDA, AUGUST J.

Sec. Laborer Wis. Rapids, Wis.

MADISON DIVISION

GOLDTHORPE, HOMER J.

Brakeman Janesville, Wis.
KRUSE, HENRY F.

Trucker Freeport, Ill.

MILWAUKEE DIVISION

EINARSON, SKULIE

Trav. Engineer Green Bay, Wis.
HANNIGAN, TORRANCE P.

Brakeman Milwaukee, Wis.
HAISTRICH, HENRY J.

Brakeman Milwaukee, Wis.
LARSEN, EDWARD L.

Machinist Green Bay, Wis.
LUCAS, JOHN D.

Loco. Engineer Milwaukee, Wis.

MILWAUKEE TERMINALS & SHOPS

BIVINS, MYRA L.

Clerk Milwaukee, Wis.
BODIMER, LEROY H.

Carman Milwaukee, Wis.
DATKA, JOHN J.

Car Oiler Milwaukee, Wis.
FLUEGEL, WERNER E.

Towerman Milwaukee, Wis.
HARTWIG, OTTO C.

Boilermaker Milwaukee, Wis.
HUNN, CHARLES J.

Laborer Milwaukee, Wis.
HURST, FRANK A.

Machinist Milwaukee, Wis.
JARMUSZ, ANDREW C.

Boilermaker Helper Milwaukee, Wis.
JARMUZ, JOSEPH W.

Clerk Milwaukee, Wis.
KLUG, LEO A.

Pattern Maker Helper Milwaukee, Wis.
MANDT, HENRY J.

Laborer Milwaukee, Wis.
NISKY, PAUL S.

Carman Milwaukee, Wis.
ORLOWSKI, PETER

Carman Milwaukee, Wis.
PALMERSHEIM, MARTIN P.

Tinsmith Milwaukee, Wis.
PECK, CLARENCE E.

Asst. Sec. Stockman Milwaukee, Wis.

UNZ, JOHN

Welder Milwaukee, Wis.

WILLIAMS, FRANK

Fire Builder Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

GREEN, FRANK T.

Boilermaker Avery, Idaho

HOLLAND, MARTIN M.

Loco. Engineer Deer Lodge, Mont.

MARKEI, CHESTER H.

Loco. Engineer Three Forks, Mont.

MONKELIN, OLE N.

Carman Lewistown, Mont.

RUNYON, CLIFTON R.

Brakeman Alberton, Mont.

SCHINDLER, PHIL

Helper Deer Lodge, Mont.

SPILOS, JOHN

Sec. Laborer Avery, Ida.

WALTERS, EARL H.

R. H. Foreman Deer Lodge, Mont.

How To Enjoy Your Retirement

"Nothing to do? My days aren't long enough," says this retired engineer

PRESIDENT J. P. KILEY's message in the April issue of the Magazine, "Retirement — A State of Mind", included the observation that, judging by the testimony of those who have



W. E. Jones

been most successful at it, a happy retirement depends largely on broadening our interests. "It is a matter of being interested in other people," he said, "of being alert to the world we live in, and active in the life of our communities."

Had he wanted to cite an example of this attitude, there would be no need to look further than W. E. Jones of Puyallup, Wash. This Coast Division engineer who retired in 1948 wrote to the Magazine just a short time ago about the fact that he hears many retired people complaining that they have nothing to do. "Frankly, I don't understand that sort of thing," he said. Then, because he thought others might learn from it, he outlined his own experience.

He started railroading on the Chicago & Council Bluffs Division, Mr. Jones said, working out of Chicago until 1908 when he went to the "Lines West of Butte," then under construction. When he retired after 48 years of service, he had worked everywhere west of Deer Lodge, finishing on the Hiawatha run between Othello and Tacoma.

Meanwhile, although he did not realize it then, the groundwork for his retirement interests was in the making. It

began during World War I when the railroad sponsored the 609th Engineers. Appointed captain of Company B, Jones served with the American Expeditionary Forces in France and Germany. When the 609th was disbanded, the Army retired him with 21 years of service.

His military training opened a new avenue of interests after he retired from the railroad. Feeling that there was an important job to be done in his home city, he joined the Puyallup police reserve. Soon he was appointed captain. It meant going back to school, and he was graduated from the State of Washington Law Enforcement Training Program. This led in 1951 to the post of director of civil defense for Puyallup with an office in the city hall and a course at the Civil Defense College, Olney, Md. In naming Puyallup recently as an example of an unusually well organized community, the director of civil defense for the state gave Mr. Jones the credit—a one-man effort, it was called.

"I am also a member of the Milwaukee Pioneer Club and Veterans Association," Mr. Jones' letter continued, "of the Retired Officers Association, the Masonic order, Brotherhood of Locomotive Engineers, Veterans of Foreign Wars, and the Military Order of the World Wars. I might add, too, that I am an expert numismatist and as an active member of the American Numismatic Association I sometimes appraise collections of coins and paper money. This is a real hobby with me."

"I also find time to help my wife with the flowers, mow the lawn, and do most of my own repair work. And if I run out of work at home, I help the neighbors. Nothing to do! The only trouble I have is that the days aren't long enough."

TERRE HAUTE DIVISION

McCOWN, CLAIR B.

Brakeman W. Clinton, Ind.

RELIC, GEORGE

Loco. Fireman Chicago Heights, Ill.

TRANS-MISSOURI DIVISION

EATON, GEORGE

Loco. Engineer Harlowton, Mont.

HATCH, ADNA S.

Agent-Oper. Hettinger, N.D.

MORAN, EDWARD F.

Loco. Fireman Miles City, Mont.

TWIN CITY TERMINALS

HUGO, AXEL

Carman Minneapolis, Minn.

KINDER, ERIC W.

Boiler Foreman St. Paul, Minn.

LANDER, FRANK

Laborer Minneapolis, Minn.

SWANSON, ENOCH A.

Blacksmith Minneapolis, Minn.

THOMPSON, CLARENCE O.

Ex. Gang Laborer Minneapolis, Minn.

TORNES, JOHN K.

B&B Foreman Minneapolis, Minn.

WANDBERG, EDWARD D.

Machinist Minneapolis, Minn.

WANG, REDVAL

Carman Minneapolis, Minn.

The Milwaukee Road Magazine

"then the dragon came..."



Nobody tells a story like Daddy. The everyday world fades away as his words lead you into a new and shining land.

And what if the Dragon is a bit scary? You need only climb into Daddy's arms to be safe and secure again before it's time to sleep.

To make those we love safe and secure is the very core of homemaking. It is a privilege known only in a country such as ours, where men and women are free to work for it.

And taking care of our own is also the way we best take care of our country. For the strength of America is simply the strength of one secure home touching that of another.

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

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

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

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

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

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

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

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about people of the railroad

Milwaukee Terminals

FOWLER STREET STATION

Contributed by J. Fillier

Pearl Freund and Mary Pruitt attended the Railway Business Women's convention in Miami Beach, Fla. They planned on taking in the Florida sunshine and then spending a few days in Cuba.

New arrivals are announced by Mr. and Mrs. Mike Swieciak, a girl, Mary Lucy, born May 4; Mr. and Mrs. Eugene Cary, a boy, Jeffrey, born Apr. 9; and Mr. and Mrs. Norbert Kohn, a boy, Michael Geoffrey, born May 3.

Fred Roessger, Alice Sobczak, Anthony Stollenwerk and Enricho Franko are holding new positions in the rate department. William Spredemann, John Brower and Willard Kinast hold new jobs in the cashier depart-



FOREIGN EXPERIENCE. Pfc. Kenneth P. Herbert signals his engineer in Korea, where he is a switchman with the 724th Transportation Railway Operating Battalion. Before entering the Army in January, 1953 he was a brakeman for the Road in Milwaukee.

ment. Arthur Lengling is the new bill clerk in the I&SM billing department and R. J. Kruskick the new night auto messenger. Frank Ciskowski has been assigned to check clerk at Stowell station. This position was formerly held by Joe Jarmuz who retired Apr. 15.

We are glad to see C. J. Jacho, Frank Lahm, James Madushaw and Edward Sullivan back to work after illness, and hope for a speedy recovery for Robert Monaghan who underwent an operation May 24.

James Tomasik, son of Marie Tomasik of the billing department, is being married to Lucille Robertson on June 12 at St. Thomas

Acquinas Church.

July 10 is the date when Carol Roelke will become the bride of Robert Franzen at St. Rita's Church. Carol is the daughter of Helen Roelke, auto messenger.

Gordon Thomas, announcer on the WTMJ radio and TV programs, "Top of the Morning" and "Time Out with Thomas," has just awarded membership cards in the Little Sir Reeko Club to the following: H. C. Puck, agent at North Milwaukee; E. A. Keller, OS &D department; Carol Keller, NYC; Mary Tomasik, ticket sorter; Ollie Yerman, billing department; K. E. Stelzel, yard clerk; O. G. McKagan, yard clerk; W. L. Koepke, switching clerk; W. D. Warner, yard clerk; E. J. Eckhart, yard clerk; Elizabeth Metschl, bill and expense clerk; Lois V. Scott, pick-up and delivery clerk; and John S. Wanta, train clerk.

It seems four baby skunks appeared on the TV show two years ago, and became popular zoo pets also. These babies were picked up by yard clerks at the North Milwaukee station. The mother skunk had been killed by traffic, and Ken Stelzel and O. McKagan saw the little ones coming out from under one of the section men's houses. They were brought into the office, eyes not yet opened, and were handled by the force without ill effect. Ollie Yerman must have frightened the little stinker, however, because that is what he became right then. The office was not livable for a while, until all windows were opened and three fans put into action. The boys took them home that night with the thought of having them for pets, but apparently were overruled because they took them to the zoo instead, where they all went on to fame. Motto of the club? Why Be Unbearable When With A Little Effort You Can Be A Real Stinker?

I & S M Division

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

As the school term drew to a close, children of the schools near Austin were making a tour of the town, visiting the Hormel plant, and inspecting the Milwaukee Road installations. R. A. Churchill, special officer at Austin, was kept busy explaining railroading, and safety around the railroad to these children.

T. E. Bigley, agent at Ridgeway and extra dispatcher, was appointed second trick swing dispatcher at La Crosse. He has moved his family there.

C. R. Anderson, agent at Farmington, is taking a three-month leave, planning to spend a great part of the time at his cabin near the lake. He will be relieved by P. F. Finnegan, agent at Rosemount.

George L. Haseltine, retired engineer, passed away at his home May 19. George started his railroad service at Portage on Aug. 15, 1892, transferred to the I&SM Sept. 14, 1894, as fireman, and was promoted to engineer, working until his retirement Dec. 3, 1940. He is survived by his widow,

Sylvia, two sons, Leonard and Bert of Los Angeles, Calif., and two daughters, Pearl Devaney of Portland, Ore., and Beatrice Jorgensen of Austin.

Brakeman Norman B. Hilstad joined the ranks of proud papas May 10 when a son was born to Mrs. Hilstad.

Mrs. W. S. Grant was fatally injured in an automobile accident at Faribault, Minn. Funeral services were conducted at the Farmington Methodist Church May 12. We extend our sympathy to Conductor Grant and family.

C. A. Berg, retired chief dispatcher, formerly at Madison, S. D., and now residing at his home town of Rushford, Minn., with his brother Peter, first operator at Austin, took the Scottish rite degree at Winona recently.

Ingvald N. Stromsdot, retired conductor, passed away at his home May 31. He entered service as night baggageman at Calmar in 1905 and became a carman in 1912, working until 1923 when he transferred to the I&SM Division as brakeman. He retired Jan. 1, 1953. He is survived by his wife and one son, Russell, of Austin.

Frank L. Brenton, local storekeeper at Austin, retired on May 29 after 34 years of service in the store department. He started at Sioux City as a stockman in 1920 and the following year transferred as local storekeeper to Nahant where, with the exception of a brief period at Atkins, he was stationed until 1949. Moving then to Mason City, he was stockman, chief clerk and local storekeeper before transferring to Austin on Mar. 1 of this year. Mr. and Mrs. Brenton continued to maintain their home in Mason City, and will stay on there. Being fond of music and the theater, the Brentons are planning to enjoy more of those interests in the future. They will also do some traveling and visiting with their large family in various parts of the country.

Chicago General Offices

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Joe Kirchen, shop inspector in the bridge department, received his bachelor's degree in civil engineering at Chicago Technical College on June 18. Joe did it the hard way. He started night school at Chicago Tech in 1946, was called back to Army service in 1950, and continued his studies by attending night school at Catholic "U" in Washington, D.C., until separated from the Army in 1952 when he returned to work in the bridge department and to night school at Chicago Tech.

Our former steno-clerk, Mrs. Dorothea (Henningsen) Tuten, presented husband Gilbert with a son May 8 at Frank Cuneo Hospital. Dorothea has worked in our department at Aberdeen, Western Avenue and Chicago.

Bill Ross, former division engineer now

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with Morrison-Knudsen Construction Company, stopped for a quick visit while on his way home to Spokane from Venezuela where he has been on a railroad construction project.

Charley Fichtner, retired steel inspector, came in to see us recently. He is enjoying his retirement and is kept busy taking care of his property and home in Milwaukee.

One of our retired chief engineers, Mr. Penfield, also called on us to report another enjoyable winter at Lindsay, Calif. He is spending the summer as usual at Mount Carroll, Ill.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Emily Trezek

After 31 years of service, Elizabeth Miller has retired and moved to Freeport, Ill. We wish her happiness in her new home.

Frank Brodfuehrer's son, the Rev. Robert S. Brodfuehrer, has been sent to Rome for further studies.

Vacationists were: Bob Rinaldi who went fishing in northern Wisconsin; Manes and Mrs. Blumberg, in Miami Beach, Fla.; Frank and Mrs. Brodfuehrer who attended a silver anniversary in Minnesota; Ruby Dunaven who toured Arizona and California; and Rita Sullivan who visited Boston. Myrtle Cook visited her folks in Indiana for a week.

Roy Tiedje and Bill Tidd are still on the "get well" list, as is Lucille Miller, who underwent spinal surgery. At this writing Art Freitag is also ill at home.

Art and Myrtle Freitag, with Art's two sons and a daughter-in-law, won the team championship at the Mages sport stores in the Pioneer Recreation Saturday night mixed bowling league.

May 18 will always be a big day in Mary O'Malley's life. On that day she became an American citizen.

Congratulations to Uncle Bob and Mrs. Chessman on 48 years of wedded bliss.

MAY MERGER. Nancy Nelle, the daughter of L. R. Thelander, office manager of the purchasing department in Chicago, pictured at her marriage to Charles W. Taylor in St. Lawrence Church, Elgin, Ill., on May 8. For details, read the purchasing department news column.



June, 1954



AFE HEAD RETIRES. A group of accounting department associates congratulate O. H. Taylor, head of the AFE bureau, auditor of capital expenditure's office, Chicago, at a gathering in honor of his retirement May 31. From left: L. S. Rice, assistant engineer; J. H. Schnaitman, auditor of capital expenditure; H. D. Buckman, assistant auditor of investment accounts; Mr. Taylor; A. J. Wallander, chief statistician; Mrs. Taylor; G. G. Macina, assistant auditor joint facility accounts; and W. E. Broberg, assistant valuation engineer. Mr. Taylor received his training at the University of Kentucky and Northwestern University, and had several years of experience in municipal engineering before coming to the Milwaukee in 1918. During his entire service he was active in engineering circles and on committee work for the ICC. As one of the industry's best informed men on "Authorities For Expenditure" (AFE's, as they are generally known,) he had written a large part of the 100,000 issued since 1918.

Lou Corsiglia is a property owner in Evanston. His new home should be completed late in June.

The next generation of Milwaukee Road employees recently visited the office in the arms of their mothers, Mary Matchek, Mitzi Wachowski and Dorothy Wagner.

Weddings are news, Jean Mackie and Ronald Bishop, and Joan Lundergan and Walter Krackow, both on May 8. Our June brides will be Elaine Schladt and Louella Ginnelli.

Alice Reese leaves us to be with her husband while he is in service. Bernadette Tabor also left.

Sympathy is extended to Jo and Charlie Baker on the death of Jo's mother.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Pete Stegar left on May 22 for a circle tour via railroads to California.

Maryan Grenlin went to Texas for her vacation.

Virginia Reiche was honored with a baby shower on May 26, when she resigned.

Juanita Duvall, who had been hospitalized, is recuperating at home at this writing.

The marriage of Arlene Missner to H. Taslitz was an event of Apr. 28, and Helen Kadjan was married to L. Knowles on May 1, both being honored with a bridal shower and presented with a coffee maker.

Charlotte Chabalowski is attending the I.B.M. school for instructions in key punch operation.

Recent additions to the key punch bureau include Flo Lopaz, Joan Leidolf and Marcyana Czarnik.

OPERATING DEPARTMENT

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

Report from the Office of claim prevention, refrigerator and merchandise service . . .

Ed Plaut's wife recently presented him with a lovely baby boy named Joseph Michael.

Don Young bought a fishing license and will have to train his prize dogs to keep from barking if he decides to take them with him.

Jake Munoz recently took over the impact record job.

Dorothy Bauer of the office of assistant to vice president-personnel attended the Railroad Business Women's convention in Florida.

Florence Santieu, former stenographer in the transportation department, is now a welcome addition to this department.

Ray Kocher, chief clerk to manager of mail, express baggage and milk, along with Doug Haley, western representative of the department at Seattle, did some fine missionary work recently with post office officials on the application and interpretation of new space rules and regulations.

A fine baby boy was born to Mrs. Joseph Berlen, former assistant file clerk of the transportation department, better known as "Katie." Being born on papa's birthday, May 16, the baby becomes Joe Jr. According to Italian tradition, the first bridesmaid assumes the responsibility of godmother, and so the honor goes to Jessie DiMeo, second assistant file clerk, transportation department. The feminine contingent of this department presented the young couple with a baby scale.

OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

May was the month for weddings. Eileen Keating exchanged vows with James Bruan at St. Andrew's Church on May 8. E. S. Haidys gave the bride away on May 1 when his daughter Majorie became Mrs. James Yeaman at St. Genevieve's Church. E. C. Heimlerle was all decked out in a white coat at the wedding of his son Don on May 8 at Concordia Lutheran Church. James T. Harvey had to travel to Hammond for the wedding of his son William on May 8 at St. Mary Margaret's Church.

Ed Marx went fishin' again on his vacation. Jean Simon, formerly of this office, became the mother of a nine-pound boy May 16.

Sympathy is extended to Ruth Stackley in the death of her father on May 19.

Furloughed employees the past month were R. Rundblom, O. Thal and G. Baldaccini.

Mertis Godee has resigned in order to live in Florida.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Loretta Schott, former typist, dropped in for a visit with her infant daughter, Cecilia Marie, and announced her contemplated departure for Europe to be with her husband, Arthur, who is serving with the armed forces.

Leonard and Eloise Palla announced the arrival of Valerie Susan on May 2. This makes a son and a daughter for them.

Eugene Smuda and Ed Deutschlander went on a fishing trip together and Ed captured a 22-inch northern pike.

It is a pleasure to see Walter Walsh back in his old spot again in the sales department after a long illness.

Gertie Clavey was hospitalized for an operation, but I understand she is convalescing at home and doing very well.

A welcome is extended to Maryellen La-

Joie, William O'Connell, Helen Johnson and Peter Church.

Mary Ryan has taken a leave of absence to await a blessed event.

Gerry Mann and Josephine Fini were promoted recently.

Isabel Bell has taken a leave of absence.

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

Nancy Thelander, daughter of our office manager, was a beautiful bride on May 8 when she became the wife of Charles Taylor. She wore traditional white, and her maid of honor and bridesmaids wore pink, set off with colonial bouquets of violets and sweetheart roses. A reception was held at the Thelander home. Mr. and Mrs. V. E. McCoy, Mr. & Mrs. B. B. Melgaard, Mr. and Mrs. Louis Smith, Mr. and Mrs. Dorrell Thelander, Mr. and Mrs. Herbert Koegel, and Mmes. Bertha Sexton, Evangeline Galbreath, Marian Baker and Miss Donna Weisbrook were among the department employees who enjoyed the hospitality of the Thelanders.

The purchasing department's annual golf tournament is to be held in August. John Beton, Louis Smith, Jim McPherson, Don Russo, Joe Gajewski and Clarence Deffley held a sort of practice session on May 22 at the Villa Olivia Country Club. They reported a fine time but were very quiet about the scores. Probably want to surprise us in August.

Your correspondent has become a grandmother for the ninth time, but has to forego the usual honor of carrying the baby home since Scott McGeehee was born in Japan.

A boy was born on May 27 to Mr. and Mrs. Patrick McGowan. The baby has been named Patrick Richard. Mrs. McGowan is the daughter of our purchasing agent, C. B. Hanover, and Mr. McGowan is an invoice clerk in our department.



Pvt. R. A. Fisher

We hear through the Army Home Town News Center that Pvt. Richard A. Fisher of Elmhurst, Ill., recently arrived in Germany with the 5th Engineer Combat Battalion. Before entering the Army he was a clerk in the office of the chief purchasing officer. He has been in service since November, 1953 and was last stationed at Fort Leonard Wood, Mo., where he completed basic training.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Back from the Railway Business Women's Association convention at the Roney Plaza Hotel in Miami, Fla., and reporting a glamorous time are Erna Hahnsch, Cornelia Moe, Ione DeCamp and Leona Diedrich. High lights—the boat trip to Cuba and the night club "Tropicana" in Havana.

Mr. and Mrs. Ray Hoefs have returned from Miami, Fla., where they attended the wedding of their son Charles to Miss Dona Thompson, formerly of East Lansing, Mich. Dona is a graduate of Michigan State and now a teacher in Miami. Charles, a meteorologist 2nd class, U.S.N., is stationed at the Marine Air Station, Masters Field, Miami. Geoffrey Stickler, (Mr. Schnaitman's office) and his wife, vacationing in Florida, were among the wedding guests.

Marvin Brick spent a week end recently transplanting three walnut trees to his country place in Beloit. This took a lot of doing, finally entailing the use of a log and chain lever hitched to the back end of a car. A little squirrel was at the bottom of this project, having about five years ago confiscated three walnuts from where they had been spread to dry, and buried them (he hoped) for future nibbling.

Rose Nagel has returned from New Orleans where she was called to the bedside of her father who had suffered a heart attack. His condition is improved.

Fred Winkler has returned to the office after an illness.

Milton Foreman of the machine room took part in a concert given by advanced cantorial students and members of the Cantor's Seminar on May 20. The concert was under the auspices of The Institute of Music of the College of Jewish Studies and held at the 11th Street Theatre. Milton's co-workers who attended the concert were very impressed with his voice.

May was a bridal month in this office. On May 8 Sue Chojnowski was married to Robert Brown; honeymooned in Daytona Beach, Fla. On May 15 Leona Henning was married to Jack O'Brien—honeymoon trip via auto to the west coast; May 29, Helen Jendryk to Don Lyon, trip to Colorado Springs; also on May 29, Diana Korn to Earl Vickery. On May 29 John Ritter gained another son-in-law when his daughter Jean was married to Dr. Martin Sullivan.

Vacations are getting under way again, Colene Elsenbroek flying to Miami Beach,



DEMURRAGE CHIEF RETIRES. C. P. Prehs, chief demurrage inspector, Chicago, since 1923, pictured at a party in honor of his retirement May 31. From left: H. L. Anderson, demurrage inspector, who succeeds Mr. Prehs; Mr. Prehs; J. E. Vraney, auditor of station accounts and overcharge claims; and F. H. Joynt, chief traveling auditor. Mr. Prehs' entire service was in demurrage work, starting with the Chicago Demurrage Bureau in 1911. When that organization was absorbed by the carriers in 1915, he transferred to the Milwaukee as inspector at Missoula, the position from which he was promoted to chief in 1923. Mr. and Mrs. Prehs will continue to live in Chicago and spend the warm months at their summer home at Round Lake. There are five children, all married, and six grandchildren.

Fla., Helen Gloeckner, visiting her aunt in California, reports a grand time.

We welcome the following new employees: Gertrude Kohles, Louise Pomella, Marion Du Durisac, William Jacobson, Jack Eckner, Arthur Koelle, Harry Hill, Lydia Geraty and Marion Kember. Marion returned after being away a few years.

Sorry to have lost our good worker and friend, Betty Lou Wich, on account of illness; also Bernadette Specth who is moving to California.

Dolores Swisher is now enjoying a new home.

Congratulations to E. H. Sowle who was appointed paymaster; S. Johnson, appointed supervisor of machine accounting; T. Gajewski, assistant superintendent of machine accounting; and J. Kissel, bureau head of machine accounting.

We had four very proud fathers in the office last month. Donald Rappe, son of Harold Rappe of the A.F.E. bureau, graduated from Taft High School June 25 and won a \$1,000 scholarship for one year at the University of Chicago, with a renewal each year if his grades qualify.

William Raue, son of Felix Raue, bureau head of the B&V bureau, graduated from St. Patrick High School May 23. Bill was an honor student and won a scholarship key.

Richard John, son of John Kissel, bureau head of machine accounting, graduated with honors from Western Military Academy. Richard is enrolled in Northwestern University for the September classes.

John Sowle, son of Paymaster E. H. Sowle, was graduated from Purdue University May 30.

H & D Division EAST END

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

Conductor Tom Monroe attended a convention in Columbus, Ohio, and reported that he enjoyed his vacation from passenger work. Another passenger conductor who is out seeing the world is Frank Wilcox. He and Mrs. Wilcox have been visiting the Jim Murphys in Mesa, Ariz.

Our good friend, Retired Conductor Fred Berg, died while at work in his garden on May 21. John Siverhus, of the Montevideo section forces, suffered a heart attack on May 20 and died immediately. Art Bonniwell, former engineer, passed away in Los Angeles after a long illness.

Engineer Herman Fandry is nursing a finger with a broken tip. He got it slammed in a car door when some relatives drove in for the week end recently, and after getting it all bandaged up, he went into a game of whist. In his enthusiasm over a good hand, he threw down a card with too much "schmalz" and the finger broke all over again. After being re-set the second time, Herman has learned to stay calm.

Dispatcher Jerry Weis is back among us after working in LaCrosse. The change is due to Dispatcher Frank Cramer bidding in at LaCrosse.

A group of enginemen and their wives recently had a party for Ted Skramstad who has retired. After an evening of cards, Ted and his wife were presented with luggage.

June, 1954



IN THE WAKE OF THE NEWS. At the annual "Wake of the News" banquet, gala homecoming of contributors to the Chicago Tribune's famous sports column held in Chicago on May 6, R. F. Johnston, general passenger agent, Chicago, and Mrs. Johnston (right) are shown with two well known contributors, Hilda Butler Farr, the poetess, and Guy Walker, the waggish "Duke of Paducah." "The Wake" has been a Tribune feature for 50 years and is read widely throughout the Middle West. Mr. Johnston appeared on the program with the Duke, his name having appeared often in the latter's "Durand Doings" in the role of everything from engineer to general factotum of a fictitious No. 6. Mr. Johnston made his debut in the column on Aug. 9, 1948.

Terre Haute Division

REA BUILDING

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

Sympathy is extended to Mrs. Glenn in the death of Engineer Elmer Glenn on May 18. He had been employed on the CM&G division for about 34 years.

The Women's Club held its annual Mothers' Day party May 20 in the recreation rooms of the new Public Service building in Terre Haute. The serving of the dinner and quite a bit of the kitchen work was done by male employees under the supervision of Oscar Bond. Those on the committee were Patrick Bailey, Les Frederick, William Hartley, Homer McCown and Luther Trader. Richard Franzwa was in charge of the program and Assistant Chief Carpenter Frank E. Galvin acted as master of ceremonies. Warren McDaniel, son of a car department employee, provided the musical entertainment, after which the film "Pacific Northwest Holiday" was shown. At this meeting a welcome was given to our new superintendent, J. D. Shea, and to our new chief clerk, Virgil Dvorak, and their families.

Leroy Reimer, retired engineer, and Mrs. Reimer were on a long trip during May, visiting in Texas and Florida.

Claude D. Armstrong, retired conductor, and Mrs. Armstrong, of Corpus Christi, Tex., visited in Terre Haute and vicinity in May.

Day Yardmaster F. S. "Rye" Bastain was

in the Union Hospital at Terre Haute during the latter part of May. We miss him at Latta and hope he will soon be back on the job.

Chief Dispatcher A. J. Wright and Mrs. Wright left May 23 for Clearwater, Fla. Jack expected to do some deep sea fishing. It was the first time in more than 20 years that their dog Skipper did not accompany them on a vacation. Skipper passed away a few months ago.

Charles L. VanWinkle, retired engineer, who now lives in Long Beach, Calif., left recently for his annual vacation in Indiana.

Conductor and Mrs. M. Frank Ernhart left on a long vacation trip the early part of June. They will visit in the northwestern states, California and Nevada. They expect to do a little shopping in Las Vegas on their way home.

Harry W. Green, former agent at Latta who has been ill for several months, is going to Barnes Hospital for a check-up.

Fred Pearce, retired chief clerk, and Mrs. Pearce visited their son in Tulsa, Okla., during May. Herbert A. Brown, retired clerk, and Mrs. Brown, visited their son and family in Arizona.

Mrs. T. M. Mitchell, widow of former agent at Humrick, Ill., returned home in May after spending the winter in New Mexico.

A "going away" dinner was held May 24 for Traveling Engineer Earl Peters whose transfer to the Kansas City Division became effective June 1. All of the division officers and about 30 of his close employe friends attended. Trainmaster Oscar Clawson acted as emcee.



HONOR PRESIDENT GENERAL. Mrs. C. C. Steed of Milwaukee, president general of the Women's Club, was an honored guest at the annual spring luncheon given by Marion Chapter on May 13. She is shown at the center of the speaker's table (left, dark suit), at the right of Mrs. R. M. Emerson, president of Marion Chapter who was general chairman of the event. Miss Etta N. Lindskog, secretary general, Chicago, is at Mrs. Emerson's left.

HULMAN STREET YARD

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

Miss Mary Young, who has been a sergeant in the Womens Marine Corps in San Francisco for the past three years, recently visited her parents, Retired Brakeman and Mrs. O. A. Young, in St. Bernice. On May 9 Mary and Fred Stromberg, assistant traffic manager of freight transportation in the Marine Corps depot at San Francisco, were married at the First Nazarene Church. Fred was an infantryman with the landing force which invaded the Utah sector on D Day. After a motor trip to Niagara Falls, they will make their home in California. Mary is a sister of Conductor William Young and a niece of this reporter.

Carman Lowell Chandler is building a new garage at his home—with the assistance of Mrs. Chandler.

Switchman Jesse James was in the hospital for several weeks, the result of a fall at his home in April.

Seven employees retired recently—Engineer W. VanMeter, Fireman Joseph F. Farmer, Carman Walter Guthrie, Oxweld Cutter Bert McCloud, Sectionmen Joe Giovannini and Nicholas Yatsema, and Machinist Ziba Hill.

Engineer Paul Ritter was nominated for township trustee at St. Bernice in the May primary.

Conductor and Mrs. William Natcher are the parents of a baby girl, "Diana", born May 6.

Word has been received that Reggie Foltz, retired carman, and H. C. Mindemann are seriously ill at their homes in St. Bernice.

Patients in the Union Hospital at Terre Haute during May were Mrs. W. W. Jordan, wife of Hulman Street switchman; Mrs. Bernard LeBow, wife of general roundhouse foreman; Mrs. Elmer King, wife of night roundhouse foreman; and Clay C. Damer, retired traveling engineer.

It will be a June wedding for our good friend, Division Storekeeper Walter C. Glass. More details next month.

James M. Vincent, retired conductor, is still ill at his home, 2357 Seabury Avenue, Terre Haute. He would appreciate hearing from some of the old "rails".

H. C. Mindeman, retired St. Bernice carman, 68, died May 24 at the Paris Hospital, Paris, Ill. He is survived by his widow, Clara, and a daughter, Mrs. George Bain Jr. of St. Bernice, a grandson, and a brother, August, of Blue Island, Ill. He was a member of the Masonic lodge at Blue Island and burial was in the Blue Island cemetery.

Iowa Division

EAST END

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

Memorial chimes were dedicated recently at the Union Presbyterian Church, Newburg, N. Y., to the late Seth Craig, who was pastor for 26 years. He is remembered here as the son of William Craig, an Iowa Division conductor for many years, and for his own work on the division during vacation periods while he was attending school in Perry.

The Women's Club held its annual May luncheon on the 13th at the Legion hall in Marion. Mrs. R. M. Emerson, president of Marion Chapter, was general chairman. Mrs. Hugh Jones sang, accompanied by Mrs. Marvin Edison, and the guest speaker was Mrs. Marie Vittek of Cedar Rapids. Special guests included Mrs. C. C. Steed, president general of Milwaukee, and Miss Etta Lindskog, secretary general, Chicago.

Miss Sally Jo Berlin and Richard A. Schmid were married May 4 in the home of the bride's parents, Mr. and Mrs. Max Berlin of Marion. The groom is the son of Mr. and Mrs. A. P. Schmid of Springville, Ia. After a brief honeymoon, Marine Pfc. Schmid returned to the Marine base at Twenty-Nine Palms, Calif. Mr. and Mrs. Harry Murphrey are the bride's grandparents.

H. C. Klumph, who spent the winter with his daughter in Sherman Oaks, Calif., returned to Marion early in May.

B. D. Kammermann has been appointed section foreman at Fayette.

Mary Lou Pazour, daughter of Conductor Louis J. Pazour, and a junior student in the Marion high school, has been honored with a membership in the National Honorary Society, awarded to a junior student for service,

character, leadership and scholarship. She was also voted "Queen of Clean-up Week" in Marion, and at the state contest at Newton on May 1 was given a first division rating among baritone horn contestants.

Mr. and Mrs. Donald Ott have sold their home in Marion and moved to LaCrosse, where Mr. Ott is working as dispatcher.

John B. Strawbinger, 75, retired Milwaukee employe, died suddenly on May 6 at his home in Marion. He is survived by his wife; a son, George; a daughter, Mrs. Richard Marsh; and a sister, Mrs. Claude McCalley of Cedar Rapids. George is an operator in the Marion office.

Section Laborer C. E. Lint visited New Orleans and points of interest in Florida on his vacation in May.

J. W. Moore, retired carpenter, who is supervisor of the junior stamp club in Perry, had the pleasure of seeing a map made by his boys win honors at the convention of the Iowa State Federation of Stamp Clubs held recently in Dubuque. Most of the boys who worked on the world-wide map are members of railroad families in Perry. The map was awarded a certificate of merit and a certificate entitling the boys to \$10 in trade from one of the largest stamp dealers in the United States. There are 30 boys and girls in the local club.

Boilermaker William Sheets and wife went to California to visit their son and his family and other relatives after the force reduction at the Perry roundhouse in April.

Christian Johansen, for many years employed at the Perry roundhouse, died Apr. 25. When the force was reduced in April, he and Mrs. Johansen went to California to make their home, as their children live there. Chris had returned to Perry to take care of some business matters and died at the home of a relative. Funeral services were held in Perry and burial was at Santa Monica, where he and his wife had planned to make their home.

Mrs. Anna Todd, mother of Conductor Clifford Todd, died recently at a nursing home. She was 80 years of age.

Agent and Mrs. J. W. Stout of Linden have announced the engagement of their daughter Thelma to Harold White of Lakin, Kans. Thelma has been music supervisor in the Lakin public schools the past two years. The wedding will take place during the summer and the young couple will make their home on a farm in Kansas.

William Simpson, retired conductor, took a fall in his home in Perry early in May, breaking his hip. After surgery at a Des Moines hospital, he and Mrs. Simpson went to Denver to stay while he recuperates.

Funeral services for Henry Van Dyke, retired operator, were held at Manning Apr. 28. He died at Oceanside, Calif., at the home of his daughter where he lived the past few years.

June 6 was the date chosen by Airman James L. Fox and Betty Riffle for their marriage at Perry. James is on leave of absence from train service on the Iowa Division while serving with the Air Force. He has been stationed at Chanute field, Rantoul, Ill.

Two young people of railroad families were honored at Iowa State College in May. Kahla Roberts, daughter of Mr. and Mrs. Leo Roberts of Perry and a grand-daughter of the late Conductor J. L. Roberts of Marion, was tapped for Mortar Board, national senior

women's organization. Gerald Jensen, son of Engineer Oliver Jensen of Perry, was tapped for Cardinal Key, the highest honor for men at Iowa State.

Bert Capron, who had been employed since 1912 as carman, brakeman, switchman and train director, has retired. Bert did most of his work at Manilla. D. D. Weise will be the new train director there.

Switchman Dan Whalen of the Perry yard switching force and Mrs. Whalen have a baby daughter, born May 8 at the Guthrie County Hospital, Guthrie Center, Ia.

Engineer Fred Seis of Perry was a surgical patient in a Des Moines hospital during May.

Richard Heenan, A/3c, who is on leave of absence from his work as a brakeman on the Iowa Division, and Miss Gloria Contri of Perry were married Apr. 23 in the chapel at Keesler Air Force base, Biloxi, Miss. Dick's parents and his sister Barbara went to Biloxi when his father, Yardmaster Gene Heenan, had his vacation.

Pvt. John Kanealy, who is on leave from the signal department while doing a stretch in the Army, got a pass to attend the golden anniversary of his grandparents, Mr. and Mrs. Bert Bailey, in Perry on May 2.

Engineer J. J. Goulden of the Des Moines division has been a patient at the Veterans hospital in Des Moines for several weeks at this writing.

Mrs. Lenore Moran, widow of M. B. Moran, a conductor on the west division at the time of his death, died suddenly in Des Moines May 1. A daughter, grand-daughter and sister survive; burial was at Perry.

Switchman Earl McDowell of Perry was a surgical patient at the Veterans hospital in Des Moines during April and May.

George Cook, who worked at the Perry roundhouse before going to the Bensenville shops, has a new grand-daughter. The parents are Mr. and Mrs. Kenneth Cook of Marshalltown.

MIDDLE—WEST—DES MOINES

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

Mrs. Frank Fullhart, wife of a Perry machinist who was reported by Correspondent Ben Dvorak in the May issue as winning the local speech contest of the International Toastmistress Club, also won the regional contest at Mason City on May 15. She will now compete in the finals at Louisville in July. Mrs. Fullhart is a daughter of DeWitt Gibson, retired machinist who was with the Road for many years at Perry and Bensenville.

COUNCIL BLUFFS TERMINAL

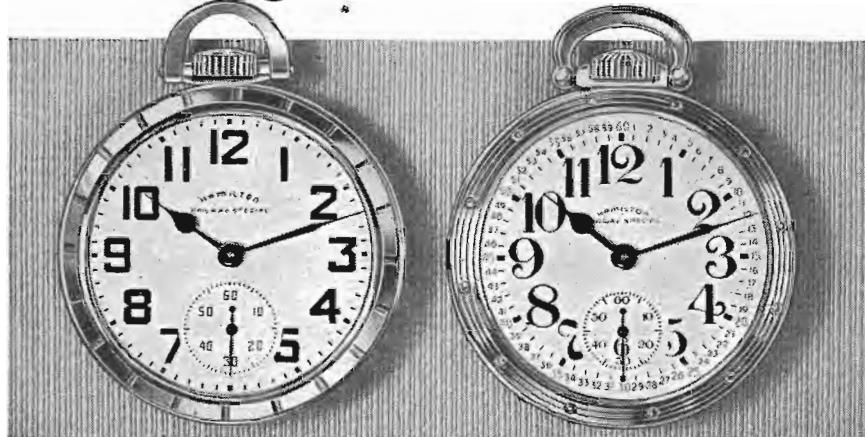
John I. Rhodes, Correspondent
Perishable Freight Inspector

Yardmaster Arthur Skelton is back on the job after spending his vacation in the West. He and his wife drove over 5,600 miles, visiting a number of national parks and other places of interest, including San Diego, Calif., and a trip into Mexico.

Yardclerk Charley Gue reports a daughter, Jeannette, born May 3.

Mrs. Earl E. Smith, president of Council Bluffs chapter of the Women's Club, attended the biennial meeting and election of general officers in Chicago June 10-12. Mrs. Smith is

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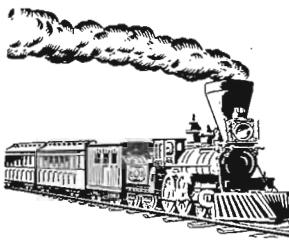
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the wife of Trainmaster E. E. Smith.

Engineer Rube Wagner reported on the arrival of timefreight No. 64 May 23 that near the Bluffs three deer crossed in front of the diesel engine. Rube said two cleared fine, but the third missed only by a hair.

Our roundhouse has taken on some changes. Instead of all engine stalls, part has been converted to offices and store department, occupied by Storekeeper Sodie Blake and Roundhouse Foreman J. J. (Jack) Allavie.

Sorry to report the death of Walter Maher of Marion, baggeman in passenger trains 107 and 108. Walt was seized with a heart attack at the Union Station in Omaha on May 30. He was well known among employes here in the Bluffs.

rest and a lot of fishing.

On June 2 Bensenville Chapter of the Women's Club was hostess to a full house at another of those grand potluck suppers. Mrs. Koch, president, wishes to thank all for their grand support in giving this supper, as well as the afternoon affair held a few weeks before.

Nice to hear that pleasant voice on the telephone once more, on the last trick. It belongs to Night Telephone Operator Corinne Zulauf, back on the job after a serious operation and a long recovery.

A welcome also to C&M Conductor Ben Smith after a month off due to an accident.

Yard Clerk Earl Simmons, after a winter of sunshine and swimming in the ocean off the Florida coast, came back to work recently.

Special Officer Len Mazar has returned from his vacation. Vacation—what's that word? He spent his putting in corn, plowing, and being an all around farmer.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

A. S. Romano, bill clerk, returned to work May 10 from an extended leave of absence.

V. L. Comstock, auto mail clerk, announces the arrival of a baby girl, Jenice Elizabeth, on May 10.

Switchman Al Starke is confined to Wesley Memorial Hospital at this writing, but from all reports his condition is very good.

Happy to report the return of Night Telephone Operator Corrinne Zulauf from a three-month sick leave.

Mae Graney, report clerk, entered Westlake Hospital to undergo surgery May 24. At this writing she is doing nicely.

Vacation Relief Foreman Lawrence Fryxell and Seal Taker John Padnaude are both off at this writing due to illness; also John Graney, checker.

John Hurley, freight house, and wife are busy these days making plans for their trip back home to Ireland which is scheduled for the early part of July.

Sympathy is extended to the family of Joseph Parcel, stoker, who passed away May 29.

Christ Cangelosi returned June 1 after a leave due to illness.

Best wishes to Laddie Bartha, stoker, who retired May 31.

BENSENVILLE

Dorothy Lee Camp, Correspondent

First Train Clerk Frank Phillips and wife are enjoying their new home at Fox Lake, Ill., over the week ends. They hope to spend most of the summer out there, just being lazy. Can't imagine them that way, after all of the beautiful flowers and the wonderful gardens they have had every year. Frank was seen looking over a garden plan during lunch recently, so he's up to something.

Yard Clerk Walter Koch, now in the Air Force, called home recently and told his mother and sister Dorothy to be sure and remember him to all of his friends. The Magazine seemed to be the best means of assuring that no one was missed.

Special Officer Vern Krahm is still very anxious to find a five-room apartment or house so his family can join him. Keep watching, and maybe someone will spot a place for him.

Train Clerk Jack Verstege and family are Minnesota-bound at this writing, for a good

UNION STREET

Florence LaMonica, Correspondent

Two of our co-workers retired recently, Ed Wilson, stoker in house 5, on Apr. 14, and Steve Petrini, also a stoker in house 5, on May 1.

Fred Alisi, lift truck operator, who was in a serious automobile accident on Jan. 1, returned to work June 1.

John Andrews, lift truck operator, who has been in the Veteran's hospital with a siege of pneumonia since early April, is now recuperating at home.

Mike Sarley, janitor at Union Street, is confined to the Cook County Hospital for surgery at this writing. At last report he was doing well.



STEWARD OF THE MONTH RETIRES. J. R. Norie, dining car host on the Midwest Hiawatha and one of the senior stewards on the railroad, retired May 28. During 34 years of catering to the comfort of the traveling public—18 on The Milwaukee Road—he received many commendations. The outstanding mark on his record is the Employe Award of the Federation of Railway Progress, which is presented to a railroad man each month for unusual courtesy and service reported by travelers. The picture above appeared in The Milwaukee Road Magazine last October when he was chosen for that honor.



PLAYING IT SAFE. Employees in the Union-Kinzie Street shipping district in Chicago were congratulated at their May safety and claim prevention meeting on going into their 10th consecutive month without a reportable or lost time injury. Among those who attended were (foreground, left to right) Foreman Henry Schindalga, house 3, and Harold Vincent, night foreman of house 3. Standing, from left: Agent B. M. Smith; A. W. Shea, district safety engineer; B. Pobloske, retired assistant agent, Galewood; R. G. Larson, retired agent, Union Street; Joseph Prazak and John Wagner, retired Union Street foremen; C. R. Dougherty, assistant manager, CPR&MS; Fred Wendlin, foreman of house 3; and Peter Hagen, foreman of house 5.

Andrew Abraham, OS&D clerk, and Florence Enzenbacher, formerly compiometer operator, selected June 19 for their marriage in St. Mary's Church in Desplaines, Ill. We extend our best wishes to this happy couple.

Twin City Terminals MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

Attention, all Twin City Terminal, L&R and H&D Division employees: Be sure to reserve Thursday, Oct. 21, 1954 for the big all-employee retirement party and reunion at the Prom Ballroom, St. Paul.

Congratulations to Solicitor Stuart Rider and Mrs. Rider on the birth May 23 of a baby boy, who has been named Stuart. This makes three girls and two boys for the Riders.

Mrs. E. J. McGuire, wife of adjuster, is recuperating after an operation.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

S. H. Smith was the guest of honor at a noon gathering of the employees of the Local Freight. He was presented with a gift as a token of our best wishes in his new job as a demurrage inspector under the supervision of J. E. Vraney, Chicago.

Recent freight office visitors were A. C. Anderson, former assistant agent, now agent at Aberdeen; Art Lundberg, retired assistant cashier; and George Keenan, on leave of absence for Army service.

June, 1954

We welcome Marjorie Haidys Yeaman, formerly in the Chicago terminals; also, Johnny Seland who transferred to the depot some time ago but is now back in our midst.

Now that summer is nearly here, the girls from the Local Freight celebrated their release from winter "hibernation" with a dinner at the home of Marjorie Fricke.

Elizabeth Hessburg reports a wonderful time on her trip to the R.B.W.A. convention in Miami, Fla., which also included a tour of Cuba.

Martha Osbloom performed her civic duty last month as a juror.

The freight house lost another employee to the ranks of the retired—Alma Bergland.

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent
c/o General Agent

Recent week end visitors to Chicago were Mr. and Mrs. Doug Sutton and Mr. and Mrs. Bob Young of this office, and Mr. and Mrs. Dick Carlson of Aberdeen, S. D. They stayed at the Morrison Hotel, saw "The Seven Year Itch," and altogether had a pretty good time.

While Harold Moberg was painting his house, a bucket of green paint fell on his head. You say that only happens in cartoons? That's what you think.

Paul Horwath is in St. Joseph's Hospital at this writing because of heart trouble.

William Radabaugh is the new assistant foreman at the roundhouse. He came here from Aberdeen, S. D.

The St. Paul Transportation Club's first gold tournament of the season was held May 17. Bob Young won a couple of golf balls with the help of blind bogey, and Gene Liese came in for some honors, too.

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ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Grant Hunter, steamfitter in the coach yard at St. Paul, passed away suddenly Apr. 26. Grant was 38 years of age.

Wilmer McCarty of the St. Paul freight station also passed away suddenly Apr. 17.

At this time of writing Marion Cashill is on her way to Texas. Nellie Hennessy, of Minneapolis, is taking her place at the switchboard.

John Bartos of this office was a patient at a St. Paul hospital last month.

After a stay in Korea for a year, and Japan for the same length of time, my son, Capt. Dudley Rothmund of the Transportation Corps, was assigned to Camp Hanford, Wash. Expect to see him during my vacation.

Store Clerk Joe Lugow worked around his new home during his vacation . . . Welcome to Helen Lee, working temporarily in the store department office . . . Sympathy is extended to Clarence W. Maybee, whose mother died suddenly at Worthington, Minn., while they were driving to California to visit his brother.

Locomotive department news: Chief Caller Paul Kronebusch is recovering nicely, following surgery at Mt. Sinai Hospital . . . Jean Brossard, Jr., son of assistant master mechanic, was married in Milwaukee on May 9 . . . Machinist H. H. Yelick retired on May 25 . . . Sympathy is extended to family of Louis Pilstrom, retired machinist, who passed away on May 23 . . . Retired L&R Division Engineer Alex Ward passed away on May 24.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

It has just been brought to my attention that Coach Cleaner Mike Klobnak, following 28 years of service in the coach yard, retired in January at age 72. Carman Halder Anderson, with 43 years of service to his credit, retired June 1. Blacksmith Enoch A. Swanson, who has been resting due to a heart condition, decided to retire on May 8.

Steamfitter Grant M. Hunter died suddenly Apr. 26. He was formerly employed at the St. Paul coach yard. Carman John Hurtig, who had been ill since March, passed away on May 10. He formerly worked on the Minneapolis light repair track. John Beck, former car inspector who retired Feb. 8, passed away on May 23 in a hospital at Anoka, Minn. Mrs. Beck, who came to visit him, suffered a cerebral hemorrhage and preceded John in death.

Store department news: Mrs. Mary Troyer, former stenographer, reports a new baby boy at her home on May 9 . . . Carl Matson enjoyed his vacation in the Black Hills . . .

H. A. (Dick) Lindstrom, file clerk in the general manager's office, was honored at a luncheon given by his co-workers at the Olympic Hotel on May 28, prior to his retirement on June 1 after 49 years of service with the Road. Vice President L. H. Dugan and General Manager C. E. Crippen gave short talks, and Mr. Dugan, on behalf of personnel in the general offices, presented Mr. Lindstrom with a pair of binoculars together with a cash gift. Mr. Lindstrom started his employment in Chicago as a clerk in the sleeping and dining car department, transferring to Lines West in 1912 as clerk in the vice president's office in Seattle. In July, 1916 he became file clerk in the general manager's office, which position he held until his retirement. Dick says he will now have time to take care of his nice home in the North End and his spacious garden. He extended an invitation to his friends and co-workers to drop in any time to say "hello".

Charles F. Hanson, assistant general attorney, was married in Seattle May 12 to Mrs. Phyllis S. Forrest. Their wedding trip included a stop at Flint, Mich., to pick up

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The Milwaukee Road Magazine



IN PORT. E. M. Martin, portmaster at Seattle, retired May 31 following 35 years in marine service on Puget Sound. He started in 1919 as a deckman on the tug "Milwaukee", was barge captain from 1923 until 1941, and assistant portmaster before becoming portmaster in 1950. Planning to continue his interest in ships and shipping as a hobby, he and Mrs. Martin will take a three-month trip to his native Norway. He proposes to study Norwegian harbor facilities. The Martins' son, Edwin Jr., is a naval architect at the Bremerton (Wash.) shipyards. (Seattle Times photo)

a new car. After spending several days in Chicago, where Mr. Hanson attended the law department annual conference, the Hansons drove home through the Bad Lands and the Black Hills of South Dakota, also through Yellowstone National Park. They will shortly move into their new home in the Windemere district.

Douglas D. Duncan, former clerk in the office of supervisor of work equipment, has taken over the position of file clerk in the general manager's office.

Sylvia Farrow, clerk in the telephone and signal department, returned June 1 from a vacation which was spent touring Montana, Utah, Wyoming and the Dakotas, visiting Glacier Park, Salt Lake City, Casper, Wyo., the Black Hills and other interesting points along the way.

B. E. Lutterman's "Jobodad Gypsy Vagabond", a black labrador, was first place derby winner in the Northwest Retriever Trial Club at a trial at Caverley's High Meadow Farm near Monroe on May 23. Vagabond, who is less than a year old, made the best showing in two land series and two water tests, beating out a field of 17 entries.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

The Women's Club served a potluck luncheon May 4 which was well attended. Mrs. Wilson of Othello was an out-of-town guest. Harriet Ashton, former president of the club, advised she was going East to visit with her son, expecting to be gone for several weeks. Mrs. L. J. Dieziger and Mrs. Perry

June, 1954

were assisted by Mrs. Jack Webb, president, as hostesses.

Time Reviser H. G. Fuller was called to Mobridge, S. D., recently on account of the death of his father.

Joe C. Gengler, clerk in the master mechanic's office at Spokane, passed away May 23 in a Spokane hospital. Surviving are his wife, daughter Rita, and son Joe, Jr. at home; also a daughter, Sister Joseph Marie, F.S.P.A., of LaCrosse, Wis.; four sisters and a brother in the East. Mr. Gengler had not been in good health for some time, but entered the hospital just a few days prior to his death. He had been employed by the Road for 45 years. Joe Jr. is a fireman on the Idaho Division.

Milwaukee Shops

STORE DEPARTMENT

Virginia Schori, Correspondent

We welcome Carol Rydlewicz, typist, to the general storekeeper's office.

Clarence E. Peck, safety shoe man, will be missed by his many friends. Clarence, with his pleasing personality and constant smile, retired in May. Among gifts presented by fellow employees was an engraved wrist watch.

The Red Caps, one of eight teams bowling with the Blatz league and consisting of Ethel Aebi, Rosemary Woppert, Joyce Koester, Lois Scott, Nancy Houting and Joan Gilgenbach, came out in first place. They attended a dinner held at the Blatz Auditorium on May 5 and were presented with a \$60 check.

Mildred Leack, steno, vacationed in Florida in May, having attended the Railway Business Women's Association convention in Miami. A highlight in her vacation was four days in Cuba.

We extend best wishes for good health to Stanley Mackiewicz, Joe Sazama, Henry Eimerman and Pete Rossbach, all members of the stores division family, who are presently on sick leave. Henry Mandt, also on sick leave for the past few months, plans on a permanent retirement.

Returning from the service are Lawrence Schmeling who served two years in the Army, and Arthur Mussa after five years in the Marine Corps. Lawrence had just returned from Korea.

Helen Carver, typist, has taken a leave in anticipation of a blessed event scheduled for July. Papa-to-be, Robert, is a storehelper.

May 21 was the date and the "Skip" Bergs' the place for a surprise shower on Monica Bielmeier Krause, formerly secretary to the district storekeeper, who expects an addition to the Krause household in August.

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Ray J. Duman, Correspondent

Carl Geigler, carman in the freight car department, was married to Helen Phippen on May 7.

Best wishes were extended to Carman Paul Nisky, who retired Apr. 30. He had completed 40 years of service with the company. Also to Carman Peter Orlowski, who retired Apr. 26. He had completed 33 years of service.

Superintendent Jacob Hansen recently had

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the pleasure of presenting the following employees with Silver Passes in honor of 45 years of service: Konstanty Iminsky, carman helper; Paul Wegner, blacksmith; and Joseph Hanseder, steamfitter.

LOCOMOTIVE DEPARTMENT

Raymond Skiba, Correspondent

It isn't often that we can combine business with pleasure, but such was the good fortune of Ramona Kopitsch, steno-clerk in the SMP office. As a delegate to the Railway Business Women's Association convention, she spent a week at Miami Beach, Fla., with a side trip to Havana.

In a ceremony held on May 5, Rita Bednar, steno-clerk in the test department, received the coif and veil of the Grey Ladies. This is a voluntary service organization of women devoted to assisting nurses and doctors in the mental rehabilitation of patients, in other words, morale builders.

Electrician Carvel Westerlund informed us that he has been granted his second citizenship papers and is looking forward to the day when he is a naturalized citizen of the United States. He was a native of Denmark.

Betty Larsen, steno-clerk in the SMP office, tells us that after three years of active service in the Navy, her son Lt. (jg) Howard R. Larsen, is home to stay. Ralph, as he is better known, has seen service in Korean waters.

"Yep, It's A Girl", was the proud announcement on the cigars distributed recently by Sheetmetal Worker Roy Reinke. The occasion was the arrival of daughter Lynn Rose, who is the Reinke's first baby.

The Joseph W. Young family greeted daughter Gail Ann on May 4. Dad, who is a machinist in the shop, had all the statistics at his fingertips. Baby weighs seven pounds four ounces and is nineteen and three-quarters inches long.

The proud smile on Machinist Tom Shanahan's face these days is due to the fact that he has become a grandfather. He tells us it was a little girl, Mary Margaret.

Our best wishes go to Paul Jungmann, toolroom man on the second shift in the diesel house, and his bride, the former Mary Reinke, who were married on May 15 at Berean's Presbyterian Church.

St. Alexander's Church was the scene of the marriage on May 15 of Arlene Bulowicz to James Kerstein. Mrs. Kerstein is the daughter of John Bulowicz, pipefitter. The ceremony was followed by a breakfast and reception at the Alliance Hall, after which the couple left for a trip through Canada.

We welcome to the locomotive department

Machinists Ed Lamson, Walter Teske, Evan Littleton, Mark Baldwin, Tommy Best and Charlie Fox.

Machinist Apprentice Gerald W. Mittlestadt has reported for service in the Navy, and at present is stationed at Washington, D. C.

James P. O'Brien, locomotive fireman of the Milwaukee terminals and son of Chief Caller Harold J. O'Brien, recently enlisted in the Army. He will receive his basic training at Ft. Leonard Wood, Mo.

Walter Balcerak, machinist helper in the diesel house, has returned to work after an extended leave due to illness.

After completing a year's study in Business Administration at Marquette University, Charles C. Espereth is back as a steno-clerk in the master mechanic's office.

D & I Division

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

Agent and Mrs. W. Westmark of Albany, Ill., welcomed their first child, a son, on May 7, and Operator and Mrs. George Noffs of Elgin had a new daughter arrive in their home on May 10. Yard Clerk and Mrs. Thomas Smith, Savanna, now have a young son who arrived May 17.

Marne McGrath, grand-daughter of Engineer Doty McGrath, Savanna, was named salutatorian of the 1954 high school graduating class and with the valedictorian led the marching line at commencement exercises on May 27. Marne had a scholastic rating of 94.08.

Retired Agent and Mrs. L. G. Fisher, Albany, Ill., celebrated their 50th wedding anniversary on May 23. Their two daughters and families were present for the occasion

Answers to "Can You Name Them?"

1. Atchison, Topeka & Santa Fe Railway.
2. Elgin, Joliet & Eastern Railway.
3. Chicago, Burlington & Quincy Railroad.
4. Kansas City Southern and Louisiana & Arkansas Railways.
5. Northwestern Pacific Railroad.
6. Florida East Coast Railway.
7. Northern Pacific Railway.
8. Gulf, Mobile & Ohio Railway.
9. Maine Central Railroad.

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SAVANNA BRIDE. Mr. and Mrs. Jason Truninger leaving St. John's Catholic Church in Savanna, Ill., following their marriage on May 15. The bride was Teresa Gregory, of the superintendent's office force in Savanna. A reception was held in the Moose hall.

and over 175 friends and neighbors called during open house.

Ora Mick of Savanna, retired Iowa Division conductor, passed away Apr. 30 in the Veterans' Domiciliary, Clinton, Ia., where he had been a patient since last November. Funeral services were held in Savanna, with burial in Ottumwa, Ia. Surviving are his widow, two sisters and one brother.

Mrs. Agnes Fonger, mother of Roundhouse Foreman W. R. Fonger, Savanna, passed away in the city hospital on May 17. Surviving are her son, two grandchildren, brother Leonard Cain of Beloit, Wis., and a sister, Mrs. D. R. Davis, Long Beach, Calif.

Martin Haley, Sabula, Ia., who had been employed for many years at the Savanna freight house before his retirement in 1940, passed away at his home May 17. Surviving are a daughter and four sons.

Henry D. Miller of Sabula, Ia., retired sectionman, passed away in the Maquoketa nursing home May 18. Surviving are three sisters and one brother.

Wayne B. Shunk of McGregor, Ia., agent-operator on the D&I First and Madison Division Second District for many years, passed away in Mercy Hospital at Dubuque on May 26, after a brief illness. Mr. Shunk began his railroad service as an operator in March, 1920 and retired in July, 1949. Surviving are his widow, two daughters, Mrs. John Collins of Savanna and Mrs. Gladys Brennan of Chicago, three grandchildren and a brother Elmer of Guttenberg.

C. W. Parker of Chicago, retired First District engineer, passed away in Cook County Hospital in Chicago May 25. Mr. Parker started his railroad service as a fireman Dec. 15, 1897 and was promoted to engineer Sept. 17, 1902. He retired May 1, 1940. Surviving are his widow, daughter and son.

Mrs. A. W. Pape, wife of retired agent-operator formerly of Thomson, passed away in the family home at Riverview, south of Savanna, May 23. She is survived by her husband.

Cpl. Richard T. Sheldon of Dubuque, who

was a D&I trainman in civilian life, is serving with the 1st Cavalry Division in Japan. He entered the Army in January, 1952 and completed his basic training at Fort Eustis, Va.

Wedding vows were exchanged on May 29 by Agnes Schaffer, cashier in the Davenport freight house, and Engineer Charles Staicar, also of Davenport.

Engineer C. S. Standart, Kansas City, retired May 1. He started his service as a fireman on Aug. 14, 1900 and was promoted to engineer Sept. 15, 1906. For the past eight or nine years he has been in charge of trains 25 and 26 operating between Kansas City and Ottumwa.

LaCrosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Engineer Hank Zamzow went up the river recently and took his brother Bill along for luck. Says they went to River Crossing for walleyes and while sitting on the river bank heard two mosquitoes talking. One sez, "Shall we eat those two dark complexioned guys here or take them back of the levee among those trees?" Hank says he got out of there fast and just made the car ahead of the mosquitoes! Steamer Thomas and Riley Heberlein vouch for the truth of this tale and they have never been known to lie—very much.

We are sorry to report that after a long illness Agent Al Steinbach, aged 68, passed away May 15 at Columbus where he was agent until he retired. He was a veteran, having worked as telegrapher and agent at Camp Douglas, Tomah, Sparta, Fall River and Columbus. Burial was at Columbus with Masonic rites. Surviving are his wife; two daughters, Mabel at home and Mrs. Ruth Pelton of Cuba City; one son, Clement, Cuba City; four grandchildren and one great-grandchild.

Train Dispatcher John Tuomey of Milwaukee recently called on us and spent some time renewing his acquaintanceship with Retired Conductors Art Levens and Frank Linscott. Retired Stationmaster August Sovig was also here recently.

Brakeman B. J. Amend, who suffered the loss of a leg, will be in a wheel chair for some time. However he won't stay put. Being fish-minded, he was on the bridge recently and

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caught a rock bass.

Portage Chapter of the Women's Club held its annual May luncheon on the 4th in the private dining room of Kerr's Restaurant in Portage. Forty-five were present. At the conclusion, the regular business meeting was held. Mrs. Ralph Jorns, vice president, presided and also gave a reading. It was reported that the chapter had "gone over the top", having added 16 new members.



"MR. EMIL" RETIRES. Emil Pfaffenbach, Watertown, Wis., sleeping and parlor car conductor who is known as "Mr. Emil" by many, retired recently following 37 years of service. He started at Watertown as a ticket clerk, became a

train auditor in 1926, and a sleeping and parlor car conductor in 1950. Before his retirement he served mostly on the Twin Cities and Olympian Hiawathas. Interested in cultivating fruits and flowers, Mr. Pfaffenbach's future plans are centered on his home at 1208 Third Street in Watertown.

THIRD DISTRICT

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

Ronald Jonas, son of Brakeman Elmer Jonas, participated in the accordion students' concert held recently at Wausau. Ronald has shown considerable talent as an accordionist. Maurie Ash, the six-year-old grandson of Carmen Henry Ash, also played the accordion, as did Mary Conklin, daughter of Fireman Ken Conklin.

Best wishes are extended to George Ruder, warehouse foreman at Merrill since 1908, who retired May 1. Also to Section Laborer August J. Zinda who retired recently.

The marriage of Crossing Watchman Peter Nowitzke and Miss Jennie Gorski took place on May 4 in St. Mary's Catholic Church at Wausau. A wedding dinner was served to the immediate family and close friends at the Gorski farm home near Wausau.

Earl Hazelwood has been admitted to the Gallon Club as a result of donating his eighth pint of blood to the bloodmobile. The blood obtained is used for veterans in service hospitals and for gamma globulin to help prevent the crippling effects of polio. Storehelper Alex Miller has also been a consistent donor and no doubt will soon be admitted to the club.

We are sorry to report the death of Mrs. Emil Rheinschmidt, wife of the agent at Mosinee.

Jack Osswald, son of Roundhouse Laborer W. C. Osswald, was presented with the Joseph E. Davies Award given annually to the outstanding second year law student at the University of Wisconsin. The recipient of the

award, which consists of a \$100 semester grant, is chosen on the basis of scholarship and character. Jack, recently elected president of the legal fraternity at the university, holds another scholarship given on the basis of scholarship and leadership, and several other honors.

Rocky Mountain Division

EAST END

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

Chief Clerk E. H. Foster, visiting in Three Forks last month, announced that he had recently retired. Mr. Foster started his railroad service with the Milwaukee on Apr. 10, 1909. He plans to settle down in Deer Lodge.

Engineer E. Rexroat and family enjoyed a vacation visiting in Chicago, Washington, New York, Niagara Falls, and other points of interest in the East.

Conductor and Mrs. Thomas Young have returned from Seattle, where Mr. Young was a patient in Providence Hospital.

Conductor and Mrs. Joe Gordon spent their recent vacation visiting in Chicago.

C. G. Bleichner, chief dispatcher at Butte who retired Apr. 30 was honored with a party at Lloyd's Cafe in Butte. About 135 were present, including C. E. Crippen, general manager Lines West; C. A. Nummerdor, general superintendent transportation, Chicago; L. V. Anderson, superintendent of transportation Lines West; and General Freight Agent J. E. Marshall, Seattle. Mr. Bleichner was presented with a TV set.

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Coast Division

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

The Milwaukee bowling league finished its 28th consecutive season last month with the stock room edging out the roundhouse to win the championship. The roundhouse, winner of the first half of the season, turned in a 2,187 score, being beaten by the stockroom's 2,331. High individual average for the season was captured by a newcomer, Walt Jennings, Jr., who posted a 174 average. Harry Hescox, bowling for the stock room, had the high individual game for the season with a 258. The sand house posted the high team game of 976.

Train Dispatcher C. P. Miles left on his vacation May 31, going to Sun Valley, Salt Lake City, Bryce Canyon, Zion, Grand Canyon, Boulder Dam, and to make expenses for the trip, stopping off at Las Vegas, Nev.

Section Foreman J. R. Bock, with his family, left for Oklahoma June 1, to visit one of his daughters.

Stenographer Juanita Modglin has returned from a vacation in California, visiting with friends.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Wedding bells rang for Kenney Alleman, assistant claim clerk, freight office, and Maude Nelson on May 8 in the new Methodist Church in Milton. They were the first couple to be married in the new church. Kenney's Milwaukee friends presented them with a pressure cooker and a set of TV tables.

Louis P. Seaman, chief clerk to the assistant general storekeeper, and Catherine Harris of Springfield, Mo., were married Apr. 17. Personnel of the store department presented them with an electric coffee maker.

Harry Anderson, chief clerk in the master mechanic's office, receives interesting letters from his son in Europe, who is an English major teaching in the University at Beirut, Lebanon. He writes of visiting many of the sacred lands and Bagdad. During a recent student riot the faculty viewed the tumult from a balcony, barely escaping bullets.

District General Car Foreman W. J. Weatherall and Roy Kidd, general foreman of shops, have been devoting some time to the science of piscatology and were among the first to spend opening day at Mineral Lake.

A 6,000-mile vacation trip is being enjoyed by Carl Johnson, chief inspector of the TCFB, and wife. The itinerary includes Ohio, Colorado, Arkansas, Tennessee and Minnesota.

Messenger Raymond Haskins and wife vacated recently in Wisconsin and California.

Guy Bell, retired time revisor, has returned from a trip to Australia, Hawaii and the Fiji Islands.

Jim Lastner, of the Tacoma coach yard, has been transferred to Everett as equipment maintainer.

Harry Ray Hutchinson, formerly of our freight office and warehouse who has been away for several years, is now working in the roundhouse.

Frank Bushey, outbound revising and bill

clerk, freight office, who takes a large group of Boy Scouts on camping trips over the week ends, has taught his young group the importance of teamwork and alertness. During their last trip, in the middle of the night several teen-agers decided to do some pilfering and get away with the food. The training the Scouts had received from Mr. Bushey on a communication system was quietly put to work and resulted in the capture of the hoodlums, who were turned over to the police.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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



Stuart Blauw

The latest news from Agent James Blauw at Avalon, Wis., was that he and Mrs. Blauw were preparing to attend the graduation of their son Stuart from Western Theological Seminary of the Reformed Church of Holland, Holland, Mich., on May 10.

Stuart grew up on the railroad, having lived with his parents at Portage, Libertyville and Wadsworth, and at Avalon since 1939. He worked on the section at Avalon during vacations, and as relief agent there for a brief period during World War II. He was graduated from Central College, Pella, Ia., in 1951 and had been attending the theological seminary since that time. His wife is also a graduate of Central College. Agent Blauw has two brothers serving as ministers of the Reformed Church, one of whom, the Rev. Jacob Blauw, is the president of Western Theological Seminary. Stuart has accepted a call to the Trinity Reformed Church, a new one in the

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southern suburbs of Grand Haven, Mich., and in June will be ordained as the first pastor there.

Boys, get out your bow and arrows. Engineer C. Luepke, on train 72 May 13, reported that a white-tailed deer jumped across the track just ahead of the train, leaped the fence and went into the woods on the curve west of Gurnee.

There is a new baby at the home of Conductor Richard Hegge of Fox Lake.

Time Revisor Ed Koudelka made a fishing trip recently to Fox Lake, Wis., during which 13 fish either were caught or jumped into the boat.

Section Foreman Huff and Signal Maintainer Brawley recently came across a batch of fox pups near our tracks at Rondout. The presence of pheasant feathers and rabbit fur scattered about the area led to the discovery. They now have the pups at home and are going to try and tame and raise them.

The crew of a train headed toward Chicago from Fox Lake one morning last month ran into a little excitement when a woman passenger collapsed of what appeared to be a heart attack. At the Deerfield stop they notified Agent Leonard Gilden who contacted the local fire department, and within minutes a six-man squad of volunteers was working over her with an oxygen tank. When they tried to

remove her on a stretcher, however, it was found necessary to unhook the car and pull the train forward, allowing her to be taken out the front end. Then while the woman was taken to a hospital, they brought the train into Chicago—total time lost, only 14 minutes. Included in the crew were Engineer Lloyd Mann, Conductor I. W. Rhode, Collector F. W. Cahill and Brakeman P. I. "Scotty" Lake.

Trans-Missouri Division

WEST

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

A May Day program presented by a group of youngsters was the feature of the monthly meeting of Miles City Chapter of the Women's Club. "Pussy Cat Parade", a pantomime, was performed by Judy Dundas, Maxine Hughs, Erma Nunn and Billie Lou Beever. Sharon Richey and Linda Kirchoff played piano solos. Mrs. Lydia Umhofer was awarded a prize as the oldest mother present, and Mrs. D. E. Goodspeed received a prize as the newest mother. This meeting was the last until the new season for the club starts late in August.

Karen Wagner, daughter of Mrs. Jean Wagner, and Edward J. Pickert, son of Mr. and Mrs. V. C. Pickert, were married recently in the Sacred Heart Church in Miles City. They will make their home in California.

Richard H. Jensen, 38, trainmaster at Deer Lodge and a former resident of Miles City, passed away suddenly in Deer Lodge May 15. Burial was in the family plot in the Custer County cemetery with Arnold Running, Ray Grant, Jr., Ray Moore, O. H. Bethke, Joe Peschl and John Schell as pallbearers. Details appear elsewhere in the Magazine.

Chuck Carlson, son of Mr. and Mrs. E. C. Carlson, sparked Custer County High School of Miles City to its first class A Montana interscholastic championship in the state track meet held recently at Missoula. He took first in his division in the 100 and 220 yard dashes, copped first in the broad jump, and led the winning 880 yard relay team. Chuck is a star competitor in all sports, having turned in spectacular runs in football, steady scoring as forward in basketball, and is a star performer in baseball.

Lou Ann Rabun, daughter of Mr. and



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Mrs. L. H. Rabun, received a Bachelor of Arts degree at Rosary College, River Forest, Ill., June 7. Miss Rabun majored in English, was a contributor to college publications and was active in class and school organizations. She plans to make teaching her career.

EAST END

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

On June 1 the Mobridge relay office was transferred to Aberdeen. This takes three of our families away, namely Chief Operator C. K. Todd, who will be chief operator. Mervin Nimbar will be first assistant telegrapher. Operator W. I. Patterson, who has 40 years of service, retired on that date. He plans to move to Billings, Mont., to be near his daughter.

Car Clerk George Hilton and wife were called to St. Paul by the death of George's brother Irving on May 21. Irving who worked here as a call boy in the early days was employed by the Summit Construction Company of Rapid City. He is survived by three brothers, George, Elmer and Gene.

Warehouse Foreman Rudy Johnson is the proud owner of a Silver Pass awarded to him in April after 45 years of service.

Engineer Claude Preston and wife spent their vacation with their daughter Ruth and family at San Diego, Calif., and with friends in Los Angeles.

Mrs. Peter Collins, wife of our new agent, who has been employed by the Bureau of Indian Affairs at Aberdeen, has joined her husband and they are now nicely settled in an apartment at the Brown Palace Hotel.

Chief Surgeon A. W. Spiry of the Mobridge hospital was elected president of the South Dakota Medical Association at the annual convention in Huron on May 16.

Car Clerk and Ticket Clerk Jack Fuller who underwent a serious operation at Providence Hospital in Seattle has recovered and is back on the job.

Engineer Hewitt Patten and wife attended the Grand Conclave of North Dakota at New Rockford, going from there to Sioux Falls where they were special guests at the El Riad Shrine.

Miss Lynne Todd, daughter of Wire Chief C. K. Todd, has been elected Honored Queen of Bethel 14 of the International Order of Jobs Daughters.

Conductor L. W. Schiefelbein and wife have returned from a vacation spent with their daughter, Mrs. John Lohr, and family at Cincinnati, Ohio, and at Whitehall, Mich., with the Victor Nord family.

The annual music awards given by the Women's Club to the outstanding boy and girl music students of the graduating class at Mobridge High School were awarded to Edgar Miller Jr., son of Engineer Edgar Miller, and to Miss Frances Sheehan, daughter of Engineer Sheehan.

Miss Patricia Fraher, daughter of Conductor Ralph Fraher, who is a student in the school of music at Northwestern University, Evanston, Ill., was runner-up for her mezzo soprano solo in a contest sponsored by Mu Phi Epsilon, professional music sorority, to determine their "Mu Phi of the Year." The Frahers, former Mobridge residents, now reside in Miles City.

Roadmaster A. F. Manley and wife have returned from Arizona and California, where

they spent the winter months, and Arch is back on the job.

A. G. Fuller, retired switchman, passed away May 5 after being a patient at the Mobridge hospital for several months with a heart ailment. He is survived by his wife and two sons, Jack of Mobridge and Harold of Spokane, Wash., and one brother, Wilbur C. Fuller of Cottage Grove, Ore.

Floyd Way, retired engineer, passed away May 17 at the home of his daughter, Mrs. J. K. Mayo, at Lincoln, Nebr. The remains were brought to Mobridge for burial beside his wife who passed away Dec. 25, 1953. He leaves two sons and three daughters.

Word was received of the death of Mrs. Harry Conger, widow of Engineer Conger, at Marion, Ia., on May 8. She is survived by one

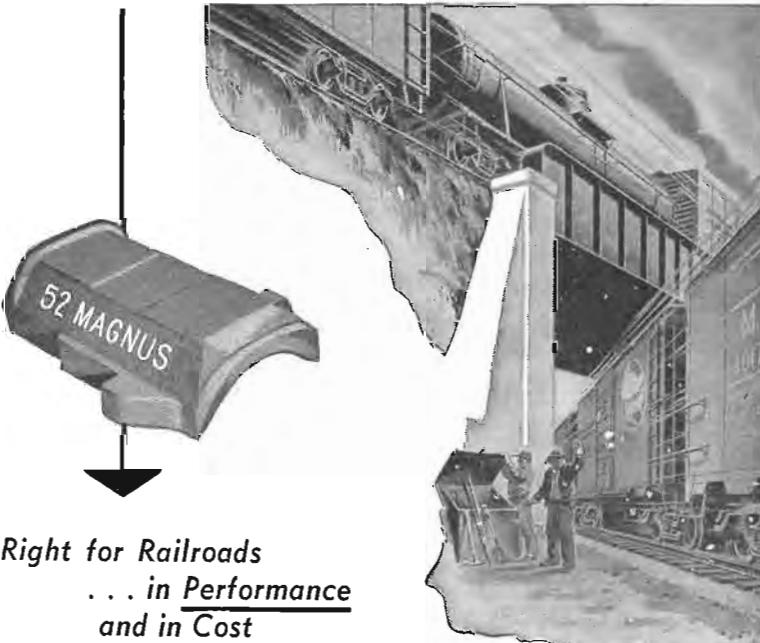
daughter, Helen, a brother, Fred Liddle, and one niece. The Congers were residents of Mobridge for 36 years.

Robert Schuh of Java is taking the examinations for operator after being a student of Col. E. C. Weatherly, agent at Java, S. D.

Miss Lucille Johnsen, daughter of Warehouse Foreman Rudy Johnsen, was married at Aberdeen, S. D., on May 8 to Frank H. Bressler. Lucille is employed at the Lowe Hospital and Mr. Bressler travels for Swift & Company. They will make their home in Mobridge.

A beautiful wedding took place at the Trinity Lutheran Church of Mobridge recently when Miss Joyce Spiry, daughter of Dr. A. W. Spiry, was united in marriage to Gale Hankins of Belton, Mo., where they will make their home.

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(Advertisement)

Mrs. Alice Caldwell, widow of the late Clyde C. Caldwell, with her daughters, Mrs. Howard Naasz and Mrs. James Landis, was in Shreveport, La., for the marriage of her daughter Jane to William Sherman Flores on May 22 at the Presbyterian Church. They will make their home in Lafayette, La.

J. L. Caldwell, retired yardmaster, and wife also attended the wedding of his niece, Miss Jane Caldwell, going from there to Florida and other points in the South to spend their vacation.

Roundhouse Foreman W. B. Donahue retired recently after working for the Milwaukee since 1911. The Donahues will continue to make their home in Mobridge.

Mrs. Elsie May, former roadmaster's clerk, enjoyed a visit from her son Robert of North Hollywood, Calif. He has since left for Newport, R. I., where he will be inducted into the Navy.

A little girl, taken to church regularly by her parents, was asked what a saint was. Knowing about them principally from the stained glass windows of her church, the child replied, "A saint is somebody that the light shines through".

QUIZ answers

1. Train Order.
2. Switching and terminal companies.
3. A device used by civil engineers.
4. Harrisburg, Pa.
5. More than \$5 billion commencing with 1951.
6. Locomotives.
7. Before World War I—(1904-06).
8. A load that extends over two or more cars.
9. Concrete.
10. About 57,000.



A LOOK AT THE BEST. One of the outstanding field trips enjoyed by the 150 members of the National Federation of Financial Analysts Societies who met in Chicago last month was a flatcar tour of the Milwaukee's I.c.l. handling facilities at Galewood Transfer, Chicago, and the new classification yard at Bensenville. The top picture above shows the group at Galewood, while the lower picture shows them observing yard operations at Bensenville. The analysts, including investment experts of the nation's largest banks, insurance companies, investment trusts, pension funds, endowments, and security firms, devoted considerable study to the railroads and allied industries during the convention.

WHAT ARE THE ODDS?

One of those once-in-a-blue-moon occurrences shows two cars with the same number—the Milwaukee's and the Reading's 19589—coupled together. The oddity was observed as the cars arrived at Everett, Wash., and was photographed by Conductor M. Doron.



WEATHER, WHETHER OR NOT. This model of a Milwaukee Road Super Dome refrigeration unit was featured at the dedication of the new Trane Research and Testing Laboratory in LaCrosse, Wis., May 20-23. The laboratory, known as the "House of Weather Magic", is devoted to research and product development in the fields of air conditioning, heating, ventilating and heat transfer. The Super Dome display is being discussed here by (from left) William Wallace, assistant passenger traffic manager, Chicago; George Hoel, Trane Company traffic manager, and S. E. Pilson, Jr., district passenger agent, Minneapolis.





PRESENTING THE SKY TOP. The Sky Top Lounge Parlor Car was the star of the second television show (May 14) of a series featuring Milwaukee Road equipment over Station WTMJ-TV, Milwaukee. These unusual presentations, highlight of the popular "Time Out With Thomas" program at 10 A.M. each Friday morning, are making television history as something completely different in programming.

Shown, left to right: Henry Goedens, cameraman; C. F. Dahnke, assistant general passenger agent, Milwaukee; A. J. Corbett, special representative to superintendent sleeping and dining car department, who was taking the part of a sleeping car conductor; Charles Pope, porter instructor; R. A. Harrington, engineer train lighting; and J. J. Dombrowski, superintendent, Milwaukee Terminals.



MORNING SHOWER. Car Washers Robert Sventek (left) and Joe Humanesnski give the Skytop Lounge car of the Afternoon Hiawatha a quick but thorough washing before its departure from Minneapolis, using the new portable washing machines placed in service at the Minneapolis coach yard on May 19. Standing on the platform, left to right: E. E. Baxman, coach yard foreman, R. F. Fairfield, superintendent Twin City Terminals, and H. A. Grothe, district general car foreman. Moving between the rotating brushes at a speed of approximately three miles an hour, an average train is washed in about five minutes. Each machine has a tank holding 250 gallons of water.

June, 1954



HAPPY BIRTHDAY, LIBERACE! A birthday party in a dining car was the unusual surprise awaiting Liberace when he boarded the Arrow in Chicago on the evening of May 16 en route Sioux City. With the popular pianist and singer to help celebrate his 35th birthday were his brother George and 14 other members of his party. Rene Chauveau, Milwaukee Road dining car inspector, is shown presenting the knife for cutting the cake, which had been prepared by dining car department personnel. In the background, members of the singing group called "The Lads."

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THE MILWAUKEE ROAD MAGAZINE

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