

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



SEPTEMBER 1955

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THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis
Manager

Marc Green
Editor

Marie Hotton
Assistant to Editor

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

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

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We Have the Edge on Granddad

It is generally understood, I believe, that as men fashion better tools and machines with which to do their work we all benefit through greater production, higher wages, more leisure time and an improved standard of living. It is not surprising, then, that *real earnings* in this country are estimated to have increased three and a half times over since 1890.

Real earnings is a term economists use in referring to what actually can be bought with the wages we receive for our work.

There are parts of the world where people still have only what they can produce with their bare hands and a few crude tools. Having never learned to produce more in a given period of time, those people have nothing more than they had centuries ago. They work long, hard hours merely to survive. Luxuries as we know them are practically unheard of.

Modern tools and machines make the difference. With skilled manpower to operate them, they produce the things upon which America's high standard of living depends.

We can see this economic fact at work on our own railroad. Certainly The Milwaukee Road could not pay 1955 wages with 1890 equipment and methods. The railroad company and every one of us on the payroll benefits from the work done by our diesel locomotives, our centralized traffic control systems, automatic freight classification yards and the hundreds of other modern tools with which our railroad does its work.

By performing the transportation job more quickly and more efficiently, these tools also help manufacturers produce things for less, and save us money at the store.

Prices are high, but we have an edge on the men and women who ran the railroad in 1890.

Thanks to the tools we use today, an hour's effort gets us *three hundred and fifty per cent more* in actual goods than granddad could buy with an hour's hard labor 65 years ago.

J. P. Kiley

Milwaukee Road To Operate Union Pacific "City" Trains

Chicago-Omaha Service Means Increased Employment

EFFECTIVE Oct. 30 the Union Pacific will operate its City of Los Angeles, City of San Francisco, City of Denver, City of Portland, and Challenger (Chicago to Los Angeles) trains over The Milwaukee Road between Chicago and Omaha. For many years these trains have operated over the Chicago and North Western between those points.

At a press conference held in his office in Chicago on Sept. 20, President J. P. Kiley said that The Milwaukee Road was very happy to be taken into partnership with the Union Pacific and Southern Pacific on these trains. The City of San Francisco operates over the latter railroad between Ogden, Utah, and San Francisco.

"We think we can contribute substantially to the popularity of these trains", he said. "During the past six to eight weeks we have had large gangs going over the roadbed between here and Omaha to put it into the same condition as our roadbed between Chicago and Minneapolis. As many of you know, that is as good a piece of railroad as there is in the country".

Means New Jobs for Many

Mr. Kiley went on to point out that the new operations would mean jobs for approximately 180 Milwaukee Road men in road service, and another 150 in dining car service, as well as some additional telegraphers and car department and mechanical department forces.

Commenting on the equipment required to perform this service, he pointed out that each road contributes to the equipment pool in accordance to its mileage percentage. On that basis, The Milwaukee Road will provide approximately 25 per cent of the equipment necessary.

At the meeting of the board of directors on Sept. 14 an expenditure of \$8½ million for new diesel locomotives was authorized, although only \$5½ million of that expenditure will be for the 18 passenger units and six road switchers involved in the new joint service. Milwaukee Road cars required

for the service are now being painted the standard Union Pacific colors and undergoing what changes are necessary to make them completely modern.

In answer to the barrage of questions directed at him by reporters in connection with this history-making announcement, Mr. Kiley provided the following information:

It is anticipated that the locomotives will operate through Omaha eventually, although not before the first of the units which the Milwaukee has on order are delivered in January.

There will be no changes in the Chicago Union Station.

The Milwaukee will furnish "quite a few" lounge cars for the service.

Some additional signal work will be necessary in the Chicago Terminals, between Chicago and Elgin, and between Marion and Manilla, Ia., at an estimated cost of \$1½ million.

The Milwaukee Road will not be required to furnish Super Dome equipment, as the Union Pacific already has sufficient dome cars in service.

"We believe", Mr. Kiley said, "that these negotiations will be a good thing for stockholders and other investors in our property, in addition to providing more employment for Milwaukee Road people".

Railroad Retirement Amendments Raise Benefits

A BILL which raises the monthly benefits under the Railroad Retirement Act for the wives of many retired railroad employes and for some widows of deceased railroad men was signed by President Eisenhower on Aug. 13. Here is a summary of the increases brought about:

(1) The wife of a retired railroad employe can now be paid as much as \$54.30 a month. Before, the maximum wife's benefit was \$40.

As a result of this change, about 80,000 wives whose annuities are currently based on the old \$40 maximum will get higher benefits beginning with their September payments, which they

receive in October. The average increase will be about \$12 a month. About 2,500 wives were getting less than \$40 a month because their annuities were reduced by the amount of social security benefits they are receiving. In a small number of cases in which a special minimum provision already applies, the higher wife's annuity will result in a corresponding reduction in the employe's retirement annuity.

(2) Widows, widowers, children and parents may now receive a railroad survivor annuity and a social security benefit at the same time without any reduction in the railroad annuity. This change principally affects widows of 65 or over who also qualify for old age social security benefits. The increase for those individuals affected will average \$22 a month.

The amendments also include a provision which makes it clear that retirement benefits are exempt from taxation and attachment, and another which provides that all positions in the board, except for one administrative assistant to each board member, must be filled through competitive civil service.

Milwaukee Participates in Rail Credit Plan

THE MILWAUKEE ROAD announced last month that it would participate in the new and convenient rail credit card plan which enables a qualified card holder to travel on virtually any of the country's major railroads on a "pay later" basis.

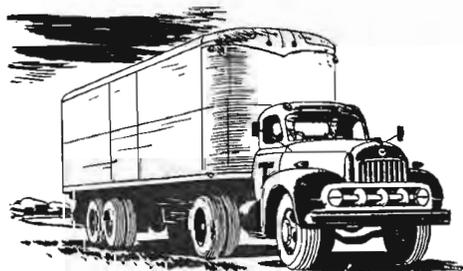
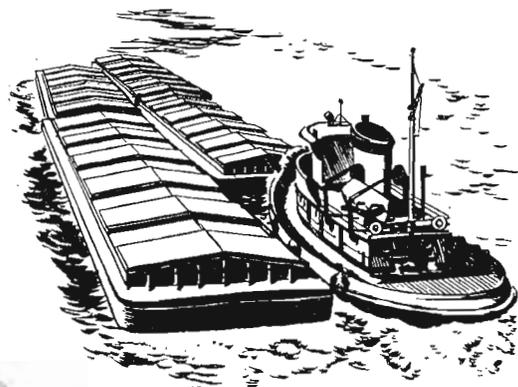
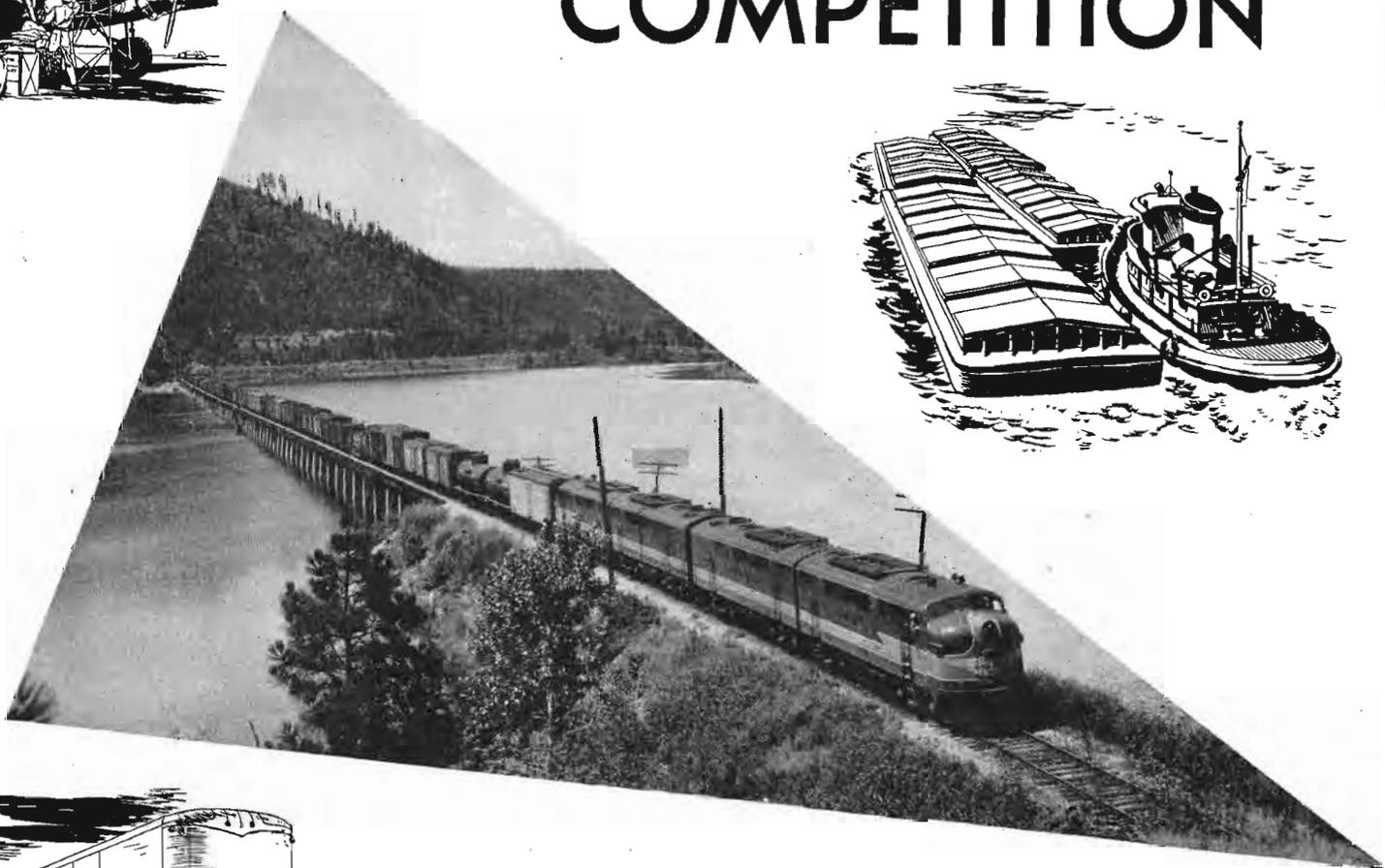
The new plan permits credit on all participating railroads for both rail and Pullman tickets and for meals and refreshments on trains. The plan is designed for the regular traveler and will be issued to companies for their traveling personnel and to individuals for personal travel.

The Rail Travel Credit Agency, located in the Union Station, Chicago, requires no deposit or cash balance. It performs for member railroads the function of clearing credit ratings of applicants. The individual railroads will handle billing directly with the card subscribers.

Harry Sengstacken, passenger traffic manager, says that the new plan should prove very beneficial to business organizations, as it eliminates the inconvenience of carrying large amounts of cash. It cuts down the need for cash advances by a company for its employes, and will also simplify expense accounting and tax reporting.

the keynote is

COMPETITION



Presidential Advisory Committee on Transport Policy urges return to American principles of competition in transportation

A FOOTBALL coach who is careful to use his men in positions where they are naturally the most effective is more likely to have a winning team.

It is much the same with transportation. If each type were given the freedom to do what it can do best, the public would benefit in better and lower cost transportation.

Under the present government policy this isn't the case. Regulation is conducted more or less on the theory that traffic should be divided among trucks, railroads and waterways on a basis of "fair shares". Not too much consideration is given the question of which can do the job best.

For instance. Railroads have an unusual ability to haul very heavy tonnages over long distances at a low unit cost. They could, in certain instances, give the public the benefit of lower rates and still operate profitably.

However, in a number of such cases, the Interstate Commerce Commission has refused the railroads permission to reduce their rates, the theory being that too much business would be attracted away from some competing carrier.

This policy of regulation has grown up gradually over the years, with the result that the railroads are not free to make their own decisions, but are told by the ICC what course to follow. Par-

ticularly since 1940, when the government's present transportation policy was adopted, the ICC has to some extent assumed the role of business manager—setting rates that have the effect of dividing the traffic among the various carriers instead of letting each exercise its inherent abilities.

When Regulation Started

Government regulation began in 1887 when the original Interstate Commerce Act was passed and the Interstate Commerce Commission was set up to administer it. At that time and for some time after, the railroads had practically a

monopoly on overland transportation.

Later on trucks appeared on the scene, and by the early 1920's the railroads had ceased to be a monopoly. The building of our vast highway system, with public funds, provided the trucks with a roadway they are contributing very little to pay for or maintain—far too little, in the view of impartial authorities.

Meanwhile the government greatly expanded its program of deepening rivers and providing navigational aids and docks for tow boats—again with public money. This provided river transport with cost-free waterways to compete with the railroads.

The Interstate Commerce Act was amended, rather belatedly, to extend regulation first to trucks and then to water carriers. But actually they have never been regulated more than partially.

Most Trucks Escape Regulation

For example, rate regulation applies to only about 35 per cent of all intercity truck traffic. It does not apply to freight hauled by contract carriers, who may charge whatever they please, far undercutting the railroads if they choose, since they are not required to publish their actual rates. They also are not required to maintain schedules.

Neither does regulation apply to private carriers owned by shippers themselves or leased by them for one or more trips. In recent years there has been a tremendous increase in the volume of freight hauled by these two types of non-regulated carriers. This increase, of course, has been at the expense of the railroads and the highway common carriers.

In the case of water transport, only about 12 per cent of the traffic on the Mississippi River and its tributaries is subject to rate regulation. Likewise, a large percentage of the barge tows escape regulation because they are privately owned or operated under contract. Even those classified and regulated as common carriers enjoy important exemptions in connection with bulk commodities. This is true also for common carrier trucks in connection with agricultural commodities.

To sum up. The railroads have been 100 per cent regulated as true common carriers almost from the very beginning. Only a small percentage of motor trucks and water carriers are regulated as common carriers, and these by no means as fully as the railroads. A large part of the country's total freight is carried by private or contract carriers which are not

regulated as to rates. They are not required to reveal the actual rates they charge. They are not required to maintain schedules. They can pick and choose among the traffic. These amount to special privileges which seriously affect the future of the common carrier system, of which the railroads are a major part.

What the Weeks Committee Proposes

This is the situation that the Presidential Advisory Committee on Transport Policy and Organization proposes to correct. The committee, which was headed by Secretary of Commerce Sinclair Weeks, made its report in April. Boiled down to its essence, the committee's solution is simple:

- Scrap the present regulation policy.
- Substitute one which will give each form of transportation greater freedom in rate making.
- Regulate all forms of transportation fairly and equally—but as little as is consistent with the public interest.

In short, the report proposes a return to American competitive principles in the transportation field. Each form of transportation would have a chance to show

Rate regulation applies to only about 35 percent of all intercity truck traffic. The railroads, on the other hand, are 100 percent regulated by the Interstate Commerce Commission and have been for many years. The Cabinet Committee recommendations would give all carriers a chance to compete on more even terms.

AN ALL-AMERICAN GOAL



what it can do. The result, the report suggests, should be better and lower cost transportation for everybody.

The committee does not propose that the several kinds of transportation should have a free hand to offer any rates they please.

The ICC would still retain power over rates, but the power would be limited. To prevent any carrier from engaging in cut-throat competition by offering rates below cost, the ICC would have power to set minimum rates. And to prevent the





The American People should have as many forms of transportation as they need and can economically use.



All forms of transportation should be kept healthy and efficient through the play of fair and equal competition among them.



When they are hampered by outmoded regulation—as some, including the railroads, now are—progress and the public both suffer.



Prompt action to improve this situation—as recommended by the President's Cabinet Committee—will benefit the entire nation.

—from a recent Eastern Railroads advertisement

charging of excessive rates, the ICC also would have authority to establish maximum rates. Between these two levels all forms of transportation would be free to establish whatever rates were necessary to attract the business—subject, however, to the present ICC prohibition against discriminations and preferences.

Other Recommendations

The report takes note of the large amount of traffic which now escapes regulation because it moves by private or contract carrier. It recommends that private truck operations be limited to the hauling of the owner's products and the return haul of materials used in his own

operations. This is not always true at present—especially with regard to return hauls. The ICC itself has repeatedly pointed out that the practice of some private haulers of engaging in public transportation tends to undermine the common carrier system, and the committee makes the same point in its report.

With regard to contract carriers, the committee proposes that the definition of contract carrier should be tightened to exclude those which are in fact performing common carrier services. If they are, the report says, they should be issued common carrier certificates and regulated as such.

Another recommendation of interest to railroad men in particular would give

the ICC power to override state regulatory commission orders denying railroad petitions to discontinue unprofitable passenger operations. The report points out that the losses suffered by the railroads by being required to continue such operations long after they have ceased to serve any real purpose exceeded \$700 million in 1953. This unnecessary loss must be made up by charging more for other services.

What the Report Doesn't Cover

All of the railroads' competitors except the pipelines have enjoyed subsidies for years. In the case of trucks, these have consisted of highways built and maintained with public money and for which intercity truckers do not pay an adequate user charge. In the case of water carriers, the subsidy is in the form of river channels and other facilities furnished by the taxpayers. The report is silent on both of these points.

It is also silent on the question of subsidies to airlines, such as airports and navigational aids built and maintained by public funds, and subsidies for carrying mail. The entire subject of airline competition is omitted from the report for the reason that airlines are regulated by another government agency, the Civil Aeronautics Authority. The report concerns itself only with recommendations concerning those forms of transportation under the jurisdiction of the Interstate Commerce Commission.

What the Report Means to You

In spite of these omissions, the report is a long step toward the solution of the nation's transportation problems. As a railroad man you want to see your industry treated fairly. As a citizen, you want the freight charges on the articles you buy and use—however they are transported—to be as low as possible.

If the recommendations in the Weeks report are enacted into law, the railroads will be able to utilize more fully their capacity for hauling large quantities of goods at low cost. Other forms of transportation, such as trucks, will be able to realize their own particular advantages more fully also. The traffic will go to the carrier that can haul it most efficiently and at the lowest cost. This should mean in the long run not only better transportation but lower charges on everything you eat and wear and use.

Both as a railroader and as a citizen, it is to your interest to support the Weeks committee's recommendations.

THE COVER

September on the Road's Rocky Mountain Division is a month of cool-sleeping nights, but of hot dry days such as this, when the sun plays hide and seek between the steep walls of Montana Canyon. The orange and maroon of the Olympian Hiawatha shines like a jewel between the canyon walls as it rounds a turn close to the summit of the Big Belt Mountains. The Super Dome car is just out of sight around the bend.

DID YOU KNOW?

During National Fire Prevention Week, Oct. 9-15, President Eisenhower will call upon all America to reduce the needless waste caused by preventable fires. Every week is Fire Prevention Week on The Milwaukee Road, but did you know that traditionally it is the full calendar week which includes Oct. 9, the anniversary of the great Chicago fire of 1871? A Fire Prevention Day was first observed in 1911, the 40th anniversary of the Chicago fire, and in 1922 the entire week containing Oct. 9 was officially proclaimed Fire Prevention Week by President Harding. It is observed at the same time in both the United States and Canada. Suggestions are now being accepted for next year's national Fire Prevention slogan. Information about it and other Fire Prevention Week programs may be obtained from R. W. Schuette, National Fire Protection Association, 60 Battery-march Street, Boston 10, Mass.

A. H. Gass, chairman of the Car Service Division of the AAR, made an interesting suggestion recently in connection with the freight car shortage on the railroads at present.

If *one hour a day* could be saved in the use and handling of freight cars, he said, it would result in the loading and movement of 32,980 cars of freight each week. Mr. Gass estimates that the saving would probably be sufficient to overcome the car shortage until new freight cars on order could be built or old cars repaired.

September, 1955



W. J. Whalen, vice president—operation (right) with the Award of Honor, highest citation issued by the National Safety Council, and E. G. Kiesele, superintendent of safety, with the Public Safety Activity plaque.

Awards Mark Safety Performance

AS SYMBOLS of an outstanding safety performance in 1954 and for service to public safety during the same period, The Milwaukee Road has been presented with two citations by the National Safety Council. The Award of Honor was conferred for a significant lowering of accidents among employes. A Public Safety Activity Award, which is presented to individual railroads, recognized the Milwaukee's activities in promoting safety practices among employes and the general public.

The Award of Honor, highest which the council issues, was based on the Road's own lowered accident rate and a comparison with the records of other Class 1 railroads. Frequency of injuries during 1954 (per million man-hours worked) was 41 per cent better than the average rate of the industry, and the record for severity, which includes fatalities, represented a 36 per cent improvement over the industry average.

The award was a compliment to the efforts of Milwaukee Road employes

who were responsible for the fine record, and was accepted on their behalf by E. G. Kiesele, superintendent of safety. Mr. Kiesele is chairman of the Highway-Rail Intersection Committee of the National Safety Council. In 1953 Milwaukee Road employes won an Award of Merit, second in importance to the Award of Honor.

In conferring the Public Safety Activity Award, the council commented on the sound program administration of the Road's safety department, particularly with regard to off-the-job accidents. Cited was the total of 55,000 persons who attended family night, community and civic group meetings sponsored by the Road in the interest of public safety, with emphasis on traffic and home accidents. It also noted that the Road had participated in the Signs of Life program directed at observing traffic signs and signals, particularly those at highway-rail intersections, and that Milwaukee Road personnel had contributed liberally of their services to local and state public safety organizations.

PLAN LARGEST INDUSTRIAL

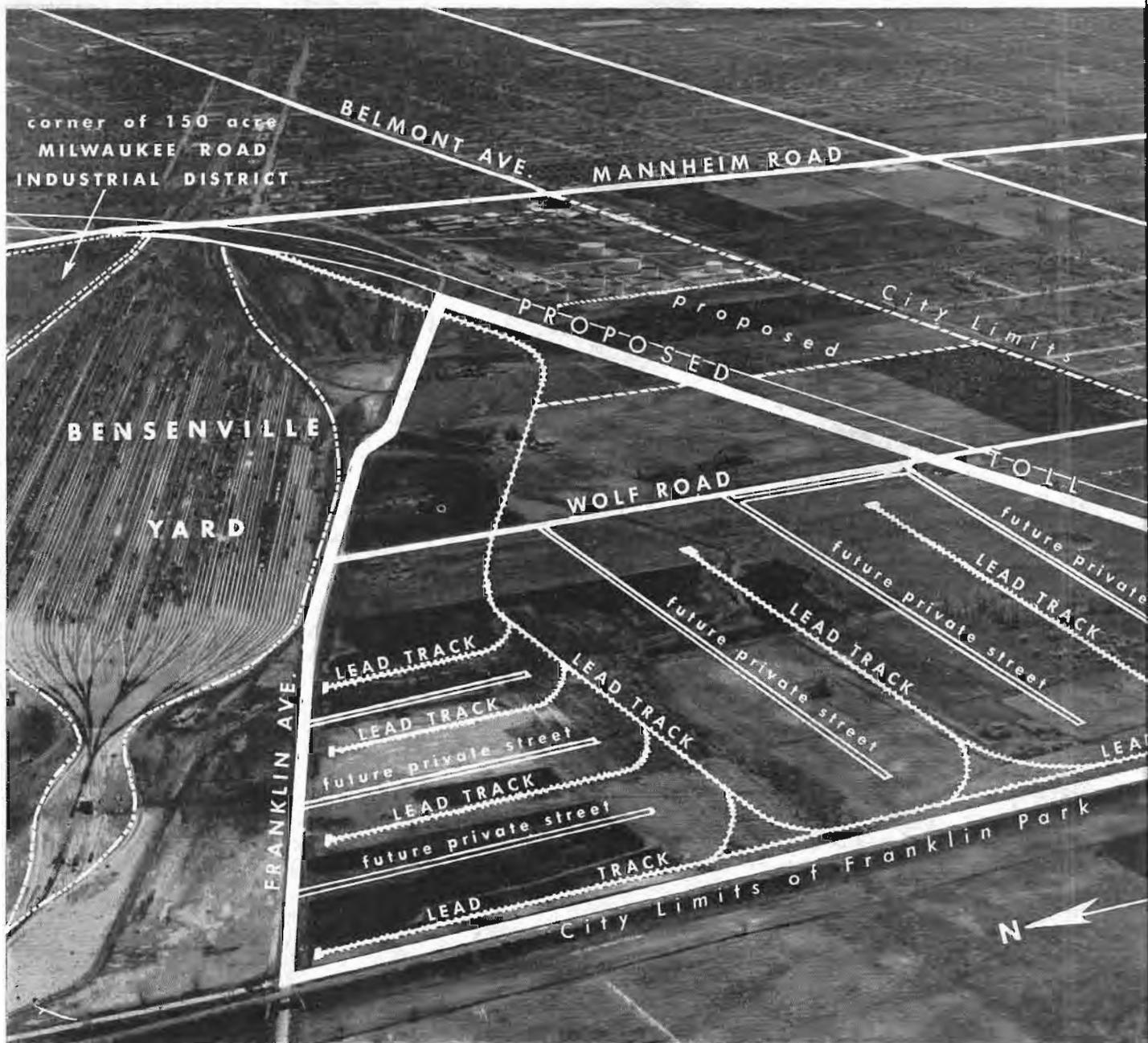
PLANS for the largest industrial development on The Milwaukee Road were announced last month. The site is a 240-acre tract of land on the outskirts of Franklin Park, Ill., and adjoining Bensenville Yard approximately 15 miles west of downtown Chicago. It will be served exclusively by the Milwaukee.

The area will be developed by Clearing Industrial District, Inc., which purchased 225 of the 240 acres from the railroad. Clearing is arranging for an extension of the district onto adjoining land owned at present by the railroad. The entire area to be devel-

oped is shown outlined in white on the accompanying photo diagram.

The completed development will embrace all of a 320-acre tract which The Milwaukee Road has owned since 1910, plus a smaller tract which is being acquired from another owner. This is the largest single industrial development in the history of the company's industrial department. It also represents the first instance of this railroad initiating an industrial development by outside capital on land which it had owned.

Photo diagram showing the planned industrial area outlined in white. It will be served over lead tracks shown entering the area from the east end of Bensenville Yard. The development lies within the city limits of Franklin Park. The city proper is at the top of the picture, east of Mannheim Road.



DEVELOPMENT

Commenting on the new development, S. J. Cooley, Milwaukee Road industrial commissioner, stated that the Clearing Industrial District has demonstrated over a period of 25 years a sound basis for industrial development and has been very successful in seven large districts in the Chicago area. "The firm's methods are known nationally," he said, "and it has been able to attract outstanding industries to its various industrial districts."

Having its own architectural, engineering and construction organizations, Clearing offers interested in-



S. J. Cooley, Milwaukee Road industrial commissioner (left), Douglas Wells, vice president of Clearing Industrial District, Inc., and James Rice, sales manager for Clearing (left to right), study a tracing showing trackage in the area of the new industrial development. Picture taken in Mr. Cooley's office.



dustries a complete, modern "package" arrangement, including financing where required. The proposed project is the third developed by Clearing in the Franklin Park area. It will construct plants for sale or lease to firms engaged in finished and semi-finished manufacturing or warehousing. It will include no basic industries.

The initial 240-acre development is expected to represent a total investment of about \$50 million in land, buildings and facilities. Clearing will spend about \$1 million at the outset on streets, sewers, water mains and other improvements, work on which was expected to be started before the end of September.

It is estimated that the development will accommodate 60 new industries, on a basis of approximately four acres per plant. Four had selected sites in the area by the end of August, and construction was expected to begin early in 1956.

Sale of the land was only one of several steps which commanded the attention of the industrial department over a long period of time. Preparatory to the sale, the land was first annexed to Franklin Park, then zoned from agricultural to industrial use, and made a part of the Chicago Sanitary District through legislative action.

Mr. Cooley expressed confidence that this development will fulfill a long-standing demand for desirable industrial sites along Milwaukee Road tracks where suitable property has become scarce in recent years.



THREE FORKS SALUTES LEWIS and CLARK

Montana City Observes 150th Anniversary
of America's Greatest Land Exploration

by Marie Hotton

"Sacajawea shows Lewis and Clark the way up the Jefferson River to her Shoshone homeland". Illustration by Irvin Shupe, Montana artist, for "Courier", American Pioneer Trails Association publication.

Two bright ribbons of steel, the tracks of The Milwaukee Road and the Northern Pacific, now obscure the trail blazed by buckskin-shod feet, and overhead a network of telephone lines carries the message of progress. Otherwise the panorama at the headwaters of the Missouri River has changed but little since it was sighted by the Lewis and Clark Expedition 150 years ago.

This same setting of mountains, canyons and swiftly coursing rivers was the dramatic backdrop to a noteworthy historical spectacle this summer when Three Forks, Mont., the Milwaukee Road gateway to Yellowstone Park, entertained several thousand history-minded visitors. The occasion was the sesquicentennial of the expedition of Captains Meriwether Lewis and William Clark to the Pacific

Northwest, the greatest land exploration in American history. All along the moccasin trail, from North Dakota to Oregon, history is being retraced this year in community observances which will extend into October. Montana was the keynote state for outdoor pageantry, since in seeking a corridor to the Northwest empire in 1805 and on the return journey the following year, the party spent more time there and covered more miles than in any other state through which it traveled.

The most memorable discovery of that journey occurred on the July morning in 1805 when the exploring party, guided by Sacajawea, a young Indian girl, reached the source of the mighty Missouri. The confluence of the three rivers—the Madison, the Gallatin and the Jefferson—is about six miles from the present city of Three Forks, and it was there that Sacajawea, who had been stolen from her people by another tribe, was reunited with her brother, the Shoshone chief Cameahwait, and persuaded him to guide the party on their trek to the Pacific.

The importance of Three Forks in the over-all sesquicentennial celebration is the fact that the American Pioneer Trails Association elected to hold its 26th annual meeting there during the four days the community observance was in progress. Mindful of its location at the historic spot that opened the Northwest Territory to commerce, business people and residents spent several months preparing for the activity. The result of their planning was a program of outdoor entertainment that outdistanced the at-

Some of the organizers of the outdoor drama at the Sacajawea Inn. From left: Clark Maudlin, who was in charge of the Scout encampment; Mr. and Mrs. John Buttelman, vice president and secretary, respectively, of Three Rivers Chapter of the Pioneer Trails Association; Professor Bert Hansen, Missoula, who wrote and directed the pageant; Mrs. Nora B. Decco, a Trails director and program committee chairman; and Engineer H. T. Levesque, set design and production manager.





Panoramic view near Three Forks, Mont., where the Gallatin (left), Madison and Jefferson Rivers (upper right) meet to form the mighty Missouri. The Milwaukee Road tracks seen at the far right skirt the foot of the mountain in the foreground.

Saturday, 27th, July 1805

"we Set off at Sun rise . . . passed clifts of rocks where was villages of little birds under the Shelving rocks . . . about 9 o'clock we Came or arived at the 3 forks of the Missouri which is in a valley in open view of the high Mountains which has white Spots on it which has the appearance of Snow. Saw large flocks of mountain Sheep or Ibex, and goats or antelopes . . . This is a verry handsome place."—
 excerpt from the diary of Pvt. Joseph Whitehouse
 of the Lewis and Clark Expedition

commended in that it is happening now instead of two weeks before the production".

Actors in the pageant included Brake-man Harold Dingman, who portrayed the character of Pvt. John Thompson, and Lineman Tom Fairhurst, who had a prominent role among the drama's readers. Other tireless workers included Engineer H. T. Levesque, who served as set design and production manager, and Mrs. Nora B. Decco, retired Three Forks operator, who divided her efforts among four committees.

Mrs. Decco is well remembered on the railroad as "N.B.D.", whose news of the Rocky Mountain Division was a colorful feature of this Magazine for 31 years be-

tempts of much larger communities.

The highlight of the show was the outdoor pageant, a reenactment of outstanding episodes in the explorers' journey. Other events which drew visitors were a parade western style, a two-day rodeo for amateur ranch hands featuring some of the area's best riding cowboys and cowgirls, a community dance, a children's fishing derby, ceremonial dances by Indians from the Flathead Reservation and carnival attractions.

With western neighborliness, the entire area got into the act. Boy Scouts and Explorer Scouts, following the Lewis and Clark Trail down the Jefferson River to participate in the celebration, camped nearby. The Pioneer Trails Association sponsored a competition for a new state song, and starting from Three Forks, special tours were planned to Headwaters Park and Lewis and Clark Cavern.

A tremendous amount of energy and community spirit went into staging the affair. Milwaukee Road people who took part included Conductor Charles P. "Chuck" Adams, who was responsible for the pageant's sound system. His efforts to get it into first class condition

well in advance of rehearsals earned a pat on the back from the committee in charge. "This is singled out", read the chairman's report, "because it is to be

Artist's illustration for the Milwaukee Road advertisement which appeared in the pageant souvenir program.



Lewis and Clark opened the Northwest but trains like this one made it great!





Sacajawea and her little son, holding the hand of Charbonneau, the halfbreed guide, ascending the river bank after landing with Captain Clark's party at the Missouri headwaters. This was one of the action-packed episodes of "Homeward Bound". (Bozeman Daily Chronicle photo by N. Theobald)

fore her retirement in 1946. With her husband, the late Engineer Leonard Decco, she shares a rich pioneer heritage, and her work for the sesquicentennial celebration was in the nature of a labor of love. In addition to serving on various Pioneer Trails committees, Mrs. Decco compiled a souvenir program for the pageant. It was an attractive 34-page booklet which contained, in addition to the usual program information, authentic passages from the original journals of the Lewis and Clark Expedition. The excerpts from the explorers' diaries were assembled with the cooperation of museums throughout the country and constituted a valuable reference for history

James S. Smith of Pasadena, Calif., and Mrs. Matthew Morrow of Ontario, Canada, grandson and great-granddaughter of Sgt. Patrick Gass of the Lewis and Clark party, who attended the sesquicentennial celebration, with Mrs. Nora B. Decco of Three Forks (left).



students.

Working as a unit, the town was ready for the grand opening on July 23, and for the next four days all roads leading to Three Forks saw heavy traffic. Cowboys in levis and Indians in ceremonial costume sauntered about, gazing at displays of historical objects in merchants' windows. Hotels, booked to capacity, found accommodations for tourists in nearby towns, and the guest rooms in practically every home were occupied by visiting relatives. Out-of-towners ate chuck wagon style and met their friends on the hospitable veranda of the Sacajawea Inn.

The big attraction, of course, was the pageant held nightly in the natural am-

All roads led to Three Forks for the big parade. Junior grade cowboys shown here watching from the parking area at the Milwaukee Road station are Jimmy Bellach of Three Forks (left) and Jackie Roadarmel of Belgrade.



phitheater at the headwaters of the Missouri. This year's performance was the grand finale to four previous pageants which have been annual tourist attractions at Three Forks. As in former years, the drama was written and directed by Professor Bert Hansen of Missoula, a member of the Montana State University English department, who is active in the Pioneer Trails movement.

Due to publicity focused on the pageant in papers throughout the country, many descendants of the Lewis and Clark party wrote for information about it, and five attended in person. The script was divided into two episodes, "Outward Bound" and "Homeward Bound", which were presented on successive nights. The first concerned the capture of Sacajawea, the planning of the expedition by President Jefferson, the start of the wilderness trek, the arrival at the headwaters and Sacajawea's reunion with her brother. "Homeward Bound" resumed the story at Fort Clatsop at the mouth of the Columbia, where the party spent a trying winter, their return by boat to Three Forks, and the triumphal reception at the Governor's mansion in St. Louis.

Authentically correct, the backdrop for the pageant stage was the same mountain which witnessed the discovery of the headwaters in 1805. A costumed group of more than 100, together with nearly 35 Selish Indians, made up the cast, and the dialogue was read by a group of trained voices aided by a battery of microphones. Seated on improvised benches, the audience watched the show from a rocky hill overlooking the stage area.

With the sun low in the west, railroad tracks and other landmarks of progress were masked from view, and in the fading dusk the saga of Lewis and Clark was convincing in color and action. Horses galloped on and off stage, tents were pitched, campfires sent their smoke skyward, and white men and Indians bartered and fought with realistic vigor. The climax, a colorfully costumed ball, brought each night's audience to its feet with a tribute to the thrilling spectacle.

A significant commentary on economics is the fact that the cost of the four-day celebration to the city of Three Forks was estimated to be about the same as the amount appropriated for the entire Lewis and Clark Expedition 150 years ago. Any profit to be gained from the venture was earmarked for installing and improving facilities at Headwaters State Park, "Where the Old West still lives".

KEEPING WELL

Cancer

by Dr. James F. DePree, Chief Surgeon, Lines West

This article and others on various health topics which will follow are offered as a service to active and retired Milwaukee Road employees and their families. However, since the information provided is necessarily general in nature, the reader is advised not to undertake specific treatment or medication on the basis of these articles alone, but rather to seek medical advice from his own physician whenever he feels such advice is needed.

AN ENGINEER will not run past a red board. He understands and respects it as a danger signal.

If the danger signals of disease were observed as carefully, many people who fall victim to it could be saved. Cancer is a case in point.

The encouraging thing about cancer is that in many cases it can be cured—if discovered in its early stages.

Unfortunately, many people have developed a fear complex about cancer. Instead of facing the possibility that they may have it and going promptly to a doctor for an examination, they sometimes try to hide the symptoms even from themselves.

As a result, they fall victim to the disease when they might well have been saved.

Luckily, public education on the subject is having good effect.

Many more people are going to their physicians for periodic examinations or for a check of danger signals which may be indicative of cancer.

Here are the danger signals:

1. Any sore that does not heal.
2. A lump or thickening in the breast or elsewhere.
3. Unusual bleeding or discharge.
4. Any change in a wart or mole.
5. Persistent indigestion or difficulty in swallowing.
6. Persistent hoarseness or cough.
7. Any change in normal bowel habits.



Dr. DePree

The cause of cancer is unknown. It can strike persons in any age group, although older persons are perhaps more often the victims. Cancer is not hereditary in the usual sense, although there may be a tendency for some families to develop it more than others. This doesn't mean that if one or both your parents had it you are bound to have it too. It merely means that you should be a little more on the alert for warning signs.

There are a number of different types of cancer. About half of all cases could be cured and some cases up to 70 per cent—*provided the diagnosis is made before the cancer has spread from the part of the body in which it began.*

There are two methods of cure, and only two—surgery and radiation, or a combination of both.

No cancer has ever been cured by pills or powders. Avoid going to quacks or "wonder doctors" who dispense such nostrums or who claim they have "secret remedies". There are no "secret remedies".

Prolonged irritation of any part of the body tends to create a condition favorable for cancer. Have jagged teeth repaired. Don't use ill-fitting dental plates. Use self-control in smoking. Correct chronic constipation. Keep covered in the hot sun to prevent irritation of the skin. These are some of the common sense measures any person can take to guard against cancer.

It is also an excellent idea to have a thorough physical examination once a year. In the case of a woman over 35

It should be emphasized that the presence of any of these symptoms does not mean an individual has cancer. The symptoms may be due to other causes. However, it is wise to have a doctor check if any of them appear.



test your knowledge of
railroads and railroading

(Answers on page 21)

1. How many piers are there in a 14-span bridge, not counting the abutments?
2. Do the initials TOFC refer to freight traffic, railway mail service or passenger service?
3. In railroad slang, what is a brass-pounder—a blacksmith, a spike-driver or a telegrapher?
4. Which of these materials is unsuited for track ballasting—cinders, sand, gravel, gumbo?
5. What is known as a "paper rate"—a freight rate on the transportation of paper or a rate that is never used because no freight moves under it?
6. Is the second section of a designated train regarded as an extra train?
7. In which department of the railroad is a commercial agent employed—traffic, operating or accounting?
8. Can a railway passenger arrange in advance for the rental of an automobile at the end of his journey?
9. What is "dead space" in a freight car—space between floor and underframe, space in bunkers, or unused space in the cargo-carrying part of the car?
10. Who bears the expense of unemployment compensation in the railroad industry—the railway employees, the railroads, or employees and railroads equally?

this should include a complete pelvic examination and in the case of a man over 45 a chest X-ray.

There is much cancer research going on. Some day we may be able to control it. Until then, common sense safeguards plus alertness to cancer's danger signals can do a great deal to keep the disease away from you and your loved ones.

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

Operating Department

Effective Aug. 16, 1955:

R. A. Hummer is promoted to assistant superintendent of the Milwaukee Terminals with headquarters in Milwaukee. Mr. Hummer has been with the Road in Milwaukee since 1923, formerly as a switchman and yardmaster and since 1947 as trainmaster in the terminals.

Effective Sept. 6, 1955:

J. E. Ryan is appointed trainmaster of the Terre Haute Division with headquarters at Faithorn, Ill., succeeding Q. W. Torpin, transferred. Mr. Ryan who has been with the Road since 1917 was formerly trainmaster at Davenport and most recently at Galewood.

Q. W. Torpin is appointed train-

master of the Milwaukee Terminals with headquarters at Milwaukee, succeeding W. F. Plattenberger, transferred. Starting as an agent-operator in 1944, Mr. Torpin has been dispatcher, special assistant to general manager Lines East, and trainmaster at Portage and Faithorn.

W. F. Plattenberger is appointed trainmaster of the Chicago Terminals with headquarters at Galewood, Ill., succeeding J. E. Ryan. Mr. Plattenberger who has been with the Road since 1941 has been trainmaster at Terre Haute and in the Twin Cities and in the Milwaukee Terminals since 1952.

Mechanical Department

Effective Aug. 1, 1955:

E. E. Baxman is appointed district gen-

eral car foreman with jurisdiction over car department matters at the Western Avenue coach yard, Fox Lake and Deerfield, with headquarters at Western Avenue, Ill. Mr. Baxman entered Milwaukee Road service in 1923 at the Western Avenue coach yard where he was formerly assistant foreman. In 1942 he transferred to Minneapolis as assistant coach yard foreman and in 1950 was appointed coach yard foreman there.

E. Buchholtz, district general car foreman, will have jurisdiction over car department matters on the Iowa Division, the Dubuque & Illinois First, Second and Third Districts, the Terre Haute Division, Rondout and freight operation in the Chicago Terminal, with headquarters at Bensenville, Ill.

L. H. Rabun, master mechanic, will, in addition to his other duties, have jurisdiction over car department matters on the Milwaukee First, Second and Third Districts and the Madison First and Second Districts.

H. R. Anderson is appointed assistant district general car foreman with jurisdiction over car department matters on the La Crosse & River First, Second and Third Districts, the Iowa & Southern Minnesota Division, the Iowa & Dakota First and Second Districts and Marquette, Ia., with headquarters at La Crosse.

W. C. Mauer is appointed general car foreman with jurisdiction over car department matters in the Milwaukee Terminals, days, and D. D. Fisher, general car foreman, will have jurisdiction over car department matters in Milwaukee Terminals, nights, both with headquarters at Davies yard, Milwaukee.

The position of district general car foreman at Milwaukee is abolished.

Effective Aug. 16, 1955:

Martin Wangberg is appointed traveling engineer of the Trans-Missouri Division with jurisdiction over the division between Miles City and Harlowton; also the territory between Harlowton and Great Falls on the Rocky Mountain Division with headquarters at Harlowton, following the retirement of C. H. Williams. Mr. Wangberg has most recently been assistant traveling engineer with headquarters in Milwaukee.

K. D. Clark is appointed assistant traveling engineer with headquarters at Milwaukee, following the promotion of Mr. Wangberg.

Represents Chicago at Scout Jubilee

BILL STOLL, 14-year-old son of E. J. Stoll, assistant industrial commissioner, Chicago, was one of 11 Explorer Scouts selected to represent the 42,000 boys in the Chicago Scout Council at the Eighth World Scout Jamboree held at Niagara-on-the-Lake, Ontario, from Aug. 19 to 28.

A total of more than 10,000 Scouts and 2,500 leaders from 68 nations, including 1,512 from the United States, attended the jamboree. Upon returning home, Bill reported the interesting experience of having been encamped next to a contingent of 30 blind boys from France.

"You wouldn't have believed it was possible for them to get along as well as they did", he said. "They could do just about everything the rest of us did."

One of the highlights of the jamboree was a trip which most of the boys in the huge encampment made to the Canadian National Exhibition in Toronto. They traveled on 10 special trains.

Delegates to the jamboree were selected according to personality, advancement in Scouting, and self reliance as indicated by the Scout's having earned the money with which to pay his own way. Bill has the rating of Life Scout.



Back home, wearing the special jamboree insignie on his cap, Bill Stoll shows his parents, Mr. and Mrs. E. J. Stoll, some of his trophies. They are shown holding a shirt he acquired in a trade, the left sleeve of which is covered with a collection of Canadian Scout insignia.

retirements

The following employes' applications for retirement were recorded during August, 1955

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

BREWSTER, JOSEPH R.
Waiter Chicago, Ill.
HENLEY, WM. M.
Asst. Engineer Chicago, Ill.
KESTER, HARRY H.
Bureau Head Chicago, Ill.
LANDRY, JOHN A.
Porter Chicago, Ill.

CHICAGO TERMINALS

BERG, ARTHUR W.
Checker Chicago, Ill.
BLANKENHEIM, JULIUS P.
Boilermaker Chicago, Ill.
KENDRICK, MORRIS D.
Laborer Bensenville, Ill.
KING, ROBERT M.
Sec. Laborer Bensenville, Ill.
WATSON, CLYDE E.
Clerk Chicago, Ill.

COAST DIVISION

COUSINS, JOEL L.
Asst. X Gang Laborer Hyak, Wash.
DOLAN, GEORGE E.
Machinist Seattle, Wash.
FARLEN, ALFRED
Carman Tacoma, Wash.
GALLAGHER, JAMES W.
Loco Engineer Tacoma, Wash.
ROWE, CLIFFORD W.
Chief Tug Engineer Seattle, Wash.
RUSSELL, JOHN
Carman Helper Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

BRAUN, EDWARD H.
Loco Engr. Chicago, Ill.
BROWN, BENJ. L.
Machinist Ottumwa, Iowa
De LORIMER, VERN C.
Car Inspector Marquette, Iowa
FLANNERY, EDWARD
Loco Fireman Dubuque, Iowa
FREYHAGE, JOSEPH C.
Tele Operator Savanna, Ill.
GALLAGHER, NAN
Steno Savanna, Ill.
HAFFNER, BENJ. F.
Tele Opr. Sabula, Iowa
HERBERT, CARL
Store Helper Savanna, Ill.
HOLLOWAY, LEE
Sec. Laborer Laredo, Mo.
STANDART, STEPHEN J.
Conductor Kansas City, Mo.
TOUSSAINT, GEORGE J.
Sec. Laborer Dubuque, Iowa
WHITMORE, ALEX C.
Checker Savanna, Ill.
ZERNECHEL, JOHN A.
Machinist Nahant, Iowa

HASTINGS & DAKOTA DIVISION

FLIFLET, CARL
Sec. Laborer Appleton, Minn.
HEMSEY, JOSEPH E.
Loco Engineer Minneapolis, Minn.
JACKSON, JESSE E.
Stockman Aberdeen, S. Dak.
KNOKE, GEORGE W.
Loco Engineer Minneapolis, Minn.
SAMMONS, MARION P.
Loco Engineer Aberdeen, S. Dak.

IDAHO DIVISION

DALY, FRANK
Lieutenant of Police Spokane, Wash.
STEVENS, HOWARD F.
Brakeman Malden, Wash.

IOWA DIVISION

DOVE, LAURENCE S.
Ch. Dispatcher Marion, Iowa
LANDMEYER, JULIUS A.
Sec. Laborer Cedar Rapids, Iowa
MOREY, BERT M.
Sec. Laborer Luton, Iowa
NEAD, HARRY W.
Machinist Perry, Iowa
NEWLIN, FRED C.
Train Baggage man Marion, Iowa

RIDDLE, JOHN

Loco Engineer Savanna, Ill.
SMITH, CHRIS H.
Sec. Laborer Preston, Iowa
STEVENSON, WILLIAM C.
Conductor Perry, Iowa
WAISNER, RALPH E.
Agent Gillett Grove, Iowa

IOWA & DAKOTA DIVISION

GROSS, WARREN P.
Loco Engineer Sanborn, Iowa
HARRISON, ROSS H.
Mach. Inspector Mitchell, S. Dak.

IOWA & SOUTHERN MINNESOTA DIVISION

CLAUSSEN, WM. H.
Agent Canton, Minn.
De PORTER, JOHN W.
Sec. Laborer Edgerton, Minn.
DIEDERICH, LEO J.
Baggage Clerk Austin, Minn.
JOHNSON, ARTHUR
Conductor Albert Lea, Minn.
LONG, BENJ. O.
Loco Engineer Madison, S. Dak.
MILLER, RAY S.
Agent Hokah, Minn.

How Well Do You Know Your Railroad?



THERE'S a heady feeling of height here, of magnificent vistas, of vast reaches of serene space. The overhead trolley definitely stamps the locale of this picture, but to the uninitiated every tunnel is just a yawning chasm. What makes this tunnel different from any other? For the answer, turn to page 23.

You May Be Interested To Know That...

The following report was recently issued by the
Railroad Retirement Board

- In the first 6 months — September 1954 through February 1955 — after the age requirement for aged widows was lowered from 65 to 60, nearly 23,000 widows between the ages of 60-64 were awarded survivor annuities.
- In 1954, \$538.5 million in retirement and survivor benefits were paid to employes and their families, bringing the grand total under the system since the beginning of operations in 1936 to \$4.1 billion.
- Benefits paid under the Railroad Unemployment Insurance Act in 1954 totaled over \$206.3 million. Of that amount, \$157.1 million went to unemployed workers, and \$49.2 million to sick workers, making a grand total since operations began in July 1939 of \$839.1 million.
- It cost \$13.7 million to administer the Railroad Retirement and Railroad Unemployment Insurance Acts in 1954 (\$6.0 million for the retirement and survivor benefit programs and \$7.7 million for the unemployment and sickness benefit programs and the placement service). It cost 1.1 cents to pay \$1 in retirement and survivor benefits and 3.7 cents to pay \$1 in unemployment and sickness benefits.
- At the present time, 600,000 persons are receiving monthly retirement and

survivor benefits under the Railroad Retirement Act. Payments to these retired railroad employes, their wives, and the families of deceased employes are currently totaling over \$45 million a month.

- About 36,000 railroad employes—an average of 3,000 a month — were awarded annuities during 1954. Their monthly annuities average \$105.29. In addition, 19,500 wives of railroad employes were awarded monthly annuities averaging \$34.89.
- Of the 36,000 railroad employes who were awarded annuities in 1954, about 9,400—roughly one-fourth—retired before age 65 because of disability.
- At the end of 1954, the balance in the railroad retirement account was \$3,374,000,000. This is the reserve of the retirement system, and it is not a surplus, as is sometimes believed. Actually, this amount is more than offset by the obligations of the system with respect to service already performed. Benefit payments are rising and, eventually, the amount paid out in any year will exceed the taxes collected in that year. When that time comes, the reserve is expected to be large enough so that the interest it earns will be sufficient to make up the difference, and no tax increases will be necessary.

LA CROSSE & RIVER DIVISION

ALLERMAN, HENRY R.
Sec. Laborer Watertown, Wisc.
BIEGEL, CARL M.
Watchman Tomah, Wisc.
HILBERT, CARL F.
Mach. Helper La Crosse, Wisc.
HILLIER, GEORGE E.
X Gang Laborer Newport, Minn.
MULHOLLON, WILBUR H.
Trn. Baggage man Milwaukee, Wisc.
OWENS, HARRY R.
Loco Engineer Portage, Wisc.

MADISON DIVISION

DOLL, HENRY L.
Loco Engineer Milwaukee, Wisc.
FRANK, FRED W.
Loco Engineer Beloit, Wisc.
ROSSON, CHARLES F.
X Gang Laborer Richland Center, Wisc.

MILWAUKEE DIVISION

BROWN, ELLIS A.
Clerk Menominee, Mich.

WAZAR, NICHOLAS

Gateman Libertyville, Ill.

MILWAUKEE TERMINALS & SHOPS

BARBIAN, GEORGE E.
Carman Helper Milwaukee, Wisc.
BENTLIEN, RAYMOND A.
Yard Clerk Milwaukee, Wisc.
GRAPER, HERMAN W.
Mach. Helper Milwaukee, Wisc.
GUSS, NED F.
B&B Foreman Milwaukee, Wisc.
JUNGMAN, PAUL L.
Mach. Helper Milwaukee, Wisc.
KAILING, FRANK A.
Loco Engineer Milwaukee, Wisc.
KIRCHHOFF, ALFRED C.
Blks. Helper Milwaukee, Wisc.
LEDERICH, JOHN
Carpenter Milwaukee, Wisc.
LEWIS, ROBERT
Sec. Laborer Milwaukee, Wisc.
LUKASZEWSKI, BOLESLAW
Helper Milwaukee, Wisc.

MALOPOLSKI, JOHN F.

Laborer Milwaukee, Wisc.
PECK, ARNOLD I.
Loco Engineer Milwaukee, Wisc.
WEINAND, PETER F.
Loco Engineer Milwaukee, Wisc.

ROCKY MOUNTAIN DIVISION

FRIEND, GEORGE K.
Sub. Sta. Oper. Morel, Mont.
MADDEN, PATRICK C.
X Gang Laborer Great Falls, Mont.
NELSON, CARL A.
Carman Great Falls, Mont.
SATAKE, SCHICHIRO
Sec. Laborer Harlowton, Mont.
TALANO, RUCHI
X. Gang Laborer Missoula, Mont.

TERRE HAUTE DIVISION

ADAMS, CLAUDE E.
Conductor Joliet, Ill.
FARREN, JAMES I.
Sec. Laborer Odon, Ind.
MILLER, WM. S.
Pipefitter Terre Haute, Ind.
MULHERN, ROY T.
Lieut. of Police Terre Haute, Ind.
SKELTON, HERBERT H.
Loco Engineer Terre Haute, Ind.

TRANS-MISSOURI DIVISION

DAVIS, HARRY W.
Brakeman Miles City, Mont.
DERNBACK, HENRY E.
Conductor Marmarth, No. Dak.
GUSTAFSON, PETER E.
Carman Miles City, Mont.
LOWRY, THEODORE W.
Conductor Mobridge, So. Dak.
OLWIN, HERSHEL W.
X Gang Laborer Terry, Mont.
REDISKE, GEORGE F.
Agt. Opr. Ryegate, Mont.
RUDQUIST, CHARLES J.
Conductor Miles City, Mont.
SPEAR, FRANK W.
Conductor Miles City, Mont.
STAPP, ALBERT S.
Carman Mobridge, So. Dak.
WILLIAMS, CHARLES H.
Trav. Engineer Harlowton, Mont.

TWIN CITY TERMINALS

BRIARTY, WALTER T.
Flagman St. Louis Park, Minn.
CALLAHAN, JAMES A.
X Gang Laborer Minneapolis, Minn.
CLINE, KENLEY H.
Sec. Laborer St. Paul, Minn.
DAVIS, EARL H.
Sig. Maintainer Minneapolis, Minn.
ECKMAN, CARL F.
Steno Minneapolis, Minn.
EGAN, WM. J.
Mach. Helper Minneapolis, Minn.
FIE, EDWARD H.
Ticket Seller Minneapolis, Minn.
RUDD, HENRY G.
Clerk Minneapolis, Minn.
ZGODOVA, MICHAEL G.
Pipe Fitter Helper Minneapolis, Minn.

The Milwaukee Road Magazine

here's how we're doing...

	JULY		SEVEN MONTHS	
	1955	1954	1955	1954
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$19,393,053	\$19,528,809	\$137,956,583	\$133,610,973
PAID OUT IN WAGES.....	9,965,122	10,299,238	67,068,190	69,004,007
PER DOLLAR RECEIVED (CENTS).....	(51.4)	(52.7)	(48.6)	(51.6)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	625,706	577,925	4,099,612	3,920,171
PER DOLLAR RECEIVED (CENTS).....	(3.2)	(3.0)	(3.0)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest..	8,933,367	9,031,171	61,840,760	63,542,729
PER DOLLAR RECEIVED (CENTS).....	(46.1)	(46.2)	(44.8)	(47.6)
NET INCOME			\$4,948,021	
NET LOSS	\$131,142	\$379,525		\$2,855,934
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	113,789	107,643	790,418	761,246
Increase 1955 over 1954.....		+6,146		+29,172

Carloading by Commodities during August 1955 compared with August 1954

INCREASES:

	% of Total Revenue	Carloads			
		1955	1954	1955 + or - to 1954	
				Number	%
Forest Prod. excl. Logs & Pulpwood.....	8.5%	10,207	8,023	+ 2,184	+ 27.2%
Iron & Steel incl. Machinery.....	6.2	7,799	6,100	+ 1,699	+ 27.9
Coal & Coke.....	4.9	9,254	8,778	+ 476	+ 5.4
Clay, Gravel, Sand & Stone.....	3.7	7,023	6,040	+ 983	+ 16.3
Logs & Pulpwood.....	3.4	13,268	4,509	+ 8,759	+194.3
Fruit & Vegetables.....	2.4	3,324	3,302	+ 22	+ .7
Autos, Trucks, Parts & Tires.....	2.3	2,872	2,356	+ 516	+ 21.9
Agri. Impl. & Tractors incl. Parts.....	2.0	1,231	985	+ 246	+ 25.0
Flour & Grain Products.....	1.9	5,526	5,226	+ 300	+ 5.7
Ore excl. Pooled Ore.....	.4	887	439	+ 448	+102.1
Miscellaneous.....	25.4	31,211	29,955	+ 1,256	+ 4.2
Total Increases.....	61.1%	92,602	75,713	+16,889	+ 22.3%

DECREASES:

Grain.....	21.4%	11,009	12,611	- 1,602	- 12.7%
Petroleum & Products.....	4.5	5,244	5,799	- 555	- 9.6
Cement, Brick, Lime & Plaster.....	3.9	3,648	3,686	- 38	- 1.0
Meat & Products.....	2.9	4,532	4,607	- 75	- 1.6
Merchandise.....	2.5	8,157	8,844	- 687	- 7.8
Beer.....	2.3	2,622	2,905	- 283	- 9.7
Live Stock.....	1.4	2,252	2,318	- 66	- 2.8
Total Decreases.....	38.9%	37,464	40,770	- 3,306	- 8.1%
TOTAL.....	100.0%	130,066	116,483	+13,583	+ 11.7%

home department

Just Like the Seed Catalogues

by **Karen B. Rugee**, Correspondent, Mason City, Ia.



There's real beefsteak in those tomatoes. Mr. Huffman's crop is entirely for family consumption, with the exception of what he gives to friends. (Mason City Globe-Gazette photo)



The pride of Mr. Huffman's crop, his Kentucky Wonder pole beans. This year they reached a height of 11½ feet. (Mason City Globe-Gazette photo)

JOHN W. HUFFMAN, retired Mason City conductor, has proved that enthusiasm and hard work make a successful garden. In his case, gardening has also paid off with improved health and the kind of produce that is usually seen only in seed catalogues.

Mr. Huffman, who is a veteran of 36 years of Milwaukee Road service, has farmed a plot 30 feet by 100 feet along the right of way for the past 14 years. When he retired in January he had been on leave for some time, due to poor health. It was while he was resting in bed last winter that he spent many hours planning his garden and looking forward to spring when he could start putting his plans to work.

The result was a garden that defied the hot, dry summer and put other gardeners' efforts to shame. His crop included asparagus, cabbage, three varieties of corn, three of peppers, tomatoes, climbing cucumbers and beans. His pride was the Kentucky Wonder pole bean which he trains to grow on high wire and stakes and which reaches a considerable height. This year his beans measured 11 and a half feet and required the use of a ladder to pick them.

Since Mr. Huffman is well accustomed to garden work, his doctor urged him to continue, both as healthful exercise and to keep his weight down. He also does considerable fishing at Clear Lake, Ia., and in the fall goes hunting in the vicinity of Mason City—ducks, pheasants and so on.

Clear Lake is the home of one of the Huffmans' daughters, Mrs. Kenneth Rose, and her five children. The family moved there early this year after living two and half years in West Germany while Mr. Rose was with the Army of Occupation. The oldest of the children, 14-year-old Barbara Sue, is interested in her grandfather's garden and was quite a

help this spring with the planting and cultivating.

Mr. Huffman is well content to spend his retirement in Mason City. In addition to locating his garden along the right of way, his home on South Federal Street in Mason City is only a stone's throw from the Milwaukee Road yard—both handy observation posts for keeping in touch with what goes on on the railroad.

Mr. Huffman has an enthusiastic assistant in his granddaughter, Barbara Sue Rose.



How to Remember

REMEMBERING is largely a matter of learning things well in the first place. Having learned them, we should look for opportunities to *repeat* them, to *use* them, to *practice* them. They thus become a part of us. Why are many things we learn forgotten? Chiefly, it is because we don't have enough opportunities to use what we have learned. What we use frequently we *don't* forget.—*Dr. C. R. Foster, Head, graduate Studies in Education, University of Florida; author of the textbook Psychology for Life Adjustment, used by American schools*

The Milwaukee Road Magazine



Palm Leaf Buns



Cinnamon Crescents

DELICIOUS YEAST BUNS

Do you love the aroma and flavor of home-baked yeast buns but have no time during your busy day at home or at the office to make them? What about those evenings at home while you sit in front of the television set? If you mix the dough for these sweet buns while you prepare dinner, they will rise in plenty of time to be baked well before bedtime. If you plan to serve them for breakfast, cool them before storing away. Here's the recipe:

Palm Leaf Buns

- 1/2 cup milk
- 1/2 cup sugar
- 1 1/2 tps. salt
- 1/4 cup shortening

- 1/2 cup warm, not hot, water
- 3 pkgs. or cakes yeast, active dry or compressed
- 2 eggs, beaten
- 5 cups sifted enriched flour (about)

Scald milk. Stir in sugar, salt and shortening. Cool to lukewarm. Measure water into a large mixing bowl (warm, not hot, water for active dry yeast; lukewarm for compressed yeast). Sprinkle or crumble in yeast. Stir until dissolved. Stir in lukewarm milk mixture. Add eggs and 3 cups flour. Beat until smooth, stir in remaining 2 cups flour. Turn dough out on lightly floured board and knead until smooth and elastic. Place in greased bowl; brush top with soft shortening. Cover and let rise in a warm place, free from draft, until doubled in bulk, about 45 minutes.

Punch down and turn out on lightly floured board. Divide dough in half, roll out each

half into a square about 12 x 12 inches. Brush lightly with melted margarine or butter. Sprinkle each square with one-half Raisin Cinnamon Filling. Roll up as for jelly roll. Seal edges firmly and cut into 8 equal pieces (about 1 1/4 inches wide). Make 2 cuts through each piece, parallel to cut sides and extending to within 1/2 inch of other side. Turn each leaf on its side and spread the three leaves apart into fan shape. Place on greased baking sheets about 2 inches apart. Cover. Let rise in a warm place, free from draft, until doubled in bulk, about 30 minutes. Bake at 350°F. (moderate oven) about 35 minutes. Ice with plain icing.

Raisin Cinnamon Filling

- 1 1/2 cups sugar
 - 2/3 cup raisins
 - 2 tps. cinnamon
- Mix ingredients together.

Quickest of all is the ready prepared mix. Here is a fine recipe for a delicious warm sweet bun made with packaged hot roll mix:

Cinnamon Crescents

- 1 pkg. hot roll mix
- 1/2 cup Good Luck table margarine
- 1/2 cup brown sugar
- 1 tsp. cinnamon
- 1 tsp. grated orange peel
- 1/2 cup chopped raisins

Prepare hot roll dough and let rise as directed on package. Combine remaining ingredients to make filling. Knead dough and roll out about 1/4-inch thick. Brush with melted margarine. Spread filling over dough. Cut into 16 pie-shaped wedges. Starting at wide end, roll each wedge to pointed end. Place on margined baking sheet and curve slightly to form crescents. Brush with melted margarine and let rise until doubled in size. Bake in moderately hot oven (400 degrees) 15-20 minutes. If desired, brush tops with an icing made by mixing confectioners' sugar with enough water to make a spreading consistency. (*Lever Brothers recipe*)

make a screen storage cabinet

SCREENS can be protected from damage during the winter in an easy-to-make cabinet. The flat top also provides storage space for other articles.

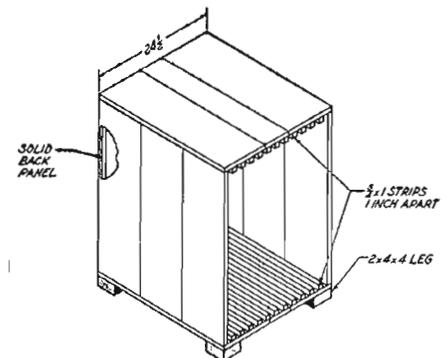
Except for the legs, the cabinet is made of 1-inch lumber; overall dimensions will vary with the size of the screens. In planning the cabinet, allow sufficient interior height to allow the screens to slide freely between the divider strips. If it is necessary to store screens of more than one size, a vertical divider panel and a horizontal panel may be added to accommodate the smaller frames.

The panels may be made of tongue

and groove lumber or of edge-glued boards. When the panels are completed, cut four legs, each about 4 inches long, from a piece of 2 by 4-inch lumber. Attach the legs to the base panel with glue and 6-penny common nails, driving the nails through the panel into the legs.

Then attach the 3/4 by 1-inch strips to the top and bottom panels, using glue and 3-penny finishing nails and placing the 1-inch edge of the divider strips against the panels. Assemble the cabinet as shown, using 6-penny finishing nails and glue.

If heavy loads are to be placed on the top of the cabinet, mount a vertical post,



3/4 by 4 inches in the center of the front opening, lining it up with corresponding top and bottom divider strips so as not to block space for a screen. (*National Lumber Manufacturers Association*)

What You Should Know About Dry Milk



HOMEMAKERS who must plan meals on a low-cost budget are finding dry milk one of the best food investments at the price. Here are some facts about the available types, as furnished by the milk and cream producers associations:

DRY WHOLE MILK is made by removing only water from fresh fluid milk. It contains all of the nourishment of milk, including the butterfat. For beverage or in cooking, dry whole milk offers the opportunity of having whole milk on hand at all times when high quality fluid milk is not available. Since this has a high percentage of butterfat, this product should be kept refrigerated after the package is opened.

NONFAT DRY MILK SOLIDS has all the nourishment of fluid nonfat milk—proteins, minerals and water soluble vitamins. Because it is low in fat it is low in calories. It can be stored right on the pantry shelf, since nonfat dry milk needs no refrigeration. Keep it in a cool, dry place and tightly covered. Use it dry just like any other staple ingredient, then use milk or water as needed for moistness. If it is necessary to reliquefy, use the following proportions: To prepare one quart of milk (whole or nonfat) use 1 cup dry milk and 4 cups of water. For one cup of fluid milk, use $\frac{1}{4}$ cup dry milk and 1 cup of water. Scatter the dry milk on top of the water, then beat with a rotary beater until smooth; or shake the water and dry milk together in a closed jar.

Nonfat dry milk solids is the answer to including more of the nonfat milk solids in the family's diet for added protein, calcium and other milk minerals and vitamins. Your own favorite recipes can be stepped up in nutrition in the following ways:

Breads, cakes, cookies, biscuits, pancakes and waffles—mix 2 tbsps. into each cup of flour before adding liquid.

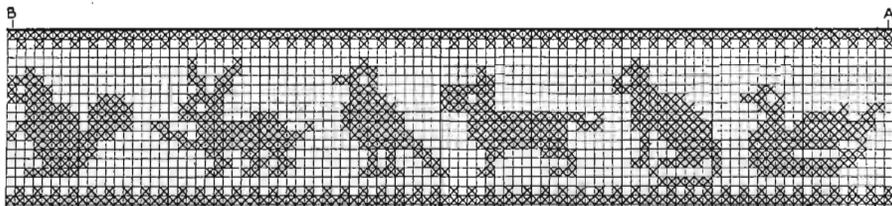
Meat balls, hamburgers and sausage—mix 4 tbsps. with each pound of ground meat.

Cooked cereals—mix 4 tbsps. with cup of cereal before cooking.

Gravy, white sauce and cream soups—use 3 tbsps. with each cup of liquid.

Custard, rice pudding, junket, cocoa and eggnog—add 3 tbsps. to each cup of milk.

EVERYTHING FOR BABY. What's more fun to make than tiny garments for the new baby? Here are 10 ideas to choose from: dainty edgings for a handmade dress and slip, a crocheted bib decorated with laughing bunnies, a toy clown, filet crochet insertion for crib sheets and pillow slips, a knitted bottle warmer and knitted soaker, an afghan of crocheted blocks, a warm crocheted bunting, a sweater-bonnet-booties set, and a striped knit cardigan. To make **TEN BABY GIFTS**, write for your free direction leaflet to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



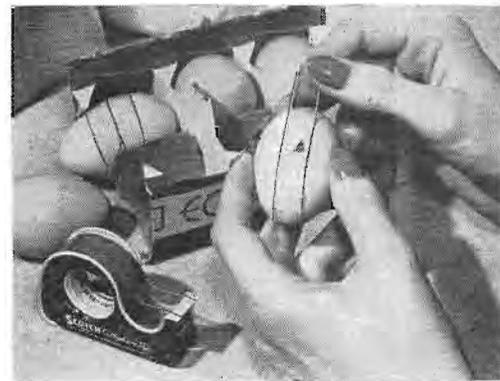
Mend It, Save It— With Tape

THE handy roll of cellophane tape is rapidly becoming one of our most important homemaking tools. In the kitchen alone its uses are legion.

A torn plastic apron, or a torn tablecloth, either plastic or oilcloth, can be mended with tape. So can the linoleum. A strip or two of cellophane tape applied over the break and then shellacked will give many months of use.

It's easy to read through the torn page of a cookbook if it's mended with transparent tape. Recipe cards can be preserved from stains with a covering of cellophane paper held in place with tape. Shelf paper will stay in place if fastened down with tape, and the same is true with kitchen drawers. Opened cans of fruit or vegetable juices will be protected from refrigerator odors if the openings are sealed with transparent tape.

Curtains that divide in the middle will stay together with little strips of tape fastened in three or four places. Do it on the window side of the curtains to keep the tape invisible. A new window shade



A cellophane tape patch on a cracked egg will prevent leakage and deterioration.

can be attached to an old roller by fastening it down the entire length of the roll with cellophane tape, and a torn window shade can be invisibly patched in a few minutes.

With a roll of tape it's easy to be a handyman. Use it to mend torn dress patterns, to mend a small break in a screen, to reinforce a tear in a lampshade, to protect a wrist watch with a loose or cracked crystal, to restore torn maps and sheet music.

If a tube of toothpaste springs a leak, apply tape directly over the break and it will work like new. Cellophane tape also makes a good substitute shoelace tip. Just wind the tape around the straggly end.



"Back to School" Sandwiches

THESE are busy mornings for the mother who packs several school lunches at the same time that she prepares breakfast and gets father off to work. To lighten the task and at the same time make the school lunch an interesting meal, here are some sandwiches that can be made the night before and kept under refrigeration until the lunch box is packed:

Salad Stuffed Rolls

- 4 enriched finger rolls
- 3 tbsps. soft butter
- 2 hard-cooked eggs, chopped
- 2 tbsps. chopped celery
- 1/2 cup flaked salmon
- 1 tsp. minced onion
- 1 tbsp. mayonnaise
- 1/2 tsp. salt

sprinkle of pepper

Cut rolls in half and hollow out bottoms. Spread with butter. Combine remaining ingredients, fill rolls with mixture and replace tops.

Ginger Cheese Sandwich

- 8 slices Boston Brown bread
- 2 tbsps. soft butter
- 1/2 cup cream cheese
- 2 tbsps. milk
- 1/4 tsp. salt
- 1/4 tsp. cinnamon or ginger
- 1 tsp. grated lemon rind.

Spread Brown Bread with butter. Combine remaining ingredients, spread on slices and top with remaining slices.

Date-Peanut Butter Sandwich

- 1/2 cup chopped pitted dates

- 1/2 cup peanut butter

- 1/4 cup mayonnaise

Combine dates, peanut butter and mayonnaise. Yield: filling for five sandwiches.

Apple Butter-Cream Cheese Sandwich

- 1/2 cup cream cheese

- 1/4 cup apple butter

Combine ingredients. Yield: filling for 4 sandwiches.

Deviled Egg Sandwich

- 10 slices enriched bread

- 3 tbsps. soft butter

- 2 tbsps. prepared mustard

- 1/4 tsp. paprika

- 3 hard-cooked eggs, chopped

Combine butter, mustard and paprika. Spread on 5 slices of bread. Top with chopped eggs, then with remaining bread.

Prune-Peanut Butter Sandwich

- 1/2 cup chopped, cooked prunes

- 1/2 cup peanut butter

- 1/4 cup mayonnaise

- 1/4 tsp. salt

Combine prunes, peanut butter, mayonnaise and salt. Yield: filling for 4 sandwiches.

Cream Cheese-Apricot Jam Sandwich

- 1 (3 oz.) pkg. cream cheese

- 3 tbsps. apricot jam

- 2 tbsps. chopped pecans

Combine cream cheese, apricot jam and pecans. Yield: filling for 5 sandwiches.

Cervelat Sausage Sandwich

- 1 cup ground cervelat sausage

- 2 tbsps. pickle relish

- 3 tbsps. mayonnaise

Combine ground sausage with relish and dressing. Yield: filling for 4 sandwiches. (*American Institute of Baking recipes*)

Help Your Child to Gain Confidence

DO YOU FIND it easy to make decisions? If so, then you were taught as a child to have confidence and not trained by discipline alone.

Many adults lack the ability to make quick decisions because they were "command-trained" early in life. That is, they were taught to await their parents' decision and not fortified with confidence to act on their own. Parents find it easier sometimes to give a command than to use ingenuity in controlling a behavior problem, but the child who is taught by discipline alone is often helpless in real life situations. For instance, suppose he gets lost? Or stuck in a tree? Or threatened with sudden danger? If forced to make up his mind quickly, will he be demoralized or able to act with assurance?

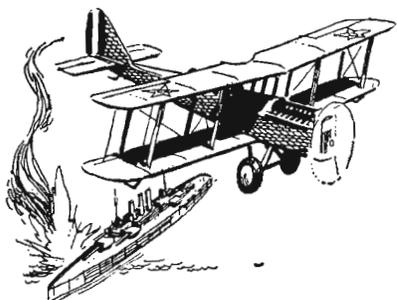
A child's ability to make his own decisions will depend largely on his background of firsthand and story experiences. Stories enrich a child's experiences and give him the benefit of hearing others make wise decisions. He will readily accept and imitate the desirable behavior patterns of friends he admires. Time and again he will draw the same conclusion as his storymates, and thus his confidence grows.

Parents who are training this way rather than by inflexible command are not only rearing well-adjusted children, but are preparing leaders who will make the momentous decisions of the future. (*The Book House for Children*)

QUIZ answers

1. Thirteen.
2. Freight traffic (trailer on flat car).
3. Telegrapher.
4. Gumbo.
5. A rate that is never used.
6. No. An extra train is one not included in the timetable schedule. A second section of a regularly scheduled train operates on the same running time as the regular one, but later by as much time as safety prescribes.
7. Traffic.
8. Yes.
9. Unused space in the cargo-carrying part of the car.
10. Railroads.

Mr. Daniels was willing to be bombed



ADMIRALS smiled when, in 1921, he claimed air power could sink battleships. Josephus Daniels, the Navy secretary, said he was "prepared to stand bareheaded on the deck of a battleship and let General Mitchell take a crack at me with bombing airplane."

But in an actual test, the most heavily armored dreadnaught ever built sank in minutes under the sledge-hammer blows of the world's first 1-ton bombs—bombs built to Billy Mitchell's order.

Mitchell was used to disbelief. In World War I, Pershing called his idea for dropping infantry by parachute absurd. "Experts" laughed when he talked of putting cannon in planes, scoffed when he predicted air speeds way in excess of 200 miles.

In his early fight for a strong air force, Mitchell saw very dark days. Yet he never lost faith in the American people, nor they in him. For they recognized his clear foresight and great fighting heart as part of the real American spirit.

It is this courageous spirit that makes America strong—so strong, in fact, that our country's Savings Bonds are regarded as one of the finest, safest investments in all the world.

Why not take advantage of that strength? Use United States Savings Bonds to guard your future, and your country's future. Invest in them regularly—and hold onto them.



It's actually easy to save money—when you buy United States Series E Savings Bonds through the automatic Payroll Savings Plan where you work! You just sign an application at your pay office; after that your saving is done for you. And the Bonds you receive will pay you interest at the rate of 3% per year, compounded semiannually, for as long as 19 years and 8 months if you wish! Sign up today! Or, if you're self-employed, invest in Bonds regularly where you bank.

Safe as America—U.S. Savings Bonds

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about people of the railroad



L & R Division

THIRD DISTRICT

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

Frank Penleski, 97, died at Junction City Aug. 1 following a brief illness. Mr. Penleski was born in Poland and came to the United States at the age of 21, settling in Junction City where he entered service of the Road as a section laborer. He was promoted to section foreman, in which capacity he served until his retirement. Immediate survivors are three sons and three daughters. Funeral services were held at St. Michael's Catholic Church in Junction City with burial in the parish cemetery.

Vic Hansen, retired chief carpenter, nicely bronzed by Florida sunshine, stopped in Wausau to see friends while visiting his son Donald, B&B employe at Tomahawk. Mr. and Mrs. Hansen, who have toured the United States since retirement, are now located permanently in their trailer home in a camp in Florida.

Delos D. Loomis, 50, passed away at La Crosse on July 6 after a long illness. He was employed as a brakeman-conductor from 1927 until illness obliged him to retire in January, 1950. He is survived by his widow, Mrs. Lucille Loomis of LaCrosse, his father, Retired Conductor S. J. Loomis, three sisters and four brothers, including Engineer Gerald Loomis.

Margot McGinley, daughter of Rate Clerk Frank McGinley, was one of six students re-

cently graduated from St. Mary's School of X-ray Technology at Wausau. She has accepted a position at Stevens Point, Wis.

Fireman and Mrs. A. C. Delap and two sons chose the eastern states for their motor trip. Engineer and Mrs. Maurice Nelson and family spent their vacation in Canada. Engineer Del Chartier vacationed in South Dakota.

An extended vacation for Conductor and Mrs. Oscar Larson has taken them to Montana, thence by automobile to the Cascade Mountains, Vancouver and other points in Canada; returning, will spend several weeks with a son in Iowa.

A trip looked forward to for several years and postponed because of illness in the family, was finally realized by Engineer and Mrs. Tom Hintz, who enjoyed a month in the western states, including a boat trip to Vancouver.

Mrs. Alex Sawdy, wife of car foreman, passed away Aug. 6 at Sacred Heart Hospital, Tomahawk. Although in ill health for the past several years, Mrs. Sawdy enjoyed the new home completed for her in October, 1953 up until a few days before her death. Funeral services were held in St. Mary's Church, burial following in Greenwood cemetery at Tomahawk. Attending the funeral from Wausau were Mr. and Mrs. R. Cadden, Cecil Parkin, Leo Fredrich, Mr. and Mrs. Carl Bishop, Mrs. Dennis Wolf, Mr. and Mrs. William Stewart, Mrs. Gerald Loomis and Miss Mildred Conklin.

I & S M Division

Erle Jorgensen, Division Editor
Office of Agent, Austin

D. H. Clinnin has been appointed agent at Hokah, succeeding R. S. Miller who has retired. Clinnin vacated his assignment at Oakland.

John D. Williams, retired station baggage-man at Austin, passed away at his home in Austin, Aug. 5, after suffering a stroke on July 26. Mr. Williams retired in 1937, at which time he was division chairman of the Brotherhood of Railroad Clerks, of which he had been a member since 1920. After his retirement he served as district court bailiff until two years ago. He is survived by his wife Ella, and five sons, C. R. Williams of Chicago, V. I. Williams, PFI at Minneapolis, Guy B. Williams, cashier at Austin, H. B. Williams of Minneapolis, and Conductor Vance B. Williams, Austin. Funeral services were held at Austin and interment was at Oakwood Cemetery with Masonic rites.

Conductor R. E. Byers is convalescing at Midway Hospital, St. Paul, at this writing, following surgery.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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



H. C. Cone

The curtain was rung down on 45 years of train dispatching and telegraphing on Aug. 31 by our first trick train dispatcher, Harold Cone. A retirement party was held for him on the evening of Aug. 27 at the Maplecrest Country Club near Kenosha, attended by 128 associates.

The program featured musical selections by friends from Pleasant Prairie, and an accordionist. Short talks were made by General Superintendent L. W. Palmquist, Superintendent Martin Garelick and Chief Train Dispatchers Morrisey of Beloit and Martin of Milwaukee. Chief Train Rules Examiner Farnham and Retired Rules Examiner George Lane also spoke, and Retired Signal Supervisor Glenn O. Downing, who put in many years of railroading with Harold on the Milwaukee Division, served as toastmaster.

One of the highlights of the evening came when Mr. Cone was seated at a dispatcher's desk set up for the occasion and was congratulated by many of the agents and operators on the Milwaukee and Janesville line who talked to him from a phone hooked up in the hall. Mr. Cone was presented with a pair of binoculars, a miniature camera with a film in it that had recorded the events of the evening, and a traveling case. Mr. and Mrs. Cone's plans call for no change in their present way of life at Pleasant Prairie, Wis., but Harold is looking ahead to the opening of Railtown, U.S.A., a rail museum slated to open next Memorial Day at Oakwood, Wis.

Conductor E. C. Holden recently spent his vacation in part at Yellowstone Park feeding the bears, and another week near Crivitz, Wis., where the net catch was one small perch.

Section Foreman Sam Miceli of Libertyville has taken a cruise to Italy to visit friends and relatives.

H. L. Honeman, agent at Deerfield, was relieved for his vacation by Operator Loretta West, and Ken Alberts of Wadsworth by John Lowther.

Mervin Gould, agent at Lake, took a short vacation trip to the West.

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

IN 1908, when construction engineers for the Milwaukee's coastward line reached the Continental Divide at Pipestone Pass, they encountered extremely hard and solid rock. To penetrate the summit necessitated hauling large quantities of explosives from Butte and building a boarding house for the construction crews. Tunnel No. 11, or Pipestone Pass Tunnel as it is generally known, was completed that summer, 2,290 feet long and piercing the Divide at an altitude of 6,347 feet. The picture was taken near Donald, Mont., by Engineer L. C. McKinnon, the Magazine's correspondent for the east end of the Rocky Mountain Division.

Milwaukee Division men recently returned from summer camp of the Military Railway Service included Division Engineer H. C. Minter and Operator G. J. Bales of Libertyville.

THIRD DISTRICT

Esther Meyer, who has been agent at Richfield since Sept. 1, 1943, passed away on Aug. 25. Funeral services were held at Richfield.



EYES ON THE FUTURE. Yes, those are railroad insignia on the shirt of George Shattuck, 14-year-old son of Section Foreman Shattuck of Fernwood, Idaho. George has grown up on the railroad and is a familiar figure to passing train crews, quick at spotting and reporting signs of possible trouble. He plans to enter the field himself, perhaps as a diesel mechanic or engineer. Meanwhile he is starting high school this fall at St. Maries.



HAPPY BIRTHDAY. Celebrating her 88th birthday recently at the home of her granddaughter in Spokane, Mrs. F. H. Wilson (left) is shown sharing honors with Mrs. Ethel Perry who is 84. Mrs. Wilson is the widow of Pipefitter Wilson and known to railroad people as "Ma", especially at Othello where the family lived for many years. Mrs. Perry is active in Spokane Chapter of the Women's Club, serving this year as treasurer.

Twin City Terminals

"HEAD OF THE LAKES"

E. W. Mastin, Correspondent
General Agent's Office, Duluth

Lunkers, beware! Trainmaster Luke Walla has gone fishing! Next month we will report on his success along the north shore of Lake Superior and the Gunflint Trail.

We are happy to report that P. P. Gehrig, GA, is at home recuperating from an operation and expects to be back on the job shortly. He asks that we extend his appreciation to his many friends who sent flowers and cards. Incidentally, Mr. Gehrig's son, Dr. Lee Gehrig, has been transferred to the U. S. Public Health Service Hospital in Seattle. He assumed his new position as deputy chief of surgery Sept. 1.

Jane Chevalier, daughter of our city freight agent, has returned from Camp Olcott after nine weeks as a junior counselor. Camp Olcott is the famed Girl Scout camp near Eveleth, Minn.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Harold R. Anderson, former Minneapolis wrecker foreman, has been appointed assistant district general car foreman at La Crosse. Lorin A. Lindemer, assistant car foreman, succeeded Mr. Anderson as wrecker foreman, and Oscar E. Nelson qualified as night schedule shop foreman.

Ray Newgard, helper on light repair yard, was married at Milbank, S.D., Aug. 27 and vacationed at Winnipeg and Banff.

New arrivals at homes of our shop men: the Richard Carons, a baby girl on Aug. 27. . . . the Morris Tverbergs, a baby boy Aug. 15 . . . a baby boy (Bruce) at Edgar J. Lemay's home June 3.

Lawrence Olson has returned to work, following surgery; also Herb Kassin, who was hospitalized. Jalmer Bundy, carman who has been ill at home, is gaining nicely and visited the shops last month.

Sympathy was extended to the relatives of John A. Swanson, retired carman, who passed away on July 31 at age 70 . . . Arthur A. Wyman, former carman helper, who succumbed to a heart ailment Aug. 15 at age 53 . . . and Arndt Paulson, former store department helper, who died on Aug. 4. He had retired three years ago.

Store Department Clerk Fred Lann vacationed in Yellowstone Park . . . Mrs. Ivy Hancer and daughter Helen Mae and Mrs. Crogan in Seattle and Everett, Wash. . . . Henry Gerken toured in Wyoming.

Bill Williams has purchased a home in Minneapolis and his family is moving here.

Mrs. Otto Neuwirth (Biddey) is improving nicely following surgery at St. Mary's Hospital.

Donald Crogan vacationed in the Black Hills, prospecting for uranium.

Miss Lois Baeyen, daughter of District Diesel Supervisor Emil Baeyen, has returned from an interesting voyage to Europe and the British Isles.

Machinist David Carlson, who recently rounded out 50 years of service, has been presented with his Gold Pass.

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary F. Shields, Correspondent
c/o General Agent



Ray Schwietz

Ray Schwietz, tracing clerk in the general agent's office, is a bowler, and not just a plain bowler, but a good one. Recently he entered the Minneapolis Aquatennial Bowling Tournament and tied for first place with a four-game score of 846. This was a straight-away event, and since 500

bowlers participated, he really had competition. Ray has been bowling for five years and has won many trophies, including one for the V.F.W. state singles in 1953. He bowled 290 in a non-competitive game, his high league game being 278, and high league three-game score 686.

For anyone who likes coincidences, we offer the following for your amazement! Out of a force of eight in the general agent's office, there are two pairs of individuals celebrating birthdays on the same day. Julius Swanson, chief clerk, and Mary Shields, secretary, have the same birthday, and the same telephone number (with the exception of the exchange), and Ray Schwietz and Bob Young light their birthday candles on the same day, too.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Don Wickstrom has accepted a position as chief clerk for the Frisco in Wichita, Kans.

Harry Nee is back to work after an absence for an operation.

Jack Anderson of the local freight was married in Sioux Falls, S. D., Sept. 10. The lucky girl was Catherine Mary Regan of Sioux Falls. Some of Jack's friends in the local freight gave a stag party for him on the 7th at The Boulevards.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

P.B.X. Operator Marion Cashill is confined to St. Joseph's Hospital at this writing. Agnes Diamond is substituting at the switchboard.

Have received word that Betty Edmiston is seriously ill at St. John's hospital at this writing.

Ray Sporschutz is in Miller Hospital at this writing, following an operation.

Trainmaster McCanna's mother died Aug. 22 at Blue Island, Ill.

Richard Kulisheck, son of Joe Kulisheck, is editor of the Carbon County newspaper at Red Lodge, Mont. However, he is planning to return to the University of Minnesota this fall.

One nice thing about silence is that it can't be repeated.



HOW MANY CAN YOU IDENTIFY? A group of operating and traffic men who met for the first time at a staff meeting in Butte in February, 1931 to set up the livestock schedule. The meeting was conducted by F. N. Hicks, western traffic manager, later passenger traffic manager (first row, fifth from left), and C. H. Buford, general manager at Seattle, later president of the Road (at Mr. Hicks' left. At Mr. Buford's left is the late N. A. Meyer,

former superintendent of transportation Lines West, and in back of the latter L. K. Sorensen, superintendent at Butte, later general manager at Seattle. C. A. Nummendor, general superintendent of transportation, Chicago, who was then chief dispatcher at Miles City, stands at Mr. Meyer's left. All of the men mentioned, except Mr. Nummendor, are now retired. Between Mr. Meyer and Mr. Buford is H. C. Brisbane, TFGPA at Great Falls, who submitted the picture.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

On Aug. 27 Agent Frank G. Socwell ended his railroad service of 53 years. It started on the Atlantic coast in New Jersey, his home state, and came to a close in the Pacific Northwest at Lind, Wash., where he has been since January, 1952. Mr. and Mrs. Socwell plan to winter in Escondido, Calif., at Ivy Dell Trailer Court where they have friends. During the summer, Spokane is their choice and as their son, F. E. Socwell, is his father's successor at Lind, that will also be one of their stops.

Section Foreman Joe Racanelli of Malden has retired on account his wife's illness.

Meho (Mike) Sertovic, section laborer at St. Maries, has been ill since February, 1954

Attention—All Twin City Area Employees

THE ANNUAL retirement party for Twin City Terminal employes and La Crosse & River and Hastings & Dakota Division employes working into the Twin Cities who have retired during the past year will be held at the Calhoun Beach Hotel in Minneapolis on Oct. 20.

Be sure to reserve this date—Thursday, Oct. 20! All employes and their friends are cordially invited.

and on Aug. 30 expressed his desire to retire and receive his annuity.

Kathryn Saunders, trainmaster's clerk at Spokane, has been off due to illness, and just when she was feeling better had the misfortune to break her arm.

Among recent applicants for a job as brakeman was John Fuller, son of Time Reviser H. G. Fuller.

Mr. and Mrs. John Lucchesi are the parents of a boy born in July. Mr. Lucchesi is chief clerk to DF&PA at Spokane.

Bette Lindstrom is working as steno to chief dispatcher while Mary Barmettler is filling in as file clerk in the superintendent's office.

A. B. Collingham, retired stationmaster, comes around frequently to visit and keep up with happenings around the railroad. These are some of the recent changes he noted: George Walters has retired as gateman, J. K. O'Hara is off on account of illness, and Bill Easterwood and Charlie Bannock are working on day baggage jobs.

The familiar face of Florence Rich, chief clerk to stationmaster, is missing. In her place is D. C. Brewer who has taken over Mrs. Rich's duties since her recent retirement. Mrs. Rich began her service right here in the Union Station Building and spent all of her working years in the building, in different offices. Mr. Rich retired some years back, and they now can really enjoy their home and flowers.

The summer heat did not seem to bother Women's Club activities at Malden. A regular meeting was held July 26. Mrs. N. A. Reams and Mrs. W. J. Krause were hostesses, with four tables of cards in play.

The chapter's picnic was held at Oakesdale

on Aug. 16, with 58 members and their families present. Mrs. William Plybon and grandchildren from Spokane were among those who attended.

A potluck dinner was given July 7 in honor of Elmer McCown, home on leave from the Army. As a gift, the club presented him with a check. About 30 were at the party.

Chicago General Offices

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

On Aug. 26 Elsie Vehlow was presented with various gifts, in recognition of her 30th years of service.

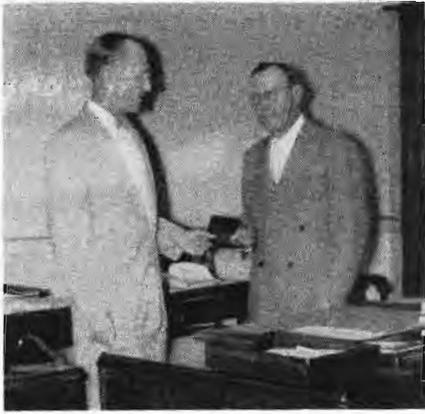
The key punchers were active during the month, with Joan Leidolf displaying a new ring on Aug. 1, given a bridal shower on Aug. 19, and married on Aug. 27.

Marcy Cjarnick announced her engagement on Aug. 16.

Dolly Barton was honored with a baby shower on Aug. 12, at which time she resigned for the event.

Sympathy was extended to Mr. and Mrs. D. B. Ramsay in the loss of Mrs. Ramsay's father on Aug. 8; also to Irene Goelz whose husband passed away on Aug. 1, and to Clara Raupp in the loss of her brother on Aug. 11.

Congratulations were accorded C. P. Richardson who succeeds H. H. Kester as head of the statistical bureau on Sept. 1; also to Joseph Vatava, promoted to head of the reclaim bureau.



SILVER PASS ANNIVERSARY. H. H. Krumrei, veteran Chicago-Fullerton Avenue accounting department employe (right), being congratulated by A. M. Dryer, auditor of passenger accounts, as he received his Silver Pass last month. Starting on Aug. 3, 1910, all of Mr. Krumrei's service has been in the passenger accounts office where since 1920 he has been bureau head in charge of local tickets.



NEW HOUSEKEEPING PARTNERS. Happy in the good wishes of their co-workers, Stella Mazur and Joe Bialas of the freight auditor's force in Chicago accept with smiling thanks a gift of silverware for their marriage at St. Monica's Church on Aug. 20. Stella's son Walter and Joe's daughter Kathleen, also employed in the accounting department, were the wedding attendants. The honeymoon was spent in Denver.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

The paymaster's office had two employes celebrating 30 years of service with the Road, Teresa Zopf, secretary, on July 5 and John Tabor, bureau head, on Aug. 25. The office presented them with Parker "21" pen and pencil sets.

Leonard Bigott of the T&E and station timekeeping bureau was the winner of the Milwaukee Road Golf League trophy with total points of 143. The blind bogey golf which was held Aug. 9 was won by Ben Gregg, B&V bureau, who shot 46, net 32, for first place, and Len Bigott, 42, net 37, for second place, for the front nine. The back nine included Ted Livas, general manager's

office, who shot 48, net 37, first place. Mike Schlee, B&V bureau, and Len Sabacinski, machine room, 47, net 38, tied for second place.

Visiting the office last month were Leah (Williams) Crevie, formerly of the B&V bureau, and her darling daughter. Arnold Franz, formerly of the "stats" bureau who has been living in Florida since his retirement, looked every bit of 10 years younger. Mary (Holmberg) Walsh, former keypunch operator now living in St. Louis, and her little son Chris spent some time with the girls. Helen (Jendnyh) Lyons, also an ex-keypunch operator, and her sweet little girl paid us a visit. Laverne (PeeWee) Stephen, formerly of the payroll bureau, surprised every one. She is now the mother of two boys.

Still convalescing at this writing is Helen Buschick of the B&V bureau, who had another eye operation. Betty Carroll of the B&V bureau and Dolores Tipescu of the typing bureau underwent surgery recently. Ruth Espeset, computing bureau, is resting at home at this writing.

Returning after a leave of absence are Carmen Slwyka and Dorothy Desman of the typing bureau.

John Ritter, traveling accountant, has been doing quite a bit of walking down the center aisle. On July 9 his daughter Lois, formerly of the A.F.E. bureau, was married. She is now living in Lafayette, Ind. On Sept. 10 his daughter Audrey was married—she is living in Evanston, Ill. John now has four sons-in-law.

We welcome the following new employes: auditor of expenditure's office—Carlene Soderberg, Alex Kolben, Phillip Lageotakes, N. A. Rode, Ann Meyer, Gerald Miller, John Cortese and Terrence Moses; in the keypunch bureau—Mary Connery, Mitzie Gillin, Marge Posprech, Helen Hindel, Virginia Dybas and Cisie Schroeder.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

August was the month for weddings, three of our young people exchanging vows.

Marilyn Jean Vance and Michael J. Monaghan were married Aug. 13 at St. Alphonsus Church, Chicago. They honeymooned in Florida.

Josephine Fini and John Nicoli, married Aug. 28 at St. Philip Benizi Church, Chicago, also honeymooned in Florida.

Karen Voss and Erwin W. Zielke said their vows on Aug. 27 in the Episcopal Church of the Advent, Chicago. This couple declined to disclose their honeymoon location.

Sympathy was extended to John Andrews on the death of his brother.

Harold Miller enjoyed the state of Washington and the Columbia River on his vacation.

George and Mary Ryan happily announce the arrival of Carol Ann on Aug. 8.

Welcome was extended to William Krueger, William Ness and Arlene Reitenbach, newcomers to the railroad family.

Anthony Folk, Joseph Smith and Eileen Joyce have left the freight claim department to take other positions.

Anna Nasheim enjoyed touring through Indiana, Tennessee and the Smokies on her vacation.

Understand George Ryan was the lucky winner of \$50 in the Daily News Tangle Town game recently.

Ralph Burton has been hospitalized for surgery. We hope to see him back at the time of this printing.

Mary Ranachowski has been promoted to dictaphone operator.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

We were saddened by the sudden death of Sedar Granstrom, a member of the tenor section, who passed away suddenly the morning of Aug. 20. He filled the position of the club's librarian for a number of years and was exceedingly helpful in many other capacities. He was a representative of the Safety First Shoe Company whose shoes are worn by Milwaukee Road employes and stocked by our store department, and was very well known to Milwaukee Road employes who are associated with safety work. He is survived by Mrs. Granstrom, his daughter, Mrs. Elizabeth Fjortoft, and two grandchildren. Glenn Jorian, director of the Choral Club, was soloist at the funeral service in Messiah Lutheran Church and delivered two beautiful selections.

We will lose a staunch charter member in tenor John Morrissey who leaves soon for the Golden West to make his home with his daughter.

In losing two grand people, it is our objective to secure members to fill these vacancies, as well as other new members. Should you know of anyone who enjoys music, invite him to sit in and learn about the various activities of the Choral Club.

A meeting of the executive committee was held on Aug. 29 at the home of Phil McDonald, acting president, to discuss activities for the coming club season.

Rehearsals will have started by the time you receive the Magazine, so from here on in let's have a good turnout every Monday night at 5:30 P.M.; place, Fullerton Avenue Women's Club room. Director Jorian has already obtained several new selections and we expect to have an entirely new repertoire this fall. The first concert will be on Oct. 22 for Mont Clare Lodge, 6910 W. Grand Avenue.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Retired Office Engineer P. G. Savidis visited with us one day in July while he and Mrs. Savidis were en route to Spokane. He stopped in again on their return in August and didn't think too much of our weather; in fact, he implied that Florida summers were cooler. He and Mrs. Savidis, now permanent residents of Orlando, Fla., spent the summer up north visiting with their relatives and friends.

Mrs. Barbara (Brawley) Fitzgerald, former secretary to Mr. Glosup, has a daughter born Aug. 19. This is the second young Fitzgerald. Their first baby was a boy.

Assistant Engineer Sando Monteon, Mrs. Monteon and daughters Celia and Ernestine spent their vacation in Mexico visiting with Mrs. Monteon's father, who is in business in Mexico City. They also visited Sando's uncle who is assistant superintendent of the express company in Guadalajara.

The Milwaukee Road Magazine



CHICAGO WEDDING. Mr. and Mrs. Anthony Carcione whose recent marriage at St. Frances Xavier Cabrini Church had the best wishes of the bride's many friends in the Chicago Union Station. The former Jessie DiMeo of the office of the general superintendent of transportation and her husband spent their honeymoon in California.

OFFICE OF FREIGHT AUDITOR

Clara Fister, Correspondent

Antoinette Leidolf, keypunch and coding bureau, became engaged July 30 to Donald Lundgren.

Etta O'Malley, also of keypunch and coding, became engaged Aug. 26 to Richard Bake.

Sympathy was extended to Tony Dandre, interline bureau, Juanita Peters, statistical bureau, and Kay Kutska, keypunch and coding, whose fathers passed away recently.

Of interest to our retired people was the death on July 31 of Bertha Tannahill, who was employed in the interline bureau before her retirement in July, 1938, due to ill health. Burial was in Logan, Ohio. Ottilia Mayer served as escort on the trip from Chicago to Logan.

Anna Brower, waybill filing bureau, passed away Aug. 15 in St. Elizabeth's Hospital, after a short illness. She had been employed by the Road for three and a half years.

Frank Caufield, review bureau, has returned to work from his sick leave.

Genevieve Tanny, keypunch and coding, Marie Warnimont, interline bureau, and Jeanne Gallagher, local and interline balance, are on sick leave at this writing.

Andrew Duffy, bureau head of waybill filing, was starred in newspaper articles on Aug. 23 when, in a history-making operation, a dacron tube was used to replace a diseased artery in his thigh. At present writing he is a patient at St. Luke's Hospital.

Mary Doody (Fitzpatrick), formerly of the interline bureau, became the mother of Michael on Aug. 15.

Vacations: Frances Daniels, Colorado; Jack Conway, Fort Bragg, N. C., with the Army reserve; Elsie Dreher, California; Monica Schmalz, New York; Venice Fay, Florida; Mildred Kerns, California;

Elizabeth Lindmark, Montana; Bill Condon, Denver.

Wedding bells rang for Sally Anderson, local interline balance, and Fred Costanzo on Aug. 20 at Our Lady of Angels Church. The honeymoon was spent in Sister Bay, Wis.

Ed Gerling, formerly of the revising bureau, visited us while on furlough from the Army. He is now attending the guided missile school in California.

The new girls around the office are Carol Johnson and Joan Berganski.

The Choral Club will start its 1955-56 season on Sept. 12 at the Fullerton Avenue building. Anyone interested in joining, please contact this correspondent.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Arona Puttrich

That bright spot in the typing bureau is the smile of Jo Goetz who has returned from a sick leave.

New additions to the comptometer bureau are Milla Reim and Dolores Kosydar. Richard Berger is the new man in conductors accounts bureau.

John Lullo and Helen Grant resigned to attend college, and Jean Koeller left us to take up duties as a housewife. Loretta Spring resigned from her position as typist when she and her husband decided to make Ft. Wayne, Ind., their home.

Irene Buller is on leave of absence because of illness, at this writing.

Kathleen Moran Hoey, formerly of this office, brought Baby Tommy down for everyone to see.

A recent visitor to the office was Katherine Gillespie who has retired and is now making her home in Arizona.

Some of our August vacationers were Leonard Meyers and his family who drove to Florida. Seattle via train was the choice of Harry Simmons and his family. Elizabeth Weig flew to California to visit her son.

Betty Le May went down to Texas to see her daughter and new granddaughter. Agnes McGrath wanted to see if "Smoke Gets In Your Eyes" so she vacationed in the Smoky Mountains—no smoke but lots of fun. Belle Kessler vacationed in Kansas City. Ray Hackell drove the family to Canada. Hazel Dillon motored to New York. Kitty McCants went to California to be with her son who is in the Army and is stationed at Twenty-Nine Palms. Last year Ardell Westerberg vacationed in Colorado and had such a grand time that she repeated this year. Mary Distad visited her home town in South Dakota. Sam Weinstein got a lot of exercise in Miami Beach, Fla., by strolling down Collins Avenue.

Rod Grove reports about a visit to Bill Tidd that Bill is coming along fine. Bill, our regular Magazine correspondent, is on furlough from the interline bureau to recover from his operation.

Sympathy was extended to Pearl Babiarz whose mother passed away.

OPERATING DEPARTMENT

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

We are happy to report that Operator John W. Kero of the telegraph office is back on the job after being on sick leave.

Miss Helen Walsh, messenger in the telegraph office, left for nurse's training school Aug. 21. There is no doubt that this smiling lass will fit right in this work.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Congratulations were extended to E. J. Linden, assistant auditor of station accounts and overcharge claims, G. A. Weseman, bureau head of the overcharge claims revising bureau, and P. F. Jacobsen, chief station accountant, upon becoming grandparents recently.

Claim Checker F. J. Voldan and Lillian

RAILROAD ENGINEER'S ANNUAL CONVENTION

"TIMKEN ROLLER BEARINGS!.....TIMKEN ROLLER BEARINGS!----THAT'S ALL THEY EVER TALK ABOUT!!"

(Advertisement)

Frost were married at St. Joseph's Church, Round Lake, Ill., a reception being held at the bride's home. The honeymoon was spent in Marquette, Wis.

F. J. Shannon of the relief claim bureau, who was in Mercy Hospital due to a heart condition, is convalescing at his daughter's home.

New members of our staff are Mary Bechely and K. E. Kruse of the central station accounting bureau, and C. R. Larson of the record room.

Joan O'Rourke of the central station accounting bureau resigned to return to her native Ireland for a visit with relatives.

C. P. Preihs, retired chief demurrage inspector, was hospitalized for eye surgery but is now convalescing at his home.

Your correspondent and husband Eugene, of the auditor of expenditure's office, celebrated their 25th wedding anniversary Aug. 23. A dinner was given for the immediate family at Volpano's Restaurant, Milwaukee.

Ronald J. Zabinski severed connections with Uncle Sam and returned to the Road Aug. 10 as pick-up and delivery clerk.

Sympathy was extended to E. W. Siuda, bureau head of the unpaid bureau, on the death of his father, who passed away Aug. 13; also to F. M. Brink of the suspense claim bureau on the death of his father Aug. 17.

Sympathy was extended to the wife of Traveling Auditor R. J. Hopkins, Minneapolis, upon his death. Mr. Hopkins was affiliated with the railroad for 44 years, starting as agent at Roswell, S. D. He became traveling auditor in October, 1942. Burial was in Sioux Falls, S. D.

A. E. Peterson, demurrage inspector who retired several years ago and who resided at Itasca, Ill., was hospitalized recently. He is establishing permanent residence at Clearwater, Fla.

"Well, what excuse have you got for coming home at this hour of the night?"

"Well, you see, dear, I was playing golf with some friends and . . ."

"What! At 2:00 A.M.?"

"Sure. We were using night clubs."



ROCKING CHAIR DAYS. Frank Daly, retired Chicago Terminals switchman, is a master of his time these days at his home in Three Rivers, Mich. The picture came from Switchman Ray Roth, Galewood yard, who visited him there this summer.

Chicago Terminals

UNION STREET

Florence LaMonica, Correspondent

John Wagner, retired, welcomed a new granddaughter, born recently to his son Hilliard and wife at Beloit, Wis.

Several of our folks who have been home ill for some time have returned to work. We welcomed back Ben Kocan and E. Brogan, house 3, and H. Luke, house 6.

Matilda Nauheimer had a very pleasant visit during her vacation with Oscar Nelson, retired, and Mrs. Nelson. They asked her to convey their regards to all their friends.

Sorry to report the death of Ivar Hiller, stower, and brother of Robert Hiller. Funeral services were held Aug. 23 with burial at Mount Emblem Cemetery.

GALEWOOD

Norma Gunderson, Correspondent

George F. Dupuis, who was agent at Mont Clare for 45 years before his retirement in 1944, passed away at his home in Santa Monica, Calif., on Aug. 13. He is survived by his son, Albert G. Dupuis, assistant public relations officer for the Road in Chicago, his widow Ann, a sister and two grandchildren. Mr. Dupuis was a native of Savanna, Ill., having been born there on Sept. 7, 1870, and was in the employ of the Road 55 years. Funeral services were held in Savanna on Aug. 19.

Irene Dumanowski returned to work Aug. 22 after an extended leave of absence.

On sick leave at the present writing are Ted Borman, rate clerk, Marie Riley, pickup and delivery clerk, and Anna Esbensen, steno.

Glanz Dierking, infreight bill clerk, and wife are the proud parents of their fourth son, Phillip Wayne, born Aug. 1.

John Casserly, assembler, and Bruno Zych, tow motor operator, are recuperating at home at this writing, Bruno being released from Hines Hospital.

John (Boston) Socha, assistant general foreman, has returned from Boston, Mass., after visiting with home folks.

Sympathy was extended to the family of John Gora, retired stower, who passed away recently.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Bert Hegge and wife Catherine were blessed with their first baby boy Aug. 3, little Stephen Bert. The Hegges' three little girls, Pam, 6, Cathy, 5, and Marilyn, 1, welcomed baby brother with open arms.

New on the seniority list but a former member of the Milwaukee family is Yard Clerk Glen Gorton, welcomed back to the ol' stamping grounds.

Walter Lass, stepfather of Relief Phone Director Bruno Tancula, passed away the last of August.

Mrs. Bill Standard, wife of switchtender, will soon be able to take the cast off of the leg she broke several months ago.

Good news for the many friends of Bob and Nellie Helton: Bob, retired night operator at Sturtevant, is feeling much better. He got a new motor for his boat for a birthday gift, to help him take things easy and still be able to enjoy his favorite pastime of fishing.

The Art Koch family of Bensenville (Art, night yardmaster at Galewood, and daughter, Dorothy, coach yard office) have learned that their son (yard clerk) Walter has arrived safely in Thule, Greenland, after a flight from Altus, Okla. Walter, a radio-navigator for Uncle Sam, says the weather is just like spring, but he can't get used to waking up in the middle of the night and thinking he has slept until noon, because of the sun shining so brightly. Thanks to Mrs. Koch, Women's Club chapter president, for news of Walter.

If all the eggs laid by a single Spanish mackerel—two million at a time—were to hatch, they would outweigh the earth seven times in four generations.

UNION REFRIGERATOR TRANSIT LINES
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T. E. Schmidt

Ted E. Schmidt, who becomes the correspondent for the Council Bluffs area this month, needs little introduction to the railroad family. He is a grandson of

Martin P. Schmidt who started with the Road in 1883 and was general car foreman at Council Bluffs when he retired in 1937, and a son of Ted P. Schmidt who was also car foreman there when he retired in 1952 after more than 48 years of service. (Since retiring, Ted has served as mayor of Council Bluffs and is now a city councilman.) As a correspondent, Ted is also following a family precedent. An aunt, the late Mrs. Helga Schmidt Hewinkle, wrote the Council Bluffs news column from 1913, when the magazine was established, until the early 1920's. Ted is a car department employe who has been with the Road since 1942, with time out for two turns in the Air Force.

Iowa Division

COUNCIL BLUFFS TERMINAL

Ted E. Schmidt, Correspondent
c/o Car Foreman, Council Bluffs

We express our condolences to Jack Rhodes, local P.F.I. and former Magazine correspondent, upon the death of his wife.

In the past year the Council Bluffs terminal has received quite a "face lifting". The large brick building which housed the machine shop, boiler room and locker room has been dismantled and the machinery installed in the roundhouse. In the center of the roundhouse, where steam engines were once repaired, a new roundhouse and store department section have been built.

The car department last year was "blessed" with a concrete runway on the rip track. The department office and locker room were moved to the former store department area. The old car department buildings were dismantled.

The weed burning crew, headed by Charlie Springer from Perry, worked in the yards.

Roadmaster Danny Loftus and his crews made their contribution to the "face lifting" in the Bluffs when they renovated the roadbed through here. These same crews are now headed for points east.

Due to the rezoning of the roadmaster's districts, we have a new roadmaster, Web Wholers.

The wrecking derrick has been returned from the St. Paul shops, where it was equipped with a diesel engine, trucks and controls.

Note: Since this is my first article for the employes at Council Bluffs I am not up to date on personal news. Starting next month I hope to have more. Any news items will be appreciated.

September, 1955

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Rate Clerk William Chadima and wife spent their vacation touring the East, with a short trip into Canada. O. R. Ness, train baggageman at Marion, fished in Minnesota. His wife and son Cleo visited with relatives in Sutherland and Gold Hill, Ore. Dispatcher William Westmark and wife visited in Duluth and Canada while vacationing in August. John Thompson and Bob Johnson worked as extra dispatcher during this period.

Retired Chief Dispatcher L. S. Dove and wife traveled through the Black Hills and the Rocky Mountains of Colorado, stopping over in Rapid City, Estes Park and Colorado Springs.

Assistant Division Engineer L. R. Boettcher attended the Imperial Session of the Shriners in Winnipeg, Canada, in mid-August.

W. A. Lundquist, temporarily employed in the engineering department in Marion, resumes his studies at the University of Iowa in September.

Mrs. Verto Reichert of Marion was in Perry in August because of the illness of her mother, and from there went to Chicago to visit her daughters, Mrs. Emil Iverson and Mrs. Vera Oxley. The Iversons have a son, Emil Walter, born on Aug. 10.

Fred C. Newlin, train baggageman on the Hiawatha between Marion and Council Bluffs, retired on Aug. 1 after 52 years of service. For the present, the Newlins will continue to reside in Marion.

Ben F. Haffner of Sabula, who entered the service of the Road on July 29, 1912 and who for many years has worked as telegrapher and leverman on the Mississippi River bridge, retired on Aug. 5.

Robert Edward Law, retired machinist, 65, was found dead in his apartment in Marion on Aug. 2. Burial services were at the graveside in Oak Shade cemetery. Mr. Law was born in Dubuque on Sept. 4, 1889 and moved to Marion with his parents when a small boy. He retired from the Road six years ago. He was a veteran of World War I.

MIDDLE & WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Conductor W. S. Delaney who had worked on the west division since 1913, passed away Aug. 28 at a Des Moines Hospital following surgery. He had been off duty about a month.

Mrs. James Kanealy, widow of former conductor, died at the Perry hospital Aug. 20 after a two-day illness following a heart attack. Brakeman J. E. Kanealy of the middle division is a grandson.

Agent A. J. Wood of Keystone was off following the death of his father on Aug. 21.

Joseph Quaid, father-in-law of Engineer Fran Connors of Perry, died Aug. 18 at a Cedar Rapids hospital following a long illness. The death is the second in the family in recent months, as Frank's mother passed away recently.

Engineer Harry Moolick's father died in Beatrice, Neb., Aug. 25 following a heart attack. He was an assistant superintendent in the Nebraska state hospital.

Elvin Kibby, store department employe at Ottumwa, and Mrs. Kibby celebrated their silver wedding anniversary at their home in Perry on July 31. Elvin has been on sick leave, but is much improved and expects to resume work soon.

Miss Gertrude Donahoe, agent at Waukeo, had the pleasure of several interesting visits with Hamid Nasir of Pakistan during August. Nasir, who is a representative of the Pakistan Ministry of Food at Karachi, came to the United States to study the storage and distribution of grain and spent two weeks in Waukeo with the elevator managers. He is also interested in American railroading and picked up a lot of information in that line from the Milwaukee agent. While Nasir was in Waukeo he also taught some of the ladies something about Pakistan cooking. The lady with whom he boarded turned over the kitchen to him a couple of evenings so he could cook some of his favorite dishes, and Miss Donahoe was in the group invited to enjoy his curried chicken and chicken and rice.

Operator and Mrs. Claire Behlings are the parents of a daughter born at the Perry hos-

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CHICAGO, ILL.
G. S. Turner

pital on July 29. Another member of the railroad family is a boy named Thomas Paul, born to Agent F. D. Radosivich of Milford and his wife at the Spencer hospital Aug. 16.

Signal Maintainer Lyle Mansfield and wife of Neola welcomed their first born, a son, on Aug. 22.

Conductor Jean Orman and wife became the parents of a daughter at the Dallas County hospital in Perry on Aug. 24.

A son born to Mr. and Mrs. Robert Lee on Aug. 24 is a new grandson for John Lee, long time roundhouse employe at Perry.

Fireman Roy Springer and wife became the parents of a boy on Aug. 20.

Mrs. Viola Ranes, clerk in the office of the assistant superintendent at Perry, has another grandson. The baby, who was named Kevin Dell, was born to Captain and Mrs. John Ranes on Aug. 15. Captain Ranes who returned with his family from Japan a few months ago is now at Fort Benning, Ga., taking special training. His wife and children have been in California.

When Verto Reichert, clerk in the Marion office, became a grandfather by the birth of a son to his daughter, Mrs. Iverson, in Chicago, Mrs. Reichert's mother, the widow of Conductor A. B. Cate, acquired another great-grandchild. The boy is the eighth great-grandchild in Mrs. Cate's family.

Roadmaster L. W. Wohlers and wife who have been making their home in Rockwell City have moved to Perry. A reassignment of duties gave Mr. Wohlers the territory from Perry to Council Bluffs with headquarters at Perry.

Joe Polich, Perry yard switchman who has been commuting between Granger and Perry, has purchased a nice home in Perry.

Engineer Charles Rankin and his wife had a nice western trip in August, visiting their daughter and son-in-law in Medford, Ore., and relatives in Arizona, California and Montana.

Frank Fulhart, retired machinist, and family have been enjoying another summer trip to Alaska. The folks travel and live in a house which Frank built and attaches to his pick-up

R. P. Edson

ROYAL P. EDSON, a former superintendent of the old Des Moines Division and a veteran of 63 years of railroading, passed away on Aug. 27 at Eugene, Ore. Funeral services were held in Eugene where he had been living in recent years with his daughter, Mrs. Ruth McClory. He would have been 97 in December.

Starting with the C&NW, Mr. Edson had been an operator and relief agent for seven years when on Apr. 7, 1880 he came to the Milwaukee as a telegrapher operator at Canton, S. D. In the period between 1884 and 1902 he was assistant dispatcher and dispatcher at various points on the I&D and H&D Divisions, and later a trainmaster on the I&M. In 1907 he was promoted to superintendent of the Black Hills Division and in 1912 transferred in the same capacity to the Des Moines Division. Due to advancing years he relinquished the responsibilities of the latter position in 1918, but continued in service as a dispatcher at Des Moines and later at Perry. He had been retired since June, 1936.

truck, so they stop and stay where they please.

Switchman Harry Vodenik, accompanied by his wife and mother, Mrs. Carl Vodenik, changed his vacation plans this year to include some fishing in Canada as well as in Minnesota.

Signal Maintainer Ernest Hayward of Perry was off duty most of August due to illness.

Train Dispatcher John Galiher of the Perry office and his father, Section Foreman Clair Galiher of Portsmouth, went to Kansas City during John's vacation to see the Athletics play ball. Outfielder Bill Wilson is a nephew of Clair.

A. D. Lewis who has been working as a relief agent on the main line, has transferred his seniority to the Des Moines division and is working as agent at Gillett Grove. The position was vacated by R. E. Waisner who retired.

Foreman L. F. Pauli of the Coon Rapids section now has a registered nurse in the family, his daughter Donna having graduated from the Mercy Hospital School of Nursing in Des Moines this summer.

Mrs. Alfred Noack, whose husband is in charge of icing and stock loading at Perry, was a surgical patient at Iowa Lutheran Hospital, Des Moines, during August.

Retired Machinist Otto Lewis and wife were called to Ohio in August by the critical illness of their daughter who had undergone brain surgery.

Joan Millard, daughter of Engineer Frank Millard of Perry, was married Aug. 25 to Thomas Archer of Des Moines. After a wedding trip to Arizona the young couple went to housekeeping in Des Moines. Mr. Archer is associated with his father in the management of several dance pavilions.

Nels Nihlen, yard clery at Perry, scheduled his vacation so he could attend the American Legion Convention in Cedar Rapids this

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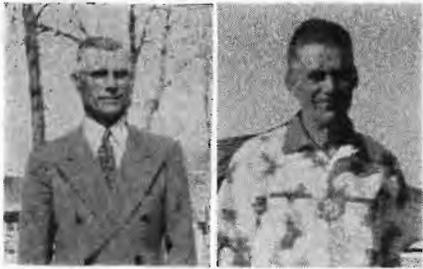
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Section Foreman John Gamell (left) and Carman Carl Nelson, Rocky Mountain Division veterans, who retired last month. For details, read the Northern Montana news.

summer. A World War I veteran, he has been active in the Legion.

Engineer W. W. Goodman and family took their annual trip to Canada this summer. They have a nice trailer which they use on such trips, and for the last few years have vacationed near Lake Louise.

Iowa Division folks gave a hearty welcome to Stanley Jones of Austin when he came to the division as assistant trainmaster in August. For three months previous he had been acting trainmaster at Mason City.

Vic McCullough, who will be remembered by the old timers who worked on the Iowa Division "way back when", came from California in July to visit Retired Engineer Henry Theulen and other friends in Perry.

Retired Brakeman Oscar Woolson has a new grandchild, a boy, born in August to Oscar's son Fred and wife at Boone.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER,
SUPT. OF CAR DEPT., & TEST DEPT.

H. J. Montgomery, Correspondent

Railway Battalion 757 had its yearly "outing" at Ft. Eustis in Virginia, and all was not play, as several of our Milwaukee Road boys will testify. Being men of good caliber, they went at their tasks with a will and helped save Ft. Eustis from falling behind in its work. The boys had quite a time with hurricane Connie, but just missed connections with Diane. Among those from our circle were Capt. Jack Mulhollon, battalion adjutant, of the mechanical engineer's office; 1st/Lt. Bob Winters, assistant foreman in the air brake department; Maj. Carleton Heinholt, battalion executive officer, and Capt.

Henry Kiljanczyk, battalion supply officer, of the test department; 1st/Lt. Richie Andrews, battalion executive Company B, of the S.M.P. office; and 1st/Lt. Martin Drinka.

Edith Hamann, SCD clerk, spent a week in Misericordia Hospital undergoing surgery. She is back now, feeling much better.

John Trojan, SCD clerk, had an eye operation and will do his recuperating at home after a week at St. Luke's Hospital.

The writer had an interesting and happy anniversary month in August, on the 11th my 27th wedding anniversary, on the 27th my 50th birthday, and on the 31st the start of my 33rd year with the Road.

Professor Martin Drinka stopped in to say hello and reports he is very happy with his teaching work at Marquette University. Marty teaches mathematics.

The Milwaukee Road bowling league will be doing business at the same old stand, the Burnham Bowl, on Tuesdays at 7 p.m. It's a handicap league and you are welcome to join.

"H.J.M." will bowl this year with the Green Furnitures, Mondays at the West Allis Classics and Thursdays in the Kuglitsch Classic. Both are 900 leagues.

Louis Bremser, car department employe who is a 45-year veteran, was presented last month with his Silver Pass.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Carman Carl A. Nelson of Great Falls retired Sept. 1 following 38 years of continuous service. Outside of two years in the Deer Lodge car department, Carl has worked at Great Falls since Oct. 17, 1917. He and Mrs. Nelson plan a little relaxing following his retirement, and then they are going to do some traveling and visit friends and relations. The Nelsons have two sons and five grandchildren.

Section Foreman John Gamell of Moore retired Aug. 1 after being a foreman for the Road since 1916. He started at Pownal. Other stations where he was foreman during his railroading are Big Sag, Shonkin, Geraldine, Denton, Lewistown, and his last years at Moore. Mr. Gamell has two sons, John Jr. who lives in California, and Louie who is a conductor for the Milwaukee at Lewistown. John has bought a house at 305 Morase Street in Lewistown and will make his home here. Section Foreman J. D. Frost of Ringling is relieving on the job at Moore until the bulletin is up.



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The annual Milwaukee Women's Club picnic was held at the city park Aug. 31. Mrs. Ole Vinge, president, had Bingo and some card games for entertainment. As in the past, we had a wonderful potluck dinner. Also, there was lots of ice cream and pop for the kids.

EAST END

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

Locomotive Engineer A. J. Barton, Harlowton, has been presented with a Silver Pass, having recently rounded out 45 years of service.

Engineer F. W. Hyde, Deer Lodge, has also finished 45 years with the Road and been presented with a Silver Pass.

I & D Division

EAST END

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

Oscar M. Simonson, retired signal maintainer, passed away at Marquette, Ia., Aug. 18. Mr. Simonson had been in poor health since an automobile accident in December. He had been employed in the signal department since 1918.

A broadcast over the Mason City radio the night of Aug. 29 that a wild animal was loose in the city might have thrown some of the residents into a near panic if the announcer had not been prompt to say that the animal was an 18-inch pet alligator. The alligator was the property of Fireman Stanley J. Veit and at last report had not been located. It is feared that the sudden drop in temperature may have been too much for the Florida-bred reptile.

Operator J. L. Burns and wife have returned from a vacation trip to Oregon to



MOST ADORABLE. While visiting her grandparents at Great Falls, Mont., recently, this little doll, Jan Cathryn Baker of Chicago, was chosen as the "most beautiful baby girl" in a contest sponsored by local merchants. The 17-month-old beauty is a granddaughter of W. E. Baker, night roundhouse foreman at Great Falls, and a great-granddaughter of W. F. Baker, Sacramento, Calif., retired Madison, S. D., boilermaker of 40 years of Milwaukee Road service.

visit their sons Don and Bob and their families.

Everyone is giving Sophie McKillip a lot of room these days. The reason is a green Chevrolet which she is learning to drive. If that tough examiner gave her a driver's license though, she must be doing all right.

Jack O'Neill, chief clerk in DF&PA, has returned from an educational tour of the Road's terminals in Omaha, Savanna, Kansas City, Chicago, Milwaukee, St. Paul and Minneapolis. There were nine representatives of the Milwaukee in the party, from New York City, Philadelphia, Terre Haute, St. Paul, Omaha, Tacoma and Everett.

Mrs. Harold Maas, wife of warehouse clerk at Mason City, has won several awards for flower arrangements in exhibitions at the First National Bank and the North Iowa Fair.

Albert Bertelson, agent-operator at Postville, has received his Silver Pass in recognition of 45 years of service.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

It's a boy at the Lyle C. Rileys', our baggage agent at Sioux City.

Engineer Ford Brunson has purchased a new car and with Mrs. Brunson started for the east coast; will then journey to the west coast to visit his children. Sounds like a wonderful trip.

Passenger Conductor George S. Robinson is convalescing at home after being hospitalized with a heart attack.

Perl Lackey, retired engineer, dropped in at the office recently while on a visit from the west coast where he now makes his home.

Guess the Milwaukee Road was well represented at the Iowa Picnic in Long Beach,

The Milwaukee Road Magazine

Calif., Aug. 13. Second District folks who attended, all retired employes now making their homes in California, were: Chief Dispatcher H. L. Hoskin and wife, Engineer O. M. Thompson and wife, Engineer Ove Lynberg and wife, Conductor Avery R. Lowrie, Engineer E. Hopkinson and wife, Carman I. J. Clark and wife, Switchman M. M. Noonan, and Mrs. T. B. Thompson, Mrs. U. S. LaBreck and Mrs. Cora Sundberg Barel, widows of former engineers.

Conductor T. E. Crellin of Sioux City, who has been with the Road 45 years, received a Silver Pass last month.

FIRST DISTRICT

Darlene Peta, Correspondent
Trainmaster's Clerk, Mitchell

C. F. Ogdon passed away at Lennox last month. He had retired in December, 1945, as section foreman.

Vacation news of last month: Florence Paullin, roundhouse clerk, enjoyed hers in the Black Hills. Roundhouse Foreman and Mrs. O. L. Kinder and Baggage Clerk Jim McCall traveled to the west coast. Assistant Superintendent and Mrs. R. J. Dimmitt and Susan spent some time in Minnesota visiting with daughter Barbara. Otto and Dorothy Secory also were in northern Minnesota, fishing and relaxing.



TACOMAN RECEIVES SILVER PASS. Fay F. Clover, chief clerk in the agent's office in Tacoma and a Coast Division veteran, is shown receiving his Silver Pass last month after completing 45 years of service. Agent O. R. Powells is presenting the pass.

Yard Clerk Wayne Storla was on sick leave last month, taking the rest advised by his doctor. He expected to be back at work early in September.

In recognition of completing 45 years of service, Ross Harrison, machinist at the roundhouse, was presented with a Silver Pass last month. The pass, good on all Milwaukee Road trains, is issued in favor of Mr. and Mrs. Harrison.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

The birth of twin sons has been announced proudly by Bob Argue, assistant engineer in the industrial department, and wife Dorothy. Stars of the double feature are Robert Spencer and John Chandler, who arrived at Group Health Hospital on July 10. The Argues have two other children, Pat, six and a half, and Jannie, five.

Coast Division

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

Silver Passes in recognition of 45 years of service have been presented to Mr. and Mrs. A. J. Sorenson and Mr. and Mrs. H. Rekdahl. Mr. Sorenson is agent at Enumclaw, and Mr. Rekdahl is a locomotive engineer working out of Cle Elum.

H. F. Love, general chairman of the Brotherhood of Railway Clerks, has applied for retirement to be effective Oct. 31. Mr. Love started with the Road as a clerk in the store department at Tacoma on May 1, 1910. In 1913 he became timekeeper in the superintendent's office and later chief timekeeper. He held the latter position until Oct. 15, 1919, when he was elected general chairman of the Brotherhood of Railway and Steamship Clerks, which position he maintains until retirement.

Mrs. W. J. Weatherall, wife of district general car foreman, was in the hospital last month, following an operation. At this writing it is reported that she is coming along fine.

In the past Tacoma area employes had kept a good supply of blood in the blood bank for emergency use for themselves and their families. The supply is now exhausted and no attempt has been made to replace it. At this writing we have two women in the hospital who have required a number of transfusions and it would have been very helpful if there had been a supply on hand. As it is, we are



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calling for donors to help these two families out in the emergency. Employees in the Tacoma area who are interested in maintaining a supply of blood in the bank should contact Mrs. L. L. Andersen, 103 South Harrison, Tacoma, Wash.; telephone Ha 0773.

W. C. Wallis is our new assistant division engineer, replacing B. H. Bobbit. Mr. Wallis comes to us from Aberdeen, S. D.

Miss Freda Jacobson is the agent at Raymond since O. L. Wheeler gave up the agency to do relief agent work on the division.

Sympathy was extended to the family of Switchman L. C. Kaul who passed away suddenly at his home Aug. 23.

Miss Ruth Phelps, stenographer in the superintendent's office, had perfect weather for her vacation in Canada.

J. F. McConahay, retired supervisor of telegraph and signals, was the picture of health on a recent visit to the Tacoma office, being suntanned from his outdoor life, such as salmon fishing on Puget Sound waters.

In recognition of 45 years with the Road, Fireman H. Rekdahl, Cle Elum, has been presented with a Silver Pass.

BELLINGHAM—PORT ANGELES

Gene Park, Correspondent
Operator, Bellingham

While performing relief work here, Operator R. P. Orn was married on Aug. 20. His bride is the former Mildred Lindberg of Seattle. Witnesses at the ceremony were Gregg Doty and Yours Truly.

A beach fire left unattended by persons unknown nearly resulted in tragedy for Barge Clerk Wayne Byron and wife. The fire, fanned by an off-shore breeze, spread to driftwood along the beach in front of the Byron's Fort Bellingham home, and when they woke in the morning, the entire length of their beach property was a blazing holocaust. The efforts of the volunteer fire department, coupled with neighbors and every garden hose in the area, finally succeeded in quelling the blaze.

Section Foreman Earl Fraser recently returned from Seattle where he underwent surgery. Glad to report that he is coming along fine. He is being relieved by Archie Bailey.

Mr. and Mrs. J. C. Paige (DF&PA) have given up their homestead rights at the Leopold Hotel and are now occupying a residence high atop 15th Street Hill, overlooking Bellingham Bay and the Beautiful San Juan Islands.

The warehouseman-clerk position re-established for the busy summer season is being



IN THE BLACK HILLS. Miss Marion Riddell, daughter of Trans-Missouri Conductor Robert Riddell, pictured at her marriage to Ronald Unterscher in the Community Church of Nemo, S. D., on Aug. 13. The wedding reception at Vlar Inn, the Riddell's summer home in the Black Hills, was attended by almost 100 out of town friends. Marion is a 1954 graduate of the Mobridge High School. Her husband, a veteran of two years overseas military service, resumes pre-dental studies this fall at Union College in Lincoln, Neb., where they will make their home.

held down by a newcomer, Neal Doty.

The D. V. Finley family (agent at Bellingham) have returned from their vacation, a rail trip to Detroit, and return by auto via California. The purpose of the trip was the purchase of a new Ford, which now graces our parking area. Agent W. H. Cogley of Lynden who was also on vacation last month was relieved by Relief Agent Gary Gunder. Others on vacation at this writing are Bob Holcomb, CF&PA, living it up out at his beach residence, Engineer Les Olsen who is touring California, and Roundhouse Foreman Ted Stearns who is taking in the greater part of western United States; also Conductor Bill Nicolay who with his family drove to California to visit relatives.

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TACOMA

E. L. Crawford, Correspondent
c/o Agent

Fay F. Clover, chief clerk in the agent's office at Tacoma who has completed 45 years of faithful service with the company, was presented with a Silver "lifetime" Pass for himself and wife. Presentation was made by Agent O. R. Powells before the assembled office employes on Aug. 17.

Sympathy was extended to A. G. Moyles, recently retired engineer, whose wife passed away Aug. 5. Mr. Moyles is the brother of Ralph Moyles of the freight office.

Assistant Yardmaster George Perry was badly burned while helping his neighbor with a car, and was confined to the hospital for three weeks. At this writing he is doing well. The accident occurred while he was on his vacation.

Mrs. Estelle Wadkins of Auburn is temporarily helping out in the billing department.

Norm Mayer, football coach at Lincoln High School, is relieving on various positions during the summer months.

Vacationing: Lysle Smith visiting friends and relatives in San Francisco; Yardmaster R. L. Robinson and wife visiting in California and Nevada (Mr. Robinson returned with a new Pontiac); and K. D. Alleman and wife going to Miami, Washington, D. C., Boston and Duluth.

Jim Bussulas, foreman on the cleaning track, underwent a severe operation and is still in the hospital at this writing.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Delores Hardina, daughter of Edward Hardina, chief yard clerk at the Reed Street district, became the bride of Ross Stearn of Stelton, N. J., at St. Paul's Catholic Church on July 30. A wedding dinner was served at the Chalet on the Lake, and an evening reception was held at the Milwaukee Legion Post 400, North Avenue. The young couple spent part of their honeymoon up north and later went on to San Diego, Calif., where Mr. Stearn is stationed with the Navy.

Word has reached us of the death at Orlando, Fla., of Edward Bates, former rate supervisor at Fowler Street, who has been retired the past 10 years. Mr. Bates was a member of St. James Catholic Church at Orlando and of the Holy Name Society. Surviving are his wife, Mrs. Catharine Bates, and a sister, Mrs. T. LaCourt, Green Bay, Wis. Burial was at Orlando.

A small furor was created recently when Francis visited the freight house in the form of a small Mexican burro, consigned to Saukville, Wis., via Milwaukee motor freight. Edward Walenski, the driver, informs us that occasionally shipments of dogs or chickens pass through the warehouse in crates, but this was their first case of transporting an unpenned animal. During Francis' short stay he attracted a good sized group of admirers.

Clarence Lemke visited his son at the Veteran's Administration at Tomah, Wis., where he was receiving surgical attention as a result of World War II injuries.

Jack Klima, demurrage clerk, vacationed with the Mrs. in California for two weeks.

September, 1955

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They visited relatives and took sight seeing trips around the state.

Stephen DuPuy III was born Aug. 12, reports granddad Stephen, tow motor operator at house 7. Father Stephen, also formerly employed at house 7, is in naval service.

Sympathy was extended to Josephine Fillion, extension clerk, on the death of her mother, Mrs. Jorgenson. Mrs. Jorgenson succumbed to pneumonia after an illness of four years. Three sons also survive, Edward Thomas, Herbert and Andrew. Burial was in Trinity Cemetery, Milwaukee.

Successful bidder for the position of relief rate clerk was Frank Newhauser, former chief clerk at Muskego yard and rate clerk at Chestnut Street.

Mary Pruitt, cashier department, and Lois Scott, inbound rate department, were co-hostesses at a bridal shower for Carol Keller, former employe. A dinner was served at the Boulevard Inn and the guest of honor was presented with a coffee maker and electric clock, together with a basket full of kitchen items.

Trans-Missouri Division

EAST END

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

Miss Cathy Nolan, daughter of Dr. and Mrs. B. P. Nolan, was married to 1st/Lt. James Schirber, son of Leo Schirber, on Aug. 22 at St. Joseph's Catholic Church in Mobridge. A reception was held in the church basement. They will make their home in Omaha where Lieutenant Schirber is weather officer at Offutt Air Force Base.

John Catey, son of Engineer "Cub" Catey, was married to Mary Agnes Ahern on Aug. 22 at Brookings, S. D. He served in the armed forces for two years and will now attend the university at Seattle, where they will make their home.

Conductor Ray Douglas who underwent an operation at Providence Hospital, Seattle, is back on the job.

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HARTFORD, CONN.



Mrs. Larry Hourigan, wife of car clerk, has received her bachelor's degree in secondary education at Northern State Teachers College, Aberdeen. She majored in English and will teach at Hosmer, S. D., this coming year.

Mrs. Besse Bunker is now comfortably settled in an apartment in the Brown Palace Hotel.

Conductor L. W. Clark and wife, accompanied by Mr. and Mrs. George Clark, drove to Winnipeg, Canada, to attend the Midwest Shrine ceremonial.

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MONTREAL

Miss Myrna Schutz, daughter of brakeman John Schutz, a former Moberg resident now living in Whittier, Calif., is singing on TV over station KCOP in Hollywood. While living here she was a division winner in the regional music contest. She graduated from Whittier High School this year.

Martin Hettle, retired water service foreman, passed away Aug. 26 at the Veterans Hospital in Miles City following a two-year illness. During World War I he served overseas for three years. He is survived by two brothers, Math of Belview, Minn., and Chris of Seattle, and a sister in Norway. Burial was in Belview.

Helmer A. Ekholm, father of conductors Erle and Gerald, passed away at Marmarth, N. D., on Aug. 23 following a heart attack. He is also survived by two daughters, Mrs. Robert Rushford of Marmarth and Helen Noble of Mott, N. D.

Section Laborer John Tiederman, 69, passed away Aug. 22 at Baker, Mont. He is survived by a niece living in San Francisco.

Robert D. Klein, son of Engineer Klein, received his bachelor's degree in secondary education at Northern State Teachers College, Aberdeen. He will teach at both Conde and Brentford, which are located about 11 miles apart on state highway 20.

Mrs. Eleanor Schneider Barron of San Francisco spent some time here recently with her father, Retired Conductor Carl Schneider, who has been ill for more than a year.

WEST

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

An off-duty inspection of a passing train recently earned a commendation for Section Foreman Ed Gordon of Delphia. It happened on a recent Sunday that he signaled the crew of an eastbound extra about being in trouble, and when the train was brought to a stop it was found that a load of poles had shifted. Had the train gone a short distance further, the shifting poles would have caused a derailment. In issuing the commendation, Su-



TALENT SCOUTED. Among budding entertainers on the H&D is the young daughter of Chief Dispatcher Wayne Smith of Montevideo, who at the age of four is already a practiced singer and tap dancer. Billed as "Wee Mary Smith," she has been featured on many local programs.

perintendent A. O. Thor said, "Had it not been for Mr. Gordon's alertness, there is little question but what we would have had a serious accident."

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

Relief Section Foreman Ed Fryer of Danville, Ill., is as alert off duty as on the job. On the night of Aug. 11, while No. 71 was passing through St. Bernice, he noticed a hot box in the train and signaled the crew who stopped and set out the car. Inspection indicated the car would not have made West Dana without burning off a journal.

Bruce Blaker of the Terre Haute freight house visited the Mayo Brothers clinic in August for a check-up. At this writing, Clerk Everett Smith of the superintendent's office has entered the hospital there for examination.

Richard McReynolds, 17-year-old-son of Conductor McReynolds, was fatally injured in a collision at Steger, Ill., on July 18.

Sympathy was extended to Clerk B. A. McCanna of Chicago Heights, whose wife passed away on Aug. 21.

The night train dispatching force has this interesting story to tell: On Aug. 22, Don Hehman and Ed Bevington had their usual Monday night transfer interrupted by an unusual visitor. As the third trick dispatcher entered the third floor hall of the Rea Building from the stairway, he noticed an animal at the rear which he could not dis-

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tinguish plainly, so he called to the second trick dispatcher who arrived just in time to see it scurry through the safety gate of the open doorway to a narrow ledge three floors above the alley. Upon seeing the two dispatchers peering at him, the animal took off in full flight for the pavement below. While the two fellows were speculating as to whether it had survived the thumping fall of 35 or so feet, it jumped up and ran toward the Terre Haute House hotel, then shortly reappeared and ran eastward across Eighth Street, and disappeared in the darkness behind the bus terminal. Said Messrs. Hehman and Bevington, "The people in Lewistown may have their b'ar in the railroad yard, but in downtown Terre Haute you may see a 'possum without having treed it'".

Leland Lewis, Terre Haute yard clerk, tells of making a long-distance acquaintance with a fellow railroader this past summer. Conductor George Thompson and crew, while working on the North Belt, found an empty spectacle case on top of a box car and gave it to Mr. Lewis, who in turn mailed it to the owner who turned out to be an employe of the NC&STL at Smyrna, Ga. The latter wrote Mr. Lewis, thanking him for returning the case, which had strayed quite a distance.

Tim Colwell, retired clerk of the superintendent's office, and Mrs. Colwell are taking a trip to California, stopping en route to see various scenic points of interest.

When Mr. and Mrs. Orval Miller of St. Bernice travel, they take with them all the comforts of home. In 1950 Engineer Miller bought two old busses and, using one for parts, in his spare time designed and built a modern and efficient traveling home, painted on the outside a striking maroon and ivory, and complete with kitchenette, refrigerator, bedroom and shower. Facilities operate either by electricity or battery, as conditions require. The driving compartment is a separate room with a built-in desk which Mrs. Miller finds convenient in keeping up the map work. The Millers recently returned from a two-month tour of the West in which they visited places of interest in Iowa, the Dakotas, Montana, and Glacier and Yellowstone National Parks. They towed a "Henry J.", which they found very convenient in locations where they preferred to park the bus and go sightseeing in the smaller job.

By the time a man is old enough to read a woman like a book, his eyes go bad.

D & I Division

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

Half a century of service was marked by the presentation last month of a Gold Pass to Vern DeLorimier, veteran car department employe in Marquette.

A Gold Pass, token of 50 years of service, was presented last month to J. J. Tressel, foreman in the Dubuque freight house.

In recognition of having been with the Road 45 years, T. Stamatis, assistant section foreman with headquarters in Kansas City, has been presented with a Silver Pass.

H & D Division

EAST END

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

With the end of the 75th anniversary celebration at Milbank, Ernie Hanson parted with his mustache and goatee which had been growing furiously the past few months. Hardly know him, now that his face is clean.

Engineer Jim Billings has been confined to the Montevideo Hospital.

Conductor Tom Monroe was recently elected vice president of the Twin City-Montevideo Picnic Association. This group meets annually for a picnic in Nokomis Park in Minneapolis. The "Montevideo" part represents Montevideans who have pulled up stakes and moved to the city.

Casey Conright of the Montevideo roundhouse is on a leave of absence by order of his doctor. Elmer Ward is acting foreman at the present writing.

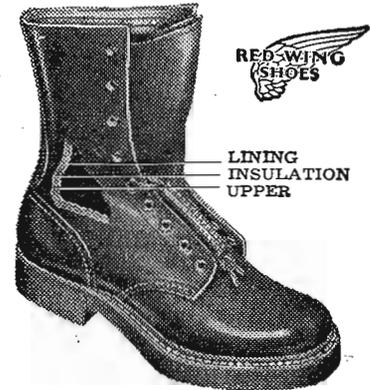
Between trips on freight, Brakeman J. D. Anderson is enjoying visits with his sister Genevieve who recently returned after teaching in the American schools in Darmstadt, Germany, for two years. She has a wonderful collection of colored slides which she took on trips all over Europe.

Clayton Severson, who was formerly cashier at the Montevideo freight office, has bid in the clerk's position at Hopkins and has moved his family there.

At this writing, your correspondent is heading for a vacation in upper Michigan where it is cool, invigorating and goose-pimpling.

In recognition of a half century of service, a Gold Pass was issued last month to Engineer W. S. Hasleau. Conductor M. L. Hocum received his Silver Pass.

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SHOP TALK. As host to the annual convention of the National Railway Historical Society on Sept. 3-4-5, one of the attractions offered by the Milwaukee, Wis., chapter to visiting members was a tour of the Milwaukee Road engine terminals and diesel shop. Shown here are G. C. Benkendorf, superintendent of shops and round-houses (right) explaining the set-up to E. C. Ritter, chairman of the excursion committee. About 100 were in the party. The S-2's in the background were brought out of retirement and spotted for the group to photograph.



CANADIAN SOAP BOX CHAMP. H. J. Bryntesen, station passenger agent in Chicago, wishing good luck to 15-year-old Ray Biggs of Nanaimo, British Columbia, a traveler on the Olympian Hiawatha who detrained in the Union Station last month. Winner of the Western Canada Soap Box Derby held in Mission, B. C., Ray was en route to Akron, Ohio, to compete in the international race Aug. 14. Two officials of the Canadian event accompanied him.



FOR KEEPS. S. E. Pilson, general agent—passenger department, Chicago, who won the La Crosse Traffic Club annual golf tournament at the La Crosse Country Club on Aug. 24 (low gross score of 74—par 72) shown with the President's Trophy of which he became permanent custodian by right of winning for the third consecutive year. Before transferring to Chicago in 1954 Mr. Pilson was district passenger agent in La Crosse for two and a half years. He has been golfing since he was eight years old, and was Wisconsin state caddy champion in 1933-34, state YMCA champ in 1938 and assistant pro at a Waukesha country club for some time before starting with the Road.



NO MORE BACKING UP. Beside the Midwest Hiawatha, which he had backed into the Chicago Union Station for the last time on Aug. 31, Walter Gehrke, "back-up" man at the Western Avenue coach yard, is shown being congratulated upon his retirement by G. F. Wilson, superintendent of the Chicago Terminals. Other well-wishers are, left to right: W. F. Carlson, stationmaster; S. C. Pulford, trainmaster, Chicago Terminals; E. Buchholtz, district general car foreman; C. P. Fisher, general manager, Chicago Union Station Company (rear); C. P. Downing, assistant to

vice president—personnel; A. W. Hallenberg, district master mechanic; and Granger Smith, assistant superintendent transportation—passenger. Mr. Gehrke is a veteran of 50 years of service in his native Chicago, having started in 1905 as a yard clerk at Kinzie Street. He became a brakeman on a Chicago-Milwaukee run in 1909 and later a switchman at Western Avenue. He is known by sight to thousands of commuters through piloting trains between the coach yard and the station—six or seven round trips a day—since 1919.



THE NAME IS ELDER. The recent transfer of Trainmaster J. F. "Jim" Elder (right) to the IGSM Second District at Austin brought about a reunion with the family of brother Donald who has been chief dispatcher at Austin for 17 months. The name of Elder is well known on the railroad, their father having been chief dispatcher at Beloit for many years, one uncle chief dispatcher at Ottumwa, and another assistant general manager in Chicago. During one stretch 40 years ago, the three elder Elders worked consecutive tricks as dispatchers at Sioux City. Mrs. Don and Mrs. Jim are the daughters of lifelong railroad men also. (Austin Daily Herald photo)

September, 1955

KING SALMON caught by W. W. Bates, retired district master mechanic (left), and E. H. Heidel, retired general boiler inspector, in the Strait of San Juan de Fuca off Sekiu, Wash., during a three-day fishing trip in mid-August. Using the "mooching" method, the sportsmen caught seven of these big fellows. The largest weighs 34 pounds. Mr. Bates lives in Milwaukee, and Mr. Heidel in Clearwater, Fla.



THE MILWAUKEE ROAD MAGAZINE

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WATERFALL WONDERLAND along the Lewis River, a scenic lure for late season visitors to Yellowstone National Park.

