

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



A Safe Day in the Car Department...page 4

AUGUST 1956

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THE MILWAUKEE ROAD MAGAZINE

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Something Has To Give

I recently found myself in conversation with a man who inquired—with some belligerence—how companies the size of the major railroads could possibly have the problems they claim to have. He pointed out that they have been talking about narrow profit margins, government subsidies to competitors and other troubles for years, *but they are still in business!*

Like too many other people, this man seemed to feel that the economic facts of life somehow don't apply to the railroads.

We all encounter people with similar views, and many of them are in a position to know better. They know that the highway carriers are getting an almost-free ride at the taxpayers' expense, and that the new multi-billion dollar highway program will give them a still better right of way at little added cost. If our critics honestly attempt to keep abreast of what goes on in transportation, they know that the same form of modified socialism helps the waterway carriers take traffic from the railroads. By now they should also realize that, unlike the majority of their competitors, the railroads are not permitted to make competitive rates with a free hand.

It is undoubtedly known, too, that on the other side of the ledger most railroads are faced with a serious financial problem created by recurring wage increases and the high cost of retirement, unemployment and other fringe benefits for their employees.

I believe that most people understand all of this, but they disregard it. They have difficulty accepting the fact that the once-monopolistic railroads are today locked in a competitive struggle for survival.

It is, in a way, a tribute to our industry that we should be considered economically impervious to anything and everything that comes along. It would be fine if we could, through some form of magic, withstand subsidized competition, rate making restrictions and other handicaps and still remain a generous taxpayer, a dependable employer and a thoroughly progressive transportation agency.

It would be nice, but you and I know that things don't work that way. Something has to give.

None of us would have the railroads assume a minor role in any of these areas. If something has to give—and certainly it must eventually—let's hope that it will be the policies which are now working to our disadvantage, and not the things which mean so much to our own well-being as railroad people, and ultimately to the welfare of the country as a whole.

This is not a struggle to be watched from the sidelines. I like to think that every man and woman on The Milwaukee Road and on every railroad in the country is sufficiently alert to its implications that he sees the importance of keeping abreast of every new development affecting our livelihood.

The voice of this country's railroad employees is a big voice. If we use it, it will be heard.

J. P. Kiley

YARD FACILITIES AT THREE POINTS NEARING COMPLETION

THE MILWAUKEE ROAD'S new automatic freight classification yard at St. Paul, as well as smaller but highly important yard facilities at Council Bluffs, Ia., and Othello, Wash., were either completed or nearing completion as this issue of the Magazine went to press.

The 35-track facility at St. Paul, which will be the Road's third major yard employing electronic controls to achieve fast, automatic freight car classification and make up, was expected to go into service about Aug. 22. The schedule called for completion of the entire project by the latter part of September.

Pictures and a detailed report on the operation of this yard will appear in an early issue.

Expansion at Council Bluffs

To improve the handling of freight cars through the Omaha gateway and to provide for proper handling of anticipated additional business, the railroad has enlarged the Council Bluffs freight yard, constructed a new yard office, and installed modern communication facilities and lighting. This work was finished early this month.

The enlarged yard has 15 classification tracks with a capacity of 1,066 cars, one cleaning track, one long westbound re-

ceiving track and one long eastbound departure track. Both the east and west switching leads are lighted to aid night operation.

The new yard office at the east end of the yard houses operating personnel, as well as IBM and Teletype equipment for improved communications and operation.

These new facilities at Council Bluffs were estimated to cost approximately \$535,000.

New Yard at Othello

The five-track freight yard at Othello, Wash., announced in the Magazine last month, is now being expanded into an 11-track facility, totaling 8.4 miles of track with a capacity of 660 cars. The 60-car icing platform will be 1,400 feet long and have mechanical facilities for elevating and delivering ice at car roof height. When completed the new facilities, estimated to cost the railroad approximately \$712,000, will expedite the handling of traffic from and to the rapidly developing Columbia River Basin. The volume of the railroad's business out of this area has been growing and will continue to grow with the expansion of irrigation.



(Answers on page 26)

1. Which of these cities has a North Station and a South Station—St. Louis, New Orleans, New York City or Boston?
2. What is the present running time of the fastest passenger train between New York and Chicago—15½ hours, 16 hours or 16½ hours?
3. Are spring washers used for cleaning streamlined trains, holding rail and joint bars tightly together in track, or for purifying water in springs and wells adjacent to the railroad?
4. Does the term subgrade refer to the underground installations, the ballasting of track, or the preparation of roadbed for the track?
5. How is the traffic density of a railway line usually determined—by revenue ton-miles per mile of road, or by the number of locomotives and cars moving over the line?
6. Which is correct — yardmaster (one word), yard-master (hyphenated word), or yard master (two words)?
7. In what part of the railway freight car is the yoke located—in the roof, in the underframe, or in the truck?
8. In which department of the railroad is an A.G.P.A. employed—law, traffic, or operating?
9. Is a freight haul in which two or more railroads participate called an interline haul, an interrail haul, or a combination haul?
10. To what extent is railroad motive power in the United States dieselized—about 30 per cent, 60 per cent, or 90 per cent?

PRESIDENT SIGNS BILL AMENDING RAILROAD RETIREMENT ACT

ON Aug. 7 President Eisenhower signed a bill amending the Railroad Retirement Act which raises, up to 10 per cent, the monthly benefits for over 400,000 of the 650,000 persons now on the Railroad Retirement Board's monthly benefit rolls.

In general, the higher rates became effective with annuity payments for July. However, because of the enormous job of making all of the necessary adjustments, the increases cannot be reflected until the payments for the month of September. These checks will be dated Oct. 1. All persons on the benefit rolls will receive notices with their checks dated Sept. 1 advising them of the provisions of the new amendment.

The board has requested that beneficiaries do not write in about an in-

crease in their benefits before they receive their Oct. 1 checks, because it would only delay the making of adjustments in annuity payments. Also, beneficiaries do not need to make application for any increase to which they may be entitled.

About 300,000 of those who will receive higher benefits are retired employes, and most of them will get the full 10 per cent increase. In addition some 40,000 wives and 25,000 survivors will also get benefit increases, although not as much as 10 per cent. The annuities for some 20,000 employe annuitants, 70,000 wives, and 145,000 survivors will not go up. This is because they are already receiving benefits, calculated under special maximum or guaranty provisions, which are just as high as

they could get under the newly amended law.

The amendments also mean higher benefits for most retired employes and for some wives and survivors who will enter the benefit rolls in the future.

The railroad retirement tax rate remains the same.



Since Mr. Erickson's work "day" usually begins at 3:30 P.M., a midafternoon cup of tea with Mrs. Erickson in the kitchen of their attractive home has become an established habit. Mrs. Erickson is shown reading aloud a letter just received from one of their sons in military service. Mr. Erickson feels that relaxing in this way just before reporting for work helps him do the job safely.

Although the Ericksons do not have recent pictures of all of their four children, two of the boys are shown here with their father in a snapshot taken not long ago. At the left is Glenn, now an airman 1/c, stationed at Topeka, Kans., and at right Eugene, who at that time was in the Naval Reserve Officers Training Corps. Eugene was graduated from Montana State University this spring, and Glenn plans to enter college soon.



7th of
a series

A SAFE DAY IN THE CAR DEPARTMENT



District Safety Engineer C. V. Peterson stops by the locker room for a brief visit and a few safety reminders before Car Inspectors Emil Erickson (center) and Frank Dunton begin work.

THE COVER

A freight train has pulled into the yard at Deer Lodge, Mont., and it is inspection time for Car Inspectors Emil Erickson (left) and Frank Dunton. With car tools in hand, they head out across the tracks to the train yard, being careful to step over the rails. These men and those they work with have cooperated to give the Deer Lodge car department a good safety record.

Placed inside the clearance point of the frog, the blue signal provides protection for the car inspectors as they go about their work. Car department men are keenly aware of the importance of placing this signal for their own protection. Mr. Erickson is shown in the distance with the flag. Since this is electrified territory, Car Foreman E. M. Rose (foreground) throws the trolley power cut-out switch. This shuts off the electric current in the trolley line over the repair tracks, thus preventing the possibility of injury through shock to men working beneath the trolley.

The men who do the work of a railroad's car department do it mostly behind the scenes.

And yet, of all the skilled people who cooperate in the complex business of running a railroad, car department men are probably on more intimate terms than anyone else with what President J. P. Kiley recently referred to as the basic principle upon which mass transportation is built—the principle of the flanged wheel on the rail.

Keeping Milwaukee Road rolling stock in good condition, inside and out, is the concern of Milwaukee Road car forces, but they make it their business above everything else to keep the flanged wheels running smoothly *and safely* on the high iron.

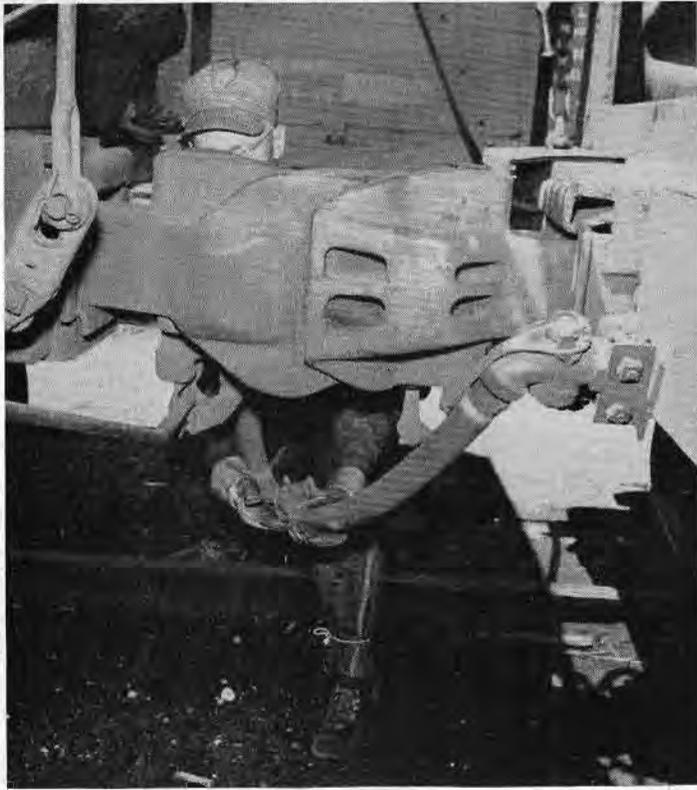
These men recognize, of course, that personal safety is essential in their work, as it is for all railroad people, but they also know that their skill and care have a direct bearing on the safety of passengers and train and engine crews, as well as on the prevention of damage to the commodities entrusted to the Milwaukee for transport.

For 39 years Emil Erickson, a car inspector at Deer Lodge, Mont., has practiced the carman's trade on those terms. He is typical of car department employes throughout the system in that

Left: Checking to make sure the running gear and safety appliances are in good order keeps a car inspector on his toes. He makes minor repairs immediately (shown here preparing to replace a brake shoe), and whenever defective conditions are noted which require heavy repairs, a bad order card is placed on the car; it is then switched out and moved to the repair track. Personal safety and the safe movement of the train are his chief concerns.

Right: Goggles are regularly used by safety-minded carmen for such tasks as blowing out journal boxes with air pressure. Mr. Erickson, who frequently works on the repair track at Deer Lodge, in addition to his inspection work, keeps his goggles handy for jobs of this kind.





In making up a train there are air hoses to be coupled, and Mr. Erickson follows the safe procedure of placing one foot between the rails and reaching in to make the air hose coupling. Work of this kind in the train yard is also done under Rule 26 relating to blue signal protection.

he does his work carefully and in accordance with safe practices. He has never suffered a reportable injury.

Mr. Erickson was born in Finland and emigrated to the United States in 1916 while still a very young man. He came to The Milwaukee Road on May 2, 1917 and was employed in the car department at Deer Lodge. About 10 years later he married and bought a home, where he and Mrs. Erickson have raised a family of three sons and one daughter. During his years on the Milwaukee, Mr. Erickson has worked at various points on the western lines, but has always maintained his home in Deer Lodge.

Eugene, the Ericksons' oldest son, graduated in psychology at Montana State University this spring and plans to do graduate work at the University of Wisconsin, beginning in the fall. His sister, Dorene, will receive a Bachelor of Arts degree from the same university at the end of the fall semester. She now has a degree in Religious Education from Northwest Christian College in Eugene, Ore., and has worked three years as education director of St. Johns Christian Church in Portland, Ore.

The younger sons, Glenn and Martin,

also expect to attend college later, but are now still in military service—Glenn as an airman 1/c and Air Force instructor in electronics, stationed at Topeka, Kans.; and Martin as a radio operator with the Marine Corps, who recently returned from Japan. He is now stationed at Camp Pendleton, Calif.

Eugene and Glenn both worked for The Milwaukee Road in Deer Lodge during summer vacations from high school.

Emil Erickson is an ardent fisherman and sportsman who finds time between his job and his enjoyment of the outdoors to take an active part in civic and church affairs. As chairman of the house and grounds committee of the First Christian Church of Deer Lodge he did much of the work involved in painting the church structure this spring and making a number of repairs, including the installation of a new water system.

Freedom from injury has meant a great deal to Mr. Erickson and to his family. The pictures on these pages indicate some of the precautions which for him and many other men spell another safe day in the car department of The Milwaukee Road.



When a car must be jacked up, Mr. Erickson first blocks the wheels at the far end, and after the jacking has been done, places substantial horses and wood blocks beneath the car to hold the load. Care is taken to see that both sides of the car are jacked evenly.

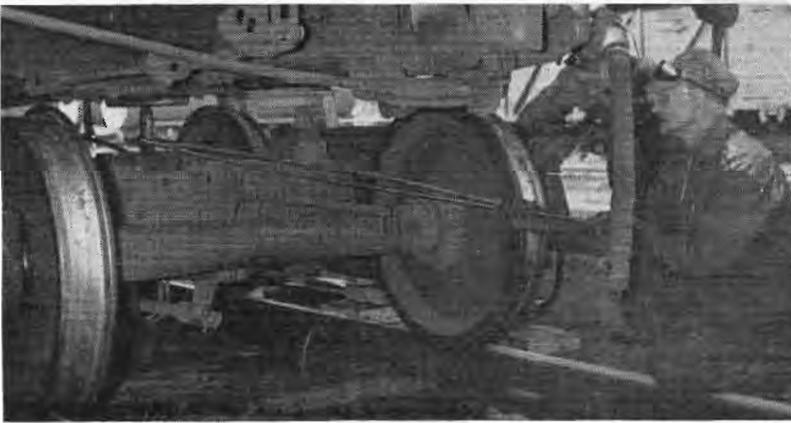
Sometimes it is necessary to use a car mover for rolling a car a short distance. When doing so, Mr. Erickson stands to the side of the lever in order to avoid injury in case the handle should snap upward under pressure. He also keeps his hands as flat as possible on top of the lever, thus lessening the danger of catching his fingers between lever and rail.



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Left Above: Changing a coupler is usually a manual operation. After the key has been removed, the coupler is dropped to the ground, both men engaged in the job being careful to stand clear of the heavy coupler. To protect their toes in the event of a slip, men doing such work should always wear safety shoes. Carman George Freeman is shown at left with Mr. Erickson.



Above: A safe ladder is equipped with ladder shoes. This picture shows an application of shoes to a straight ladder in use at Deer Lodge repair track. Safety-minded carmen always make sure that a ladder is securely placed. They also get down and move the ladder to each new location as required, rather than over-reach and risk a fall.

Left: Tongs are provided for guiding the center pin as a car body is lowered onto a truck. Mr. Erickson recognizes this as a safe practice which should never be overlooked.

Time Out For Safety



BEING in the city on other business, F. W. Bunce, chief mechanical officer, S. E. Herzog, Rocky Mountain Division superintendent, and W. C. Mauer, district general car foreman from Miles City, stopped by the locker room for a car department safety meeting held following the lunch period. District Safety Engineer C. V. Peterson was addressing the meeting when the picture was taken.

The six men standing at the left are, left to right: G. M. Dempsey, general inspector, safety department; Mr. Herzog; Mr. Bunce; E. G. Kiesele, superintendent of safety; Mr. Mauer; and E. M. Rose, car foreman at Deer Lodge. Other car department employes shown are Emil Erickson, J. L. Ellingson, F. E. Dunton, J. A. Strong, G. L.

Smith, A. N. Mikkelson, M. J. Politis, L. J. Periman and H. E. Haas.

Except for the year 1955, in which the car department casualty rate for the entire system increased somewhat, the department's safety performance has shown steady improvement during the five-year period beginning with 1951. It is especially noteworthy that there has not been a fatal injury in the entire department since 1952.

During the same five-year period ending with 1955, the car department force at Deer Lodge had a clear record, without a fatality or a single reportable injury. This record had not been marred at the time this was written.

Retired Minneapolis gateman recalls a man named McKinley and a political convention of '92.

I MET McKINLEY TWICE

by John E. Newton



"This picture, showing a passenger passing through my gate, was published in the old Minneapolis Times more than a half century ago. There was a story, too", writes John Newton. The passenger, it seems, wanted to know of the gateman where he could buy a steamboat. Mr. Newton directed him to a department store whose ads boasted "We can fill any order". They got him a boat down at Hastings, and meanwhile a reporter got the story. Hence the picture.



President William McKinley

THE touching story in the Reader's Digest about the little girl who ran away from home and ended by going fishing with ex-President Grover Cleveland affected me deeply. Thinking about that story and the political conventions being held in August brought to mind memories of more than a half century past.

At the time of my first meeting with the beloved martyred President McKinley, I was employed as gateman at the Milwaukee depot in Minneapolis. This was in 1892, the year of the Republican National Convention. The station was a very busy place, and to me the work was interesting—very interesting. I had worked there several years and was constantly meeting prominent national char-

acters, from Billy Sunday to James J. Corbett, Pierpont Morgan, William Jennings Bryan, Pudge Heffelfinger, John L. Sullivan, Ruby Red Fitzsimmons, to name but a few.

A very decided increase in passenger travel occurred as the date for the Republican Convention approached. Yardmaster Jack McShane informed us that there would be a private car or two spotted on the spare track close by our entrance gates. A day or so before the convention was officially opened the private cars arrived from the East, and from some of the local press reporters we learned that Governor McKinley of Ohio was the principal passenger. There

was considerable activity about the private cars at times, on the part of local politicians. I soon recognized Governor McKinley from his photographs.

On the afternoon of the day of their arrival, he and several companions passed through my gate and he, with a friendly smile, observed, "Young man, I am afraid we are going to keep you busy."

I gathered from this that the private car would be his headquarters, and this proved to be the case. During the convention he spent considerable time at his car or visiting about the station. He particularly enjoyed watching the activity around my gate at loading periods.

John Newton as he appears today. The picture was taken by the Port Townsend Leader at his home in Port Townsend, Wash., a Puget Sound city served by the Milwaukee's marine department.



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APPOINTMENTS

Operating Department

Effective Aug. 1, 1956:

J. R. Werner is appointed assistant superintendent of the Trans-Missouri Division with headquarters at Miles City. Since starting with the Road at Perry, Ia., in 1942, Mr. Werner has been a fireman and engineer, and employed in the office of the general manager in Chicago. Following a promotion to trainmaster in August, 1952, he served in the Milwaukee and Twin City Terminals, and most recently on the Hastings & Dakota Division at Aberdeen.

B. J. McCanna is appointed trainmaster of the Hastings & Dakota Division with headquarters at Aberdeen, succeeding J. R. Werner. Mr. McCanna, who has been with the Road since 1939, was formerly transportation assistant in the general manager's office in Chicago, trainmaster at Davenport, Ia., and since November, 1953 trainmaster in the Twin City Terminals.

D. O. Burke is appointed trainmaster of the Twin City Terminals with headquarters at Minneapolis, succeeding B. J. McCanna. Starting as an operator in 1935, Mr. Burke has served as dispatcher and chief dispatcher, and transportation assistant to general manager. He was appointed trainmaster at Milwaukee in 1953, since when he has served as such on the Rocky Mountain and Trans-Missouri Divisions.

Effective July 21, 1956:

R. E. Beck is appointed trainmaster of the Idaho Division with headquarters at Othello, Wash. Mr. Beck started with the Road as an operator in 1940 and has served as dispatcher at Butte and La Crosse. He has been chief dispatcher at Butte since May, 1954.

Mechanical Department

Effective Aug. 1, 1956:

J. H. Kervin is appointed assistant master mechanic of the Trans-Missouri Division west of Mobridge, and the Rocky Mountain Division including Lewistown and Great Falls, with headquarters at Deer Lodge.

The office of assistant master mechanic at Harlowton, Mont., is abolished.

J. L. Brossard, master mechanic at Minneapolis, will, in addition to his present duties, have supervision over locomotive department matters at Mobridge, S. D.

He would frequently ease the concern of some nervous passenger who had approached him. His friendly demeanor and kindly smile invited such attention. He was a natural for such work. One of his friendly contacts was a station janitor, a very old, diminutive colored man with kindly eyes. His cotton-white hair was a fitting crown. Reading and writing meant nothing to him, but nature had equipped him with a razor-sharp mind. His acquaintance with the traveling public extended far and wide. Everyone seemed to know and like Uncle Billy Grooms and few rated better than second best in an exchange of witticisms with him. I cited some of Uncle Billy's "come-backs" to the governor and provoked a hearty laugh.

As the convention neared its finish and travel grew very heavy, I saw less of the friendly governor. Some seven years were to pass before my next contact with him and again it was in Minneapolis, at the end of my military service.*

On Sept. 6, 1899, our transport, the U.S.S. Sheridan, was in quarantine in San Francisco Harbor. We went ashore the following day to be mustered out of service. My outfit left at once for Minneapolis, arriving there Oct. 12, 1899. Rumor had it that we would be welcomed home by the President of the United States, William McKinley.

As we moved into position, right-faced, and came to attention before the

speakers' platform, I discovered that the rumor was fact, for I was directly facing the President. Since I was in the front rank, only a half dozen yards separated us. He appeared deeply interested, and as his gaze passed up and down the line, his features registered approval. Well they might, for he was looking over a campaign-seasoned outfit, the 13th Minnesota United States Volunteer Infantry—the first regiment he had ordered to the Philippines.

His gaze passed me, hesitated and returned. With an expression of puzzlement he looked directly at me, and then with a half nod and a smile he went on, and I realized that he had remembered me. I was struck by the interesting fact that he had first come a great distance to our first meeting in this place; and now, seven years later, I had come an even greater distance—8,000 miles—from a mission on which he had sent me, to meet again in the same place.

His talk to us was given with deep feeling and sincerity, emphasizing the fact that we had volunteered for one war, the Spanish-American, yet had served in two, the Spanish-American and the Philippine Insurrection. We were the only army (8th Corps) which up to that time had no recorded desertions.

I never saw him again.

When I was mustered out of the army, my work changed and I was stationed on the Pacific Coast. On Sept. 6, 1901, I was in Minneapolis for my wedding and was close by the Milwaukee depot, where I had first met this great man, when the extras proclaimed the shocking news that President McKinley had been shot.

*McKinley was not nominated for the Presidency in 1892. He was, however, nominated and elected in 1896, and again in 1900.—Ed.

About the Author: John E. Newton, shown at right as he appeared while in military service in the Philippines in 1897, reports that he had worked at the Minneapolis station "several years" before first meeting the man who was later to become the 25th President of the United States.

Following the Spanish-American War and Philippine Insurrection, Mr. Newton returned to his old job as gateman. "Incidentally", he writes, "with an increase of \$5.00 in my salary of \$65."

Not long afterward, however, he and Mrs. Newton moved to the Tacoma area, and a few years later homesteaded in western Montana. In 1934 they moved to British Columbia, and in 1946 came to Port Townsend, where Mrs. Newton died the following year. He lives there now on what he describes as a neat, pocket-sized fruit ranch.



August, 1956

Scholarship Winners Announced



Scholarship winner James Anderson, a counselor at Big Timber Scout Camp near Elgin, Ill., discusses merit badge work with one of the younger Scouts in his group. This is his third year on the camp staff.

AS ONE winner of a J. T. Gillick Scholarship was graduated from college this summer and started his professional career, another son of a Milwaukee Road employe moved up to take his place. C. William Reiley, chairman of the scholarship committee, announced in July that the successful candidate for the Road's \$600 yearly scholarship was 17-year-old James C. Anderson who was graduated in June by the Elgin (Ill.) High School, top student in a class of 401. The winner is the son of R. A. Anderson, an assistant engineer on bridge and building maintenance in the Chicago engineering department.

Donald G. Wiedner, son of Machinist L. D. Wiedner of the car department force at the Western Avenue coach yard in Chicago, received the second of the four-year awards which The Milwaukee Road now offers annually. This one is for \$300 a year. Donald, a graduate of the Bremen Community High School at Midlothian, Ill., was first in a class of 189 students. An article about him will appear in a later issue of the Magazine.

In the opinion of the scholarship committee, Jim Anderson's scholastic record—straight A's for four years—was all the more outstanding because of the Elgin school's rating as one of the top ranking high schools in the country. Jim won superior honors in English and social science. "An excellent all-around student", was the recommendation of the school's principal.

This year's scholarship winner enjoys a close family relationship which, with respect to Scouting and other interests, has extended to activities outside the home. His father has been with the Road almost 25 years, starting during summer vacations from the University of Minnesota where he took a degree in civil engineering. Except for a few years in the Seattle-Tacoma area, he has been employed continuously in the Chicago engineering department. A Boy Scout leader for more than a dozen years, he is scoutmaster of Troop 21 in South Elgin, and holds both the Silver Beaver and Wood Badge, highest Scout honors.

Jim is an Eagle Scout, as is the Anderson's older son, John, at present a third class petty officer aboard an aircraft carrier in the Mediterranean. Jim earned his Eagle rating in 1952

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and for the past three summers has been a counselor at Big Timber Scout Camp near Elgin.

Although graduated at the head of his class, Jim is quick to point out that he was not valedictorian, strictly speaking, since there were eight of approximately equal rank. He is, however, an able public speaker and for two years was a member of his school's varsity debate team. During his senior year the team won four tourneys. For two years he was awarded individual honors as the winner of a debate tournament conducted by the Evanston, (Ill.) Township High School. He also took second place in a state radio speaking competition this spring at the University of Illinois. The latter involved reading a newspaper, then writing a newscast and delivering it over a radio setup in a timed-to-the-second five minutes.

During each of his four years in high school Jim has received one of the Rotary Awards which are presented every year to Elgin's eight outstanding high school students. This year he also won the D.A.R. American History Award. In his school work he displayed exceptional ability in dramatics, art and design, while outside of the classroom he was active on the student council, served as chairman of the homecoming and prom committees, and president of the Junior Red Cross.

With his family, Jim attends the Community Methodist Church where for the past year he has been president of the youth fellowship group of high school



Mr. and Mrs. R. A. Anderson with Jim at their Elgin home. For a number of years Scouting has been a common interest of Mr. Anderson and his sons, both of whom hold the Eagle rank. A Scoutmaster for several years, the father has received both the Silver Beaver and Wood Badge awards. He is holding the latter, and Mrs. Anderson is holding Jim's Eagle sash.

age and has taken part in several church plays. He also did production work on plays at school and for local groups, in-

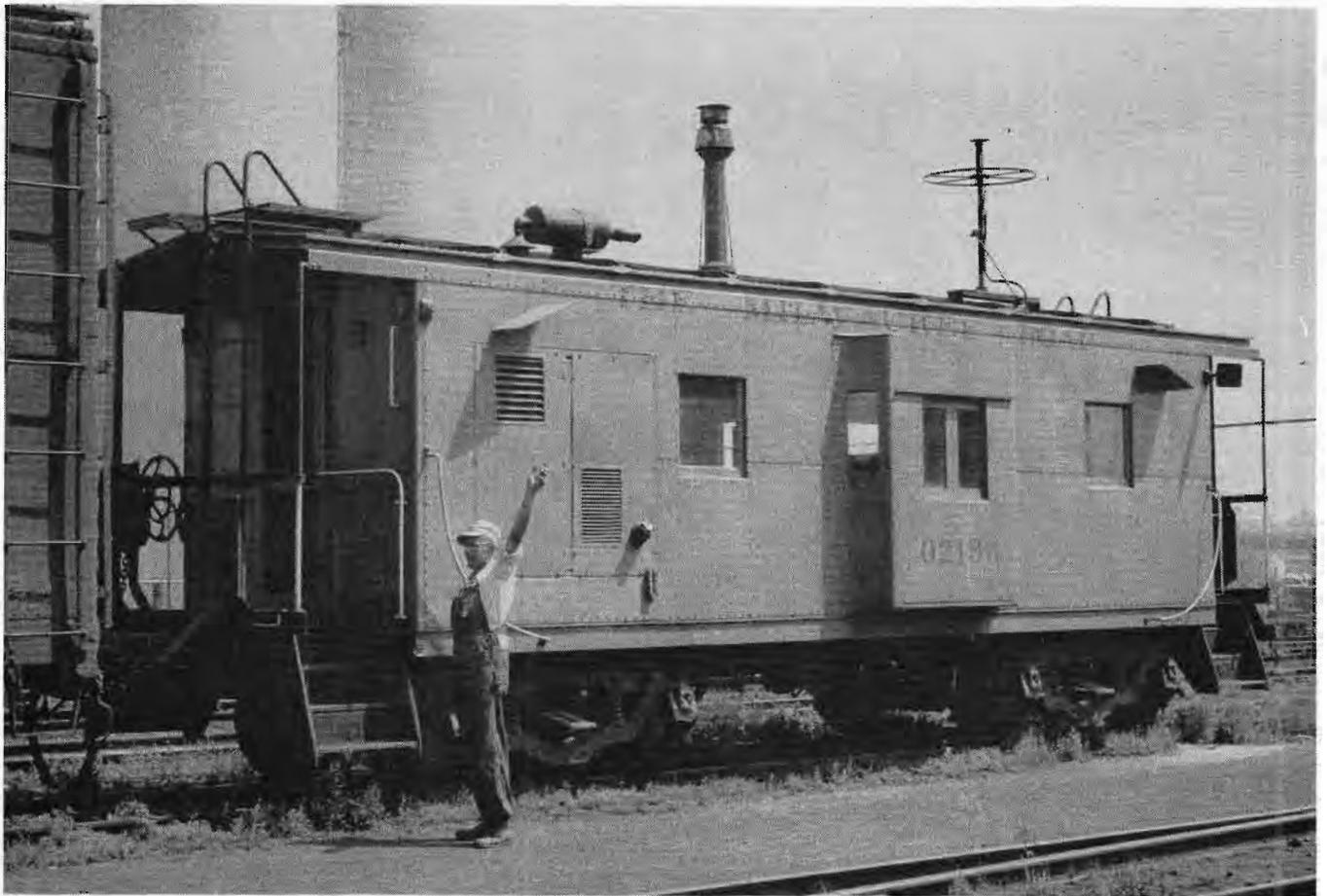
cluding the Junior Red Cross, and on a variety of entertainments for veterans at the state hospital in Elgin.

His plans for college center on a course in the theater and commercial art, since he contemplates going into the production end of the theater, including radio, motion pictures and television. In his first step toward a Bachelor of Applied Arts Degree, he had considered accepting a scholarship offered by Northwestern University. Next month, however, when the big push starts toward college campuses, Jim Anderson will head for California and the corridors and classrooms of U.C.L.A.

The J. T. Gillick Scholarship, which is no longer limited to \$600 annually but covers tuition when the winner attends a school whose tuition exceeds that amount, will help considerably to finance his ambitions. In expressing his appreciation, he said, "I hope that I will prove myself scholastically and in my conduct worthy of the scholarship, and that some day I may bring credit to both Mr. Gillick and The Milwaukee Road through the education which this award helps to make possible."

The scholarship winner is shown here addressing a group of Elgin businessmen at a recent report meeting in connection with the city's current YMCA building fund drive. Seated, from left, Martin F. Runge, John W. Johnson, and Wendell T. Creath, principals in the fund campaign.





One of the Road's 100 new all-steel road cabooses, pictured near Muskego Yard in Milwaukee, with Switchman Earl Spaeth in the foreground.

It's Not a "Crummy" Any More

The Milwaukee Road's New Cabooses Provide the Comforts of Home

EXCEPT for the locomotive itself, there is probably no feature of railroading that is the subject of more curious interest than the caboose.

It is one of the oldest institutions in railroading, and yet its origin is not definitely known. One report has it that the caboose came into being back in 1837 when the conductor of a freight train between Auburn and Syracuse, N. Y., directed operations from a load of barrels on the last car of his train.

Early names for the car were conductor's car, accommodation car, train car, van and way car. The term caboose is known to have been used as early as 1855. Since then it has acquired a number of other names in railroad slang, such as doghouse, bird cage, bone-breaker,

cigar box and—most common of all—crummy.

The source of the name "crummy" is likewise unknown, but if it was ever intended to be descriptive, it no longer fills the bill. Certainly the steel cabooses which The Milwaukee Road has rebuilt and refurnished with modern equipment in recent years, and especially the 100 brand new ones which it is now putting into service, have nominated the word for removal from the railroad vocabulary.

Electric lights, comfortable seats and ample desk space for preparing wheel reports and doing other paper work, make for an ideal "office" in the new road cabooses. Switchman Spaeth is shown using the radio with which the train crew keeps in touch with the engineer and wayside stations.



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The Milwaukee Road, one of the first railroads in the country to adopt the "bay window" type caboose, started making the transition from the old cupola type in January, 1937. The newly built all-steel electrically equipped cabooses now being seen on The Milwaukee Road all provide the trainmen with a bay window view along the side of the train.

Experience has proved that trainmen seated at bay windows can more effectively inspect their trains and more readily detect hot boxes, since odors hang close to the ground.

A number of the Milwaukee's older cabooses, and all of the new ones are equipped with radio to permit conversation between the conductor and engineer, as well as with wayside stations.

Electric power is provided by a diesel plant in some of the new cabooses and in others by axle driven generating equipment, but in all of them electric current is available for a mechanical refrigerator, a two-burner cook stove, and for interior electric lighting and marker lamps.

Equipment and clothing lockers, seats, a desk, sink, water tank, toilet and oil-



Interior view of a new road caboose, showing desk, electric refrigerator, sink, lockers, oil-fired heating stove, and other facilities.

fired heating stove are among other modern facilities provided in the new cabooses, along with comfortable bunks. To help hold warmth in winter and prevent excessive heat in summer, the new cabooses have three inches of insulation in the roofs, sides and ends, with

two inches of cork in the floor.

It is fitting, in keeping with the fast pace of progress on the railroads, that this most typical piece of equipment should have, as the manufacturers claim, the pleasant riding qualities of a railroad passenger car.

The New Terminal Caboose, A Milwaukee Exclusive

It's no wonder people around the Chicago and Milwaukee Terminals have been asking what they are. There has never been anything quite like them before.

The Milwaukee's new terminal cabooses are unique . . . interesting examples of the creative thinking going on in the Road's mechanical department today.

Painted a brilliant traditional orange, with black underframe, these modern variations on an old idea started life as steam locomotive tenders. Not being used in road service, they have no need for bunks. In a recent speech President Kiley described them in this way:

"We strip the tenders down to the trucks and frame, and then erect on the frame an insulated steel house provided with seats, toilet facilities and an oil stove for heating. The finished product is a very sturdy terminal caboose produced at relatively low cost. It has a cast steel underframe that will take the buffing and end load when pulling a long and heavy string of cars, and should outlast the old wooden type caboose many times over. Due to the ruggedness of the unit, we expect very low maintenance

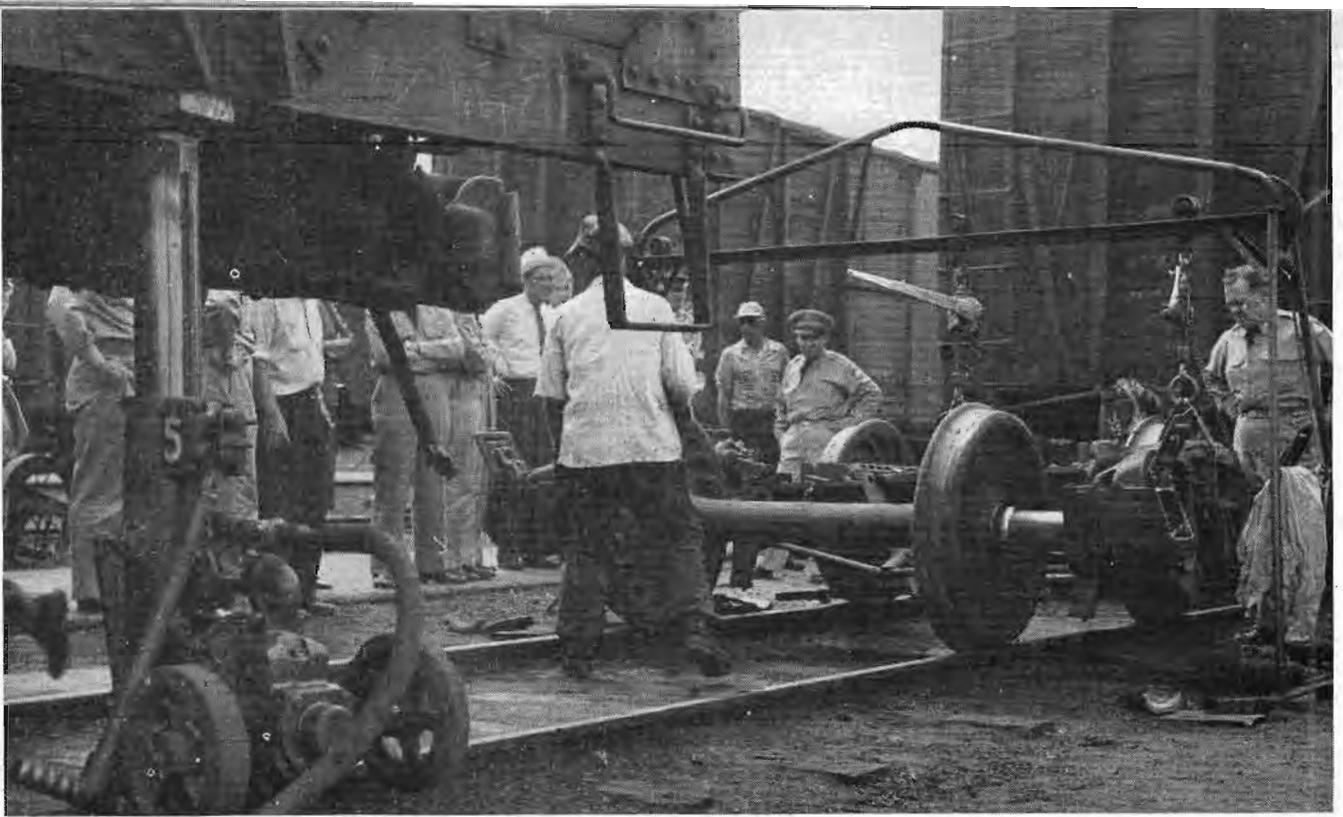


Something new on The Milwaukee Road—the sturdy little terminal caboose—shown here near Muskego Yard in Milwaukee, with Switchman Arthur Zellmer giving the signals. While used within yard limits, these cabooses need not show markers.

cost on these cabooses."

In recent years the Road has also made snow plows from tenders, and is now in the process of converting others

into snow flangers, water carriers for track maintenance forces, and fuel and sand carriers to be used in hauling fuel oil and sand for diesels.



The Army observes Milwaukee Road car repair operations at Bensenville Yard.

The Milwaukee Road Shows the Army

by Max D. Emmanuel,

Secretary, Western
Military Bureau

THE MILWAUKEE ROAD held two field days for the Army at the freight classification yard at Bensenville, Ill., on July 24 and Aug. 7. The days selected for the show couldn't have been better. They were cool, the sun was out, and there wasn't much wind. But what were field days for the Army were just routine daily business for the railroad.

The Milwaukee's guests on the first date were the three Strategic Intelligence Research and Analysis (SIRA) teams from Denver, Omaha, and Minneapolis on temporary duty for two weeks at Fifth Army headquarters in Chicago. Their major interest on both days was railroad transportation, so the Western Military Bureau and The Milwaukee Road arranged for the demonstrations at Bensenville.

Everyone got into the act. Using the Army way of telling time, the SIRA

teams, with attached personnel including a photographer, arrived by Army bus at the Bensenville yard offices at 1030 hours. There they were met by Russell R. Brown, superintendent of the Chicago Terminals and F. J. Kuklinski, assistant superintendent of terminals, and with Bill Stuckrath, special officer, giving the Army safe conduct, the show was on.

First, a general explanation of Milwaukee Road organization was given in the receiving and departure track area. Then the demonstration for the Army became "live." Trains were being made up and were pulling out on schedule. The yard's "squawk" boxes were issuing instructions; it was a real show!

At 1100 hours, Mr. Brown explained the Milwaukee Road's main lines and interlocking systems, conducted the visitors through the yard office facilities and explained the communication set-up re-



Shown in conversation alongside the control tower at the crest of the yard, left to right: Lt. Col. W. H. Switzer, chief, Organization and Training Division Headquarters, Fifth Army, G-2; R. R. Brown, superintendent of the Milwaukee's Chicago Terminal Division; and Lt. Col. Ross M. Taylor, Wichita, Kans., Mobilization Designee, Department of the Army.

quired for such operations. Business went on as usual, but questions came from right and left.

At 1130 hours, the teams were conducted to the switch control tower, the retarder switches, and the classification tracks. The complete design, layout and

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operation of the yard was explained. The switch control tower, the retarder switches and retarder towers A and B were visited and explained. Then, at 1200 hours, a live demonstration of the switch control tower, retarder switches, and the retarder towers was made when a 120 string of cars was put over the crest of the yard a car at a time to demonstrate the effectiveness of the Bensenville installation.

Since an Army marches on its stomach even in these times, at 1300 hours on both dates the Army people and Mr. Brown and Mr. Kuklinski were the guests of Earl D. Patrick, chairman of the Western Military Bureau, and his staff, at River Forest Golf Club where buffet luncheons were served. After lunch, the Army bus carried everyone back to Bensenville Yard and the show for the Army was wound up with a trip through the repair facilities. On both dates the tour ended with a visit to the diesel engine houses. The Army men said, "Well done!"

Everyone was in the act on both days at Bensenville, from Russell Brown and F. J. Kuklinski right on down the line—dispatchers, yard police, clerks, switchmen, brakemen, foremen—everyone coming up with very able answers to questions fired at them on every side by the visitors. At 1600 hours on both days the Army boarded their buses and returned to Fifth Army headquarters after a first class demonstration of how a first class railroad is run.

Good show, Well done!

The Army group which toured Bensenville Yard on July 24. At the extreme left is Max D. Emmanuel, secretary of the Western Military Bureau, and author of the accompanying article.

EMPLOYES' GOLF TOURNEY

September 22

THE annual golf tournament for Milwaukee Road employes in the Chicago area, their wives and guests—as well as for all other Milwaukee Road people who can arrange to attend—will be held this year on Saturday, Sept. 22. The scene of the tournament will be the Mohawk Country Club, just north of Irving Park Blvd. and immediately west of Bensenville, Ill.

This is the popular outing which was for many years sponsored by the Milwaukee Road Booster Club of Chicago. Although the dissolution of that club was announced following a meeting in April of this year, a sum of money was set aside by it for merchandise prizes and other expenses in connection with this year's tournament.

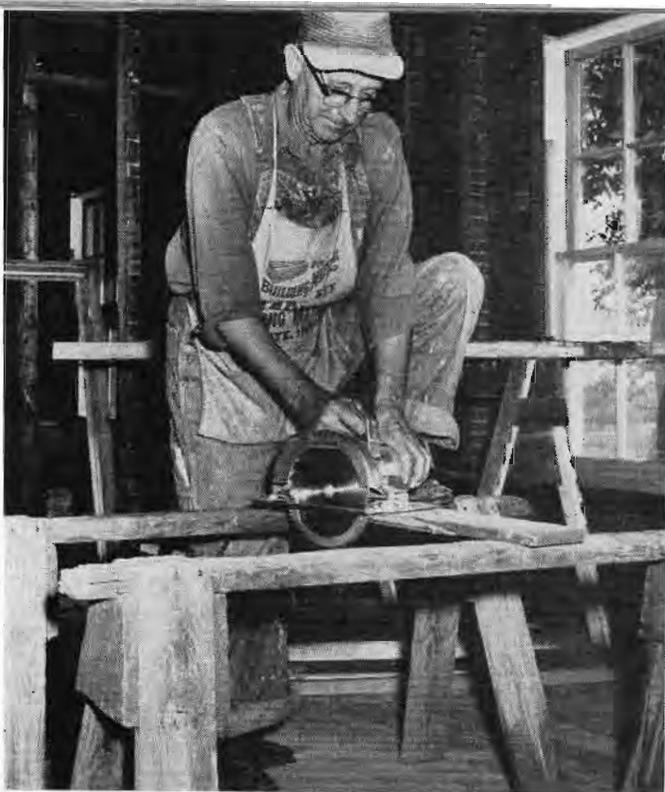
Foursomes will start teeing off at 7 A.M. and will continue until 11:30 A.M. on a preference-time-play basis. Players wanting to compete in the championship flight for the Booster Club Trophy must register in advance with the general chairman. The championship flight will start teeing off at 10 A.M. The Booster Club Trophy is awarded to the player with the low gross score, and can be retained by any player who wins the tournament three consecutive years. The 1955 winner was Stanley Krause, check clerk at Galewood freight house.

A second championship prize is the Maurice C. Chier Trophy, which is awarded to the player with the low net score based on the Peoria handicap system. All players compete for this award. There will also be a number of valuable merchandise prizes awarded on the low net basis.

Women employes are encouraged to enter the tournament, and wives and friends of the players are invited to join them later for dinner. A total of 140 employes from offices and shops took part in last year's tournament at the Mohawk Country Club, and about 50 stayed for the dinner. Players from Milwaukee, Ottumwa, Savanna and other points on the line took part.

The fee for the tournament is \$3.75. Dinner, including entertainment, may be had at the club for an additional \$2.75. The dinner is optional. Guy G. Macina, assistant auditor of joint facility accounts, Chicago, is general chairman of the arrangements committee. Tickets can be purchased from members of the committee or by addressing the Golf Committee, Room 356 Union Station, Chicago.





Power tools help speed the job for W. E. Bashford, agent at Momence, Ill.

Summer Santa Claus

by M. E. Brown

M. E. BROWN, author of this article, is a free-lance feature writer and photographer living in Kankakee, Ill. When she heard the unusual story of the Milwaukee's generous agent, W. E. Bashford, she took the accompanying pictures and assembled the facts for The Milwaukee Road Magazine.

W. E. BASHFORD would be equally at home in railroad cap, hip boots or a Santa Claus suit. But he spent his vacation in a carpenter's apron.

A railroader for 36 years, Isaac Walton Leaguer and the town Santa Claus, Bashford spent his vacation building a house . . . for someone else.

The home is for a widow and her seven children who are living with their grandmother in a boxcar house while their mother is hospitalized.

Before his death a year ago, Ralph Lawson bought a lot and built a foundation. In September, his wife Bertha became ill and was sent to a sanatorium. The children, from 3 to 15 years old, moved into the boxcar house with their grandmother, Mrs. Caroline Lawson.

When she left, the widow asked "Santa Claus" Bashford to finish the home for her children.

Lawson's insurance was small, but Bashford bought used lumber and, explaining the situation to the three local lumber companies, received discounts.

Between hammering and sawing, he solicited more than \$400 in donations from individuals and organizations, including the Chamber of Commerce, to which he belongs.

Bashford's hammering attracted attention and soon a dozen men were carpentering evenings and Sundays. One of the helpers told the Lawson story at his plant. The firm supplied shingles and siding, which it manufactures. Doors and windows were contributed by the lumber companies and an out-of-towner.

Bashford returned to work July 9, declaring that this was the most rewarding vacation he has ever had and predicting the home will be complete before

Mrs. Lawson returns in September.

Momence's summer and winter Santa Claus started with The Milwaukee Road in 1920 as a telegrapher at Talmadge. When Talmadge was closed in 1928, he moved to Danville, but 10 years later he returned to the Milwaukee as agent at Momence, the position he still holds.

The boxcar home is so crowded with seven children that "Grandma" Lawson has to keep the washing machine outside. The seven youngsters keep her a young 68 years old. She is pictured at left with Sandra Kay, 3, in front of her; Linda Lou, 6 (front); Mabel, 9 (center); Charlene, 14 (back); and Florence, 7 (right). The others are Caroline, 15; and Ralph, 11.

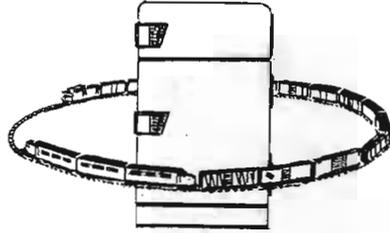
Agent Bashford pauses in front of the Lawson home which he says will be completed before Mrs. Lawson returns home in September.



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RAILROADS and REFRIGERATORS

"Let's assume that you make gas refrigerators and I make electric ones . . ."



THE logic of the railroad industry's contention that they should be relieved of the shackles which prevent their making truly competitive freight rates was effectively spelled out by David L. Mackie, chairman of the Eastern Railroad Presidents Conference, in an address before the Advertising Club of St. Louis. The following is quoted from that address:

Let's assume that you make and sell gas refrigerators and I make and sell electric refrigerators. Each of us has an excellent product. Your box does a better job in some areas such as remote country districts where electric power is not always available. Mine does an excellent job in cities and wherever power is readily available. We compete evenly, price-wise, throughout our entire marketing territory except in *this city* where last year my price was \$10 under yours for the equivalent competing box.

So early in January you went to your sharp-pencil boys and said: "We got kind of a rough going over here in the city last year. Let's see if we can't be more competitive. Can't we reduce the price of our box here?"

And your boys came back and said: "We can reduce the price \$25 a unit in this city and still make money on each sale. And, in our opinion, we'll make more money over-all by selling more refrigerators." The new rate would thus still be fully compensatory.

So you say, "Fine, do it."

Enter the "F.R.C."

But let's assume that there is a Federal Refrigeration Commission in Washington and that in order for you to make that reduction you have to file your new price down there. Of course I hear about it. So what do I do? I go to Washington and complain and ask the commission to please suspend your proposed reduced price on the ground that if you are allowed to put it into effect it will have an adverse effect on my business and give you more than a "fair share" of the market.

To keep the comparison accurate we must assume that the law under which the hypothetical commission operates gives it seven months to consider such an application. So the Commission suspends your proposed price and takes the full seven months to consider the merits of the case. They begin their delibera-

tions on the first of March and they hold the case through March and April and May and June and July and August and September. And then on the first of October they come up with their decision.

That decision could go either one of two ways.

It could be that your proposed new price is perfectly legal and you may put it into effect. In that case you say: "Sure, that's fine. I knew it was legal in the first place. If I hadn't thought so—if I hadn't known the proposed new price was profitable—I wouldn't have filed it because I can't afford to do business at a loss. But what good does it do me for the Commission to tell me *now*, on the first of October, that I can put this reduction into effect?—I've already lost out. The marketing season is over and about everybody that was going to buy a refrigerator this year bought one during the summer months while I was restrained from putting my proposed price cut into effect."

The "Fair Share" Theory

Or maybe the commission came up with the other answer after seven months of deliberation. Maybe it said:

"No, you can't put that reduction into effect because it would have an adverse effect upon the business of your competitor. You would then enjoy more than what we on the Commission think would be a fair share of the refrigerator business in this city. And the fact that your proposed price is compensatory doesn't make any difference. We still say it is unlawful."

In either case, the public is the loser. And please remember, gentlemen, that the public is you.

You have been deprived of your right to make a choice. The government has prevented free competition and the assertion of an inherent advantage of lower costs of production.

The government has shielded *me* from competition.

Now I submit that's not the American way. That isn't the way the great industries of this country grew. Yet that is exactly what is going on in transportation today. It's what the Globe-Democrat editorial had reference to when it said: ". . . the railroads have been prohibited by the Interstate Commerce Commission from fixing rates which would make them competitive with either the barge carriers or the truckers."

Iowa Division Headquarters to Perry

The operating department has announced that the Iowa Division headquarters, which have been located in Marion for many years, will be transferred to Perry and a new office building will be constructed at the latter point. Further details will appear in a later issue of the Magazine.

"Carrier of the Week"



WILLIAM STOLL, son of E. J. Stoll, assistant industrial commissioner, Chicago, who is one of some 6,000 young businessmen who provide service for home delivery readers of The Chicago Tribune, was selected by that newspaper last month as a Carrier of the Week. In addition to awarding him a Certificate of Merit, "The World's Greatest Newspaper" featured his picture and a brief article about him during the week of July 8-15.

William, or Bill as he prefers to be known, was a sophomore last semester at Carl Schurz High School in Chicago, where he was active in sports and played the clarinet in the concert band. He also plays with several bands in his neighborhood, and is active in the Boy Scouts, in which he recently received his Eagle rating.

The school vacation has left Bill with plenty of time to take on other jobs this summer. Part of the money he makes goes into his college fund, for his ambition is to be, like his dad, an industrial engineer. The Carrier of the Week citation also carries the privilege of competing for one of the college scholarships which the Newspaper Distributors Association of Chicago offers annually.

here's how we're doing...

	JUNE		SIX MONTHS	
	1956	1955	1956	1955
RECEIVED FROM CUSTOMERS				
for hauling freight, passenger, mail, etc.....	\$21,308,745	\$21,586,915	\$122,826,499	\$118,563,530
PAID OUT IN WAGES.....	10,106,913	9,939,736	62,079,814	57,103,068
PER DOLLAR RECEIVED (cents).....	(47.4)	(46.0)	(50.5)	(48.2)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	717,531	610,726	4,239,798	3,473,906
PER DOLLAR RECEIVED (cents).....	(3.4)	(2.8)	(3.5)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest..	9,855,406	9,639,903	57,190,439	52,907,393
PER DOLLAR RECEIVED (cents).....	(46.3)	(44.7)	(46.6)	(44.6)
NET INCOME.....	\$628,895	\$1,396,550		\$5,079,163
NET LOSS.....			\$683,552	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	114,311	120,892	668,642	676,629
Decrease 1956 under 1955.....		6,581	7,987	

CARLOADING BY COMMODITIES During July 1956 Compared with July 1955	% of Total Revenue	Carloads			
		1956	1955	1956 + or - to 1955	
				Number	%
COMMODITIES					
INCREASES:					
Coal and Coke.....	4.2%	7,361	7,029	+ 332	+ 4.7%
Cement, Brick, Lime & Plaster.....	3.5	3,847	3,452	+ 395	+11.4
Clay, Gravel, Sand & Stone.....	3.0	6,678	6,068	+ 610	+10.1
Beer.....	2.1	3,107	2,431	+ 676	+27.8
Fruits & Vegetables.....	1.6	3,636	3,277	+ 359	+11.0
Live Stock.....	.9	2,037	1,461	+ 576	+39.4
Total Increases.....	15.3%	26,666	23,718	+2,948	+12.4%
DECREASES:					
Grain.....	13.9%	8,185	9,664	-1,479	-15.3
Forest Prod. Excl. Logs & Pulpwood.....	12.4	8,475	8,665	- 190	- 2.2
Iron & Steel Incl. Machinery.....	7.5	4,553	7,001	-2,448	-35.0
Logs & Pulpwood.....	4.7	10,132	10,170	- 38	- .4
Petroleum & Products.....	4.5	4,684	5,129	- 445	- 8.7
Autos, Trucks, Parts & Tires.....	3.8	1,859	3,273	-1,414	-43.2
Meats & Products.....	3.2	4,004	4,537	- 533	-11.7
Agri. Impl. & Tractors Incl. Parts.....	2.6	1,032	1,551	- 519	-33.5
Merchandise.....	2.1	7,592	7,650	- 58	- .8
Flour & Grain Products.....	2.0	4,262	5,017	- 755	-15.0
Ore Excl. Pooled Ore.....	.8	359	411	- 52	-12.7
Miscellaneous.....	27.2	26,938	27,003	- 65	- .2
Total Decreases.....	84.7%	82,075	90,071	-7,996	- 8.9%
TOTAL	100.0%	108,741	113,789	-5,048	- 4.4%

The terrible vengeance of Joseph P. Fyffe



ON A WARM August evening in 1870, a footsore stranger in naval officer's uniform walked into East Haddam, Conn.

His name was Joseph P. Fyffe, and he was revenging himself on the Navy for refusing to advance him travel money to proceed to his new station, San Francisco.

He was trudging cross-country *on foot*. And conscientiously wiring in daily progress reports well-calculated to give his superiors apoplexy. His sixth, from Albany, N.Y., read in part:

*"Entered Albany barefooted X
Comfortable X Earning my keep as
bartender X Local rum far superior
that served in Navy X Am sending
sample"*

At this, the Navy struck its colors, reversed its time-honored tradition, and began prepaying travel allowances.

Strangely enough, Joe Fyffe actually wound up as a rear admiral. That, of course, was years later; and he has long since passed to his reward. But his vigorous and outspoken independence is still alive and kicking in today's Americans. That's why our country is a strong, vital nation and why our country's Savings Bonds are one of the finest investments in the world.

165 million Americans stand behind U.S. Savings Bonds. *There is no better guarantee.* So buy Bonds regularly—and keep the ones you buy.



★ ★ ★

It's actually easy to save—when you buy Series E Savings Bonds through the Payroll Savings Plan. Once you've signed up at your pay office, your saving is done *for you*. The Bonds you receive pay good interest—3% a year, compounded half-yearly when held to maturity. And the longer you hold them, the better your return. Even after maturity, they go on earning 10 years more. So hold on to your Bonds! Join Payroll Savings today—or buy Bonds where you bank.

Safe as America — U.S. Savings Bonds



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DAYLILIES—the gardener's dividend

by Mary F. Shields

Secretary to General Agent, St. Paul, Minn.

IF BY this time the garden paradise you pictured early this spring has developed into something less than you planned, it would be my recommendation to insure against a similar disappointment next year by purchasing now some of the fine new daylilies on the market.

The daylily of 25 years ago was an orange flower found in the fields and a "must" in the old-fashioned garden. It grew and multiplied and was a satisfactory spot of color, provided you liked orange. However, today the daylily gives us a selection that includes almost every shade and color with the exception of the blues. Colors include, besides the original orange, pale pink to mahogany, light yellow to brown, bicolors, and even purples.

The foliage grows about 18 inches high, and the leaves emerge from the center of the clump in ribbons about one and a half inches wide. The scapes follow from the center of the clump and produce blooms of considerable variety, the outer segment (sepal) often being ruffled in contrast to a crisp straight inner segment (petal). The double daylily is what its name implies, and while I prefer the single variety, the double lily helps to give variety.

The value of this flower lies in its hardiness, permanence, and ability to increase. It is seldom bothered by insects. The tubers can be planted almost anytime the soil is warm, although fall planting should be made early enough to give the roots time to get a good hold before winter starts. If the tubers are dried up when they are received from the grower, a good soaking for 24 hours (tops and all) will restore them completely.

Some varieties bloom in the spring and others carry the colors into late fall, with intermediate varieties blooming all summer. There is nothing more lovely

than a planting of lemon colored lilies in front of blue iris. There may be up to 60 buds on one scape, and as the name implies, the blossoms last but a day.

The daylily is one perennial which will withstand drought, heat and neglect, and still produce. However, a little attention to feeding and watering will give added dividends in size and beauty. A little bonemeal and a handful of superphosphate as a top dressing in the spring will give the plants the added incentive to put on a real show. Watering is recommended from the time the flower scapes begin to develop until the blossoms fade. The roots can take up considerable moisture, and a thorough watering is much more beneficial than a light sprinkling. I prefer to let the hose lie on the ground and let the water soak in slowly. Many growers advocate mulching to preserve moisture and to stimulate earthworms, which carry organic matter deep into the ground and increase its fertility.

The tubers multiply rapidly, generally twice in two years, and under ideal conditions eight times in four years. They are not fussy about soil. However, planting in a hole 15 to 18 inches across and 12 inches deep, filled with soil rich in humus, is recommended. Divisions should be made after the blooming period. The tubers can be pulled apart easily. It is best, however, to let them rest a short while after digging, because the tubers are quite brittle immediately after being dug. They may be left in the same location for many years without dividing.

Most daylilies open early in the morning and close at the end of the day, but there are a good many which remain open into the evening, and these are especially nice for those who enjoy their garden late in the day and for persons



For planting around a tree, Mary F. Shields, the author of this article, suggests Hyperion, a large yellow lily, gracefully tall. Mary, who acts as Magazine correspondent for the St. Paul traffic department, became interested in raising daylilies as a member of her local garden club.

who like to show the blossoms in evening flower shows. Some are delightfully fragrant. They range in height from 24 to 50 inches, and the blossoms in sizes from three to seven inches.

Daylilies are not expensive when you take their good qualities into consideration. It takes three years to produce one from seed, but if a person is interested in hybridizing, the results are both challenging and rewarding. Much more can be written about them, but I hope this little is enough to interest some of our gardeners in this hardy perennial.

Dinners That Dad Likes

IF DAD favors food with a hearty accent, give him a treat with one of these zestful dinners. No doubt he shares the universal fondness for good high quality hamburger. This recipe for a juicy hamburger steak broiled to succulent pinkness is simple to do. Serve it with plenty of water-fried onions.

Heavenly Burger Steak

2 lbs. ground beef
2 cups soft bread crumbs
½ cup milk
2 eggs, slightly beaten
2 tsps. salt
1½ tsps. Ac'cent (monosodium glutamate)
¼ tsp. pepper
¼ cup catsup

Combine all ingredients; mix well; shape into oval loaf about 1½ inches thick. Broil, with surface of meat 4 inches below source of heat, about 15 to 20 minutes. Do not turn. Remove to hot platter. Serves 6 to 8.

WATER-FRIED ONIONS: Slice 3 pounds large sweet onions very thin; place in deep heavy frying pan. Sprinkle with salt, pepper and monosodium glutamate. Place over low heat. When onions begin to caramelize on bottom of pan, stir with a fork; continue to heat and when caramelized, turn again with fork. Add ¼ cup water; cover frying pan; cook over low heat until onions are soft and brown and water has evaporated, stirring occasionally.

Chicken chow mein contributes an Oriental touch to a special-event dinner. For chow mein at its best, cook the vegetables only briefly—until just done but still a bit crisp.

Chicken Chow Mein

½ cup thinly sliced onions
2 tbsps. butter or margarine
1 cup celery cut in thin strips
¼ cup sliced mushrooms
2 cups chicken broth
½ cup water chestnuts
½ cup bean sprouts

⅓ cup bamboo shoots
2 tbsps. cornstarch
2 tbsps. soy sauce
2 cups cooked chicken, cut in strips
⅛ tsp. pepper
4 cups corn soya shreds
2 tbsps. butter or margarine, melted

Cook onions in heated butter until golden brown. Stir in celery, mushrooms and 1½ cups chicken broth. Simmer about 10 minutes, stirring occasionally. Stir in water chestnuts, bean sprouts and bamboo shoots. Combine cornstarch, remaining ½ cup broth and soy sauce; stir into vegetables. Add chicken and pepper; simmer about 10 minutes, stirring occasionally.

Combine corn soya shreds and melted butter; heat in oven. Serve chow mein over mound of buttered soya shreds. (*Kellogg Company recipe*)

Italian-style food always gives a zippy touch to a family meal. Layers of broad lasagne noodles alternated with savory tomato and cheese sauces make this hearty main dish. A crisp green salad and bread sticks would make appropriate menu-mates.

Lasagne

7 lasagne noodles, 2¼ inches wide (about ½ lb.)
1 recipe tomato sauce
1 recipe cheese cause

Add 1 tbsp. salt to 3 qts. water and bring to a rolling boil. Add noodles one at a time so boiling does not stop and noodles do not stick together. Cook until tender about 25 minutes, stirring occasionally with a wooden spoon. Remove from heat and run cold water into pan until it overflows. Drain noodles in colander. Cover bottom of a buttered 12 x 7 x 2-inch pan with two noodles. Spread with half the tomato sauce. Put in another layer of noodles and spread with 2/3 of the cheese sauce. Repeat noodle-tomato sauce layer. Center last noodle on top and cover with remaining cheese sauce. Bake in a moderate (350°) oven until cheese is lightly browned, about 20-25 minutes. Serves 6.

Lasagne



Heavenly Burger Steak

Chicken Chow Mein



Tomato Sauce:

¼ cup salad oil
1 cup chopped onion
1 clove garlic, chopped
½ cup chopped parsley
1 lb. ground beef
1 No. 2 can tomatoes
1 small can tomato paste
1 inch of bay leaf
1 tsp. salt
¼ tsp. pepper

Pour oil in large fry pan and heat. When hot, add onion, garlic and parsley and cook over low heat until onion is transparent. Add beef, breaking it up in small pieces. Brown and add the remaining ingredients. Stir until well mixed. Cover and simmer about 45 minutes

Cheese Sauce:

¼ cup butter
¼ cup finely chopped onion
2 tbsps. flour
¾ cup grated Parmesan cheese
2 cups evaporated milk

Melt butter in medium size saucepan. Add onion and cook until transparent. Blend in flour, stirring until smooth. Add cheese and gradually stir in milk. Cook over low heat, stirring occasionally, until sauce is thick as heavy cream. Remove from heat and stir occasionally until used, to keep smooth.





Half beverage, half dessert, is Viennese Velvet. Place a large scoop of vanilla ice cream in each of six tall glasses. Pour hot double-strength coffee over ice cream, about $\frac{2}{3}$ full, add a second scoop of ice cream and fill glass with coffee. Garnish with whipped cream and a good sprinkle of nutmeg. Serve with long spoons. (Pan-American Coffee Bureau)



Cool Sipping!

A LONG, tall drink in a frosty glass is a real refresher on a hot day. Here are some unusual thirst quenchers which were featured recently in *The American Home* magazine:

FRUITED TEA PUNCH is delightfully refreshing. Use equal parts of orange juice, pineapple juice, strong tea and water. Add grapefruit juice, lemon juice, and sugar to taste.

BANANA ORANGE FROST combines two favorite flavors. Mix orange juice and banana in a blender. Pour into glasses and garnish with cherry ice cubes.

CHOCOLATE-PEPPERMINT SHAKE of the soda fountain variety calls for a package of chocolate milk-shake mix, milk, and peppermint ice cream. Shake or whip vigorously.

LIME CRUSH is a colorful long drink. Make it of orange, lemon or limeade and crushed ice. Top with a scoop of lime sherbert.

STRAWBERRY COOLER is a quickie. Add

a strawberry-flavored drink concentrate to milk and sweeten it with sugar.

RASPBERRY FROTH will tempt lovers of fresh fruit. Use frozen raspberries, milk and sugar whipped together. Or frozen peaches and strawberries would work as well.

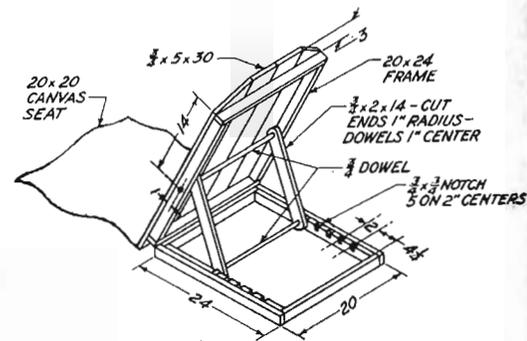
HONEY MINT SODA is made with honey dissolved in a little hot water, a few drops of mint extract and carbonated water. Add a scoop of ice cream—vanilla, chocolate or peppermint.

CREAMY APPLE JUICE is a treat for dieters. Whip 2 cups of apple juice and water with 3 tablespoons of instant dry milk.

Here is a recipe to use leftover fruit juices in frozen "rainbow" style, as suggested by *Better Homes & Gardens*. Pour a layer of a leftover juice into each glass and place the glasses in the freezer. After the first layers are frozen, keep adding layers of other juices and freeze until the glasses are full. The drink should be taken from the freezer a half hour before serving.

Make a Beach Backrest . . .

... HERE'S HOW



AN ADJUSTABLE backrest for lounging on a lawn or at the beach—one that may be folded for easy carrying—is made of lumber $\frac{3}{4}$ -inch thick.

First make two frames, one for the backrest and one for the base. Both are 20 x 24 inches (outside measurement), made of lumber 2 inches wide. The long sides of the base are double thickness, the inner boards being provided with 5 notches each in which the prop is adjusted. Assemble the frames, using waterproof glue and 6-penny finishing nails at the joints.

Add four backboards to the backrest frame. These are 30 inches long and extend 3 inches above and below the frame, with the corners cut from the two outer boards. Next make the prop, consisting of two $\frac{3}{4}$ x 2 x 14-inch pieces, with each corner rounded on a 1-inch radius. Bore 1-inch dowel holes in each piece, 1 inch from each end. In the lower pair of holes insert a 1-inch dowel 18 $\frac{1}{2}$ inches long. Allow $\frac{3}{4}$ inch of the dowel to extend beyond the props and pin the dowels in place with 4-penny finishing nails. Bore a pair of dowel holes in the backrest frame 14 inches from the top. Insert a 20-inch length of 1-inch dowel through the holes and the upper holes in the prop. Pin in place with 4-penny finishing nails in the frame, but allow the prop to swing freely on the upper dowel.

Fasten the backrest to the base frame with two 1 $\frac{1}{2}$ x 2-inch butt hinges mounted 2 inches from the edges of the frame. Round all rough edges. Use a 20 x 20-inch sheet of medium weight canvas for the seat. Hem the canvas and fasten one end to the lower edge of the backboards with large-headed upholstery nails. (*National Lumber Manufacturers Association*).

The Milwaukee Road Magazine

retirements

The following employes' applications for retirement were recorded during July, 1956

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

BUCKMAN, HARRY D.
Asst. Auditor Chicago, Ill.
CAMPBELL, EDITH B.
Clerk Seattle, Wash.
DUNNING, WILLIAM B.
Designing Engr. Chicago, Ill.
FOX, ELEANOR P.
Secretary Chicago, Ill.
GABRIEL, WILLIAM A.
Chief Clerk Chicago, Ill.
KENNEDY, CLAIRE O.
Clerk Chicago, Ill.
MORAN, ELEANOR M.
Clerk Chicago, Ill.
NUPP, JOSEPH L.
Clerk Seattle, Wash.
SANDWICK, HERBERT
Clerk Chicago, Ill.
WYLLIE, LAURENCE
Elec. Engr. Seattle, Wash.

CHICAGO TERMINALS

HARVEY, THOMAS O.
Mach. Helper Bensenville, Ill.
HOENIG, FRANK
Machinist Bensenville, Ill.
LOPEZ, ELIAS
Ex. Gang Laborer Galewood, Ill.
SCHMALBECK, GEORGE L.
Loco. Engr. Chicago, Ill.

COAST DIVISION

BILLS, GEORGE L.
Brakeman Tacoma, Wash.
MAY, JOHN P.
Mach. Helper Tacoma, Wash.
PEROZZO, ETTORE
Section Laborer Tacoma, Wash.
WELCH, LILLIAN M.
PBX Operator Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

KROUSE, CHARLEY H.
Ex. Gang Laborer Titus, Ia.
LAYTON, PIERRE S.
Ex. Gang Laborer Mt. Carmel, Ill.
PARKER, DORIS C.
File Clerk Savanna, Ill.
SANDERS, FRANK N.
Machinist Dubuque, Ia.
SCHULD, WILLIAM F.
Conductor Elgin, Ill.
ZUNGS, JOHN W.
Telegrapher Excelsior Spgs., Mo.

HASTINGS & DAKOTA DIVISION

COURTNEY, JOHN L.
Lineman Aberdeen, S.D.
JAHNER, ANTON J.
B&B Carpenter Aberdeen, S.D.
JOHNSON, HIRAM C.
Conductor Montevideo, Minn.
MILLER, ORREN
Custodian Tyler, N.D.
SCHWEITZ, JOHN
Sec. Laborer Ellendale, N.D.

IDAHO DIVISION

FERRIS, WALTER R.
Sec. Laborer Moses Lake, Wash.
HALLEAD, CLAUDE E.
Foreman Avery, Ida.
HARDEN, GUY H.
Conductor Spokane, Wash.

IOWA DIVISION

BROWN, PHILLIP A.
Sec. Laborer Sabula, Ia.

CONKLIN, CLAUDE A.
Tel. Operator Manilla, Ia.
DIXSON, MATHEW G.
Conductor Perry, Ia.
FULLERTON, ALBERT K.
Agent Bagley, Ia.
POOLE, DAVID R.
Sec. Foreman Bayard, Ia.

IOWA & DAKOTA DIVISION

COLVIN, RALPH I.
Agent-Tel. Rapid City, S.D.
MORSE, HAROLD J.
Foreman Sioux Falls, S.D.
SEYLER, WILLIAM
Carman Sioux City, Ia.

IOWA & SOUTHERN MINNESOTA DIVISION

KROC, LOUIS J.
Mach. Helper Austin, Minn.
TAYLOR, RICHARD
Machinist Austin, Minn.

LA CROSSE & RIVER DIVISION

BIRKHOLOZ, ARTHUR C.
Trainman Wausau, Wis.
HILL, MERLE W.
Storehelper Tomah, Wis.
RAMSAY, WALTER
Trainman Milwaukee, Wis.
STOWERS, CHARLES E.
Conductor Portage, Wis.
SWANSICK, LOUIS T.
Loco. Engr. Minneapolis, Minn.

MADISON DIVISION

DRISCOLL, GEORGE A.
Switchman Beloit, Wis.
MAY, GUY R.
Tel. Operator Boscobel, Wis.
NOVEY, FRANK J.
Loco. Engr. Beloit, Wis.

MILWAUKEE DIVISION

ENGH, THEODORE M.
Sig. Maintainer Wadsworth, Ill.

MILWAUKEE TERMINALS & SHOPS

BRASS, EDWARD M.
Machinist Milwaukee, Wis.

BROOKS, MINUED B.
Ex. Gang Laborer Milwaukee, Wis.
GAJEWSKI, PAUL
Carman Milwaukee, Wis.
LENIHAN, FRANK C.
Machinist Milwaukee, Wis.
LOHNEIS, JOHN
Tinsmith Milwaukee, Wis.
MOSCHEL, WALTER J.
Sorter Milwaukee, Wis.
PATTENGILL, ELDRED L.
Switchman Milwaukee, Wis.
WYNNE, JAMES J.
Ex. Gang Laborer Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

CLARY, LON B.
Sec. Foreman Roy, Mont.
SCHNEIDER, GOTTLIEB H.
Sec. Laborer Missoula, Mont.
ZIETZKE, EMIEL A.
Sub-Station Oper. Piedmont, Mont.

TERRE HAUTE DIVISION

SIMS, LOVELL R.
Agent-Operator Crane, Ind.

TRANS-MISSOURI DIVISION

HAND, LORAIN E.
Clerk & Messenger Mobridge, S.D.
KIRKPATRICK, AINSLEE
Carman Miles City, Mont.
PAPPAS, CHRIS D.
Sec. Foreman Harlowton, Mont.
WILSON, DOLA N.
Loco. Engr. Miles City, Mont.

TWIN CITY TERMINALS

COTTON, HERBERT O.
Boilermaker Minneapolis, Minn.
CZONY, NICK
Ex. Gang Laborer Minneapolis, Minn.
HLAVACKI, GEORGE
Sec. Laborer Minneapolis, Minn.
JAMMA, JOHN
Tractor Oper. Minneapolis, Minn.
KIMTA, ANTON
Ex. Gang Laborer St. Paul, Minn.
MOE, HERMAN
Switchman Minneapolis, Minn.
PETERSON, EDWIN
Test Rack Oper. Minneapolis, Minn.



AROUND THE EARTH 24 TIMES

Freight car wheels are rugged.
Under normal conditions, they
are good for 600,000 miles.

about people of the railroad



Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

George L. Chinn, former ticket agent at the Union Station, passed away July 8. Mr. Chinn, who retired in September, 1951, had been employed in that department since 1916. He was one of the pioneers of our Lines West, having worked as an operator on the Rocky Mountain Division prior to his Spokane service. He also pioneered in the early development of the Grand Coulee Dam area, serving as cashier of a bank in Quincy, Wash., from 1907 to 1914. He will be remembered by many friends around the railroad.

Mrs. Lillian Brietengross, retired operator, passed away at Lind, Wash., where funeral services were held July 14. She is survived by her husband, Reinhardt and a sister at Auburn, Wash. Mr. and Mrs. Brietengross celebrated their golden wedding anniversary a few years back, before both retired from service.

Edward McShane, retired carman, passed away July 15. He had made his home in Spokane for several years. He is survived by several nieces and nephews, one of whom is the Rev. Christopher McDonnell, S.J., of Seattle.

Mrs. L. P. Nimbar, wife of former Trans-Missouri Division employe now retired, passed away July 17 at their Spokane home. She had been in poor health for a long time.

Malden Chapter of the Women's Club met June 26 for their final meeting until fall. Mrs. Howard Barrill, president, presided, with Mrs. Oakley Burns and Mrs. William Reinking serving as hostesses.

Congratulations are in order for R. C. Gaynor, train dispatcher at Spokane, on his recent marriage to Helen Crosby. The ceremony was performed in St. Patrick's Church at Hillyard, and a dinner followed. The couple made a trip to the coast and Vancouver, B. C.

Two veteran employes retired in July. G. L. Bills, passenger brakeman between Tacoma and Spokane, performed his last service July 13. He will continue to make Seattle his home. Guy Harden, conductor on the Coeur d'Alene run, decided to retire as of July 10.

With the 54-day strike at the Lehigh plant in Metaline Falls settled, we looked

for a big increase in business. Pulp loading, log and ore shipments have made daily service necessary again.

The spud season has started early, and it is anticipated that the crops will be larger than last year. R. E. Beck of Butte has been appointed trainmaster at Othello to supervise operations in the produce territory. In addition to spuds, onions, beans and sugar beets make up a big part of the movements.

Glenn G. Harrison, roundhouse foreman at Spokane, was stricken suddenly on July 24 and passed away at a hospital within two hours. Burial was in Tacoma where he maintained his home, having worked there prior to his transfer to Spokane.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

A luncheon honoring George W. Knowles, retiring assistant chief clerk in the general manager's office, was given July 20 at the Transportation Club, with 50 friends and co-workers present. Mr. Knowles started railroading with the C.R.I.&P. at Herrington, Kans., in 1911, transferred to the Milwaukee in November, 1921 as division accountant on the Trans-Missouri Division. He was later promoted to chief clerk at Miles City, transferred to the district accountant's office in Chicago in April, 1933, to the office of chief disbursement accountant in 1942, and later to the office of auditor of capital expenditure. On Jan. 1, 1950 he returned to Lines West as joint facility examiner, transferring back to the operating department as assistant chief clerk in the general manager's office in Seattle on Oct. 1, 1951.

H. A. (Dick) Lindstrom, retired file clerk in the general manager's office, passed away in his sleep at his home on June 24, at the age of 70. Dick retired on June 1, 1954. He had been with the Road since June 21, 1906, starting in the sleeping and dining car department at Chicago and transferring to Lines West in 1918. He had no survivors, Mrs. Lindstrom having passed away several years ago.

George Frazier, assistant engineer in the electrification department, announced the arrival of a baby girl, Jane Louise, on July 29. The little lady has a sister.

A. Woodward, retired Lines West demurrage inspector, now living in Coronado, Calif., was a Seattle visitor in July.

Gene Porter, chief clerk to western traffic manager, and family spent two weeks in July driving from Detroit, Mich., taking in the sights en route in Chicago, Missouri, Kansas, Salt Lake City and other interesting points along the way. Ruth Walla, secretary in the law department, vacationed in Southern California. D. D. Duncan, file clerk in the general manager's office, with his wife and daughter Jeanette drove to Piercy, Calif., to visit relatives high in the Redwoods, stopping briefly at Reno, Nev.

Luther Banker is a new employe in the purchasing department, having transferred from the Minneapolis store department.

Sympathy was extended to Jerry McCann of the Seattle engineering department on the death of his wife and infant child July 30.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

Agent W. E. Bashford of Momence, Ill., spent his vacation in an unusual way this year—building a house for someone else. From a story recently appearing in a Momence newspaper, we learned the interesting details. It seems that Mr. Bashford felt that the seven children of a local family whose father died a year ago and whose mother is in the Joliet Tuberculosis Sanatorium deserved a break. Before the father died he had bought a lot and built the foundation for a home. Shortly afterwards the mother was taken to the sanatorium and the children, ranging in age from 15 to 3 years, moved into a boxcar house with their grandmother. But before the mother left she asked Mr. Bashford to finish the home. Needless to say, it was a happy occasion for all when the mother was permitted to visit her family and see the house under construction. The complete story appears elsewhere in this issue.

Everett Smith, file clerk in the superintendent's office, returned to work recently after an absence of nine months due to disability. His replacement during that time was Bill Hewitt who has

returned to his position at the Terre Haute freight house.

Recent retirements in train service included Conductor Don Clark, Brakeman William T. King and Terre Haute Switchman Jess James

Telegrapher George W. Archer of Delmar, Ill. also retired recently after 39 years of service.

Engineer Oscar Cook suffered a fatal heart attack recently.

Conductor William Pfirman passed away suddenly on June 15. He had been in ill health.

Retired Engineer Jesse A. Davis, who began his railroad service in 1897 and retired in 1946, died on June 7 at the age of 77.

Mrs. Harley Smith, widow of former chief train dispatcher, passed away July 11 at Union Hospital in Terre Haute.

Agent A. L. O'Neill of Jasonville, Ind., died suddenly on July 4. Mr. O'Neill had served the company 51 years as operator and agent.

Vacationing in July, Elmer King, night foreman of the Terre Haute roundhouse, and Mrs. King visited their son in Louisville, Ky.

Having completed a second "hitch" in the Army, Brakeman Donald Skelton has returned to work on the division.

Conductor C. E. Adams and Mrs. Adams of Joliet have been presented with their "lifetime" Silver Pass.

Chicago General Offices

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Harry D. Buckman, assistant auditor of investment accounts, retired in July after 48 years of service with the Road. He started as a clerk in the freight claim department. This service was interrupted in 1918 by Army duty in World War I. Following his discharge from military service he was employed in the office of auditor of expenditures. In 1920 he transferred to the present office of auditor of capital expenditures and was successively promoted to engineer accountant, head accountant, and finally in 1947 to assistant auditor of investment accounts.

A testimonial luncheon in his honor was given by Fullerton Avenue office and bureau heads at Iglor's Casino on July 18. His departure from the office on July 20 was marked by the presentation of an engraved watch as a token of regard. Mr. and Mrs. Buckman have since left for Norfolk, Va., where their son John is in Navy service. They will continue to make their home in River Grove, Ill., Mr. Buckman's birthplace. Their daughter, Mrs. Robert Nelson, also lives there.

Confidence is that feeling you have before you know better.

August, 1956



A group of office associates surrounding H. D. Buckman, assistant auditor of investment accounts, Chicago (seated), with good wishes as he retired on July 20. From left: Cora Smith, C. W. Drexler, June Mathisen, Annette Snear, Carl Holmgren (rear), W. E. Broberg, auditor of capital expenditure, W. Cusack, head accountant, Marion Frank and Grace Strey. For details, read Correspondent L. J. Hogan's column.

REUNION OF OLD FRIENDS vacationing in the Wisconsin northwoods country turned into a surprise birthday party for Jed Taylor, retired Milwaukee Division conductor, who was 73 on July 6. Mr. Taylor is shown seated (left) with Edward Moran, Milwaukee Division conductor, and (standing, from left) Percy Mueller, La Crosse & River brakeman, Vernon Blanchard, retired Milwaukee Division trainman, and Rudy Sampson, conductor on the Olympian Hiawatha between Milwaukee and La Crosse. The get-together was held at Pine Lake, near Eagle River.



CHICAGO RATE MAN RETIRES. Herbert Sandwick, rate check man in the Fullerton Avenue accounting department in Chicago, is shown being congratulated on his retirement July 13 by J. E. Vraney, auditor of station accounts and overcharge claims. Mr. Sandwick had 38 years of railroad service, 29 with the Milwaukee and the balance with the Chicago Great Western. In the future he plans to live in his home in suburban Forest Glen during the summer and spend the winter season in Florida.

WOMEN'S CLUB BOWLERS. Members of the bowling team sponsored by Beloit Chapter of the Women's Club the past season. From left: Mmes. Eugene Wobig, Jack Bouchard, Roy Cuyler (captain), Bill Enking and Doty Coff. Mrs. Enking won the Good Sportsmanship Trophy for 1955-56. Come September, the team will again represent the club.





ORCHID FOR AN OPERATOR. A group of some 30 co-workers and friends honored Mrs. Mary Heslich, chief switchboard operator for the Galewood district, Chicago, at a retirement party in the Ranger Restaurant on July 10. She is shown here receiving a corsage from Mrs. Tillie Verdak, operator on the Road's Union Station board and a long-time personal friend and fellow employe. Mrs. Heslich, who retired with 36 years of service, plans to live in Ft. Lauderdale, Fla., where she purchased a home several years ago.



45-YEAR VETERANS. A. M. Dryer, auditor of passenger accounts, Chicago (left), himself the holder of a new Silver Pass for 45 years of service, is shown presenting one to F. J. Zapp who also rounded out 45 years with the Road last month. Mr. Zapp is head of the conductor's accounts bureau in the passenger accounts office.

OFFICE OF FREIGHT AUDITOR

Betty Chiolak, Correspondent

Paul Schram of Waybill Filing passed away July 17. Condolences were extended to Mrs. Schram and son. Sympathy was also extended to Margaret Dettloff and children, whose husband and father, August, passed away June 30.

On July 31 two of our girls, Ceda Baldini and Bunny Mischke, left to await the arrival of the stork.

Rose Voss has returned after a six-week sick leave. Stanley Tesmer returned July 2 after convalescing and asked that his thanks be extended to friends up and down the line for their good wishes.

Bill Condon reports that his daughter

Margaret was married to Joseph McNamara on July 14.

James Murrin has received word from Pacific Palisades, Calif., that his sixth grandchild made her debut on July 17. The little girl's name is Denise.

We heard that John Mischke Sr. of the revising bureau, who is on furlough, had a nice trip up to Wisconsin to visit relatives. John Jr., who works in the interline bureau, told us his father had a fine rest on the trip and that it did him a lot of good.

Larry Regan went on a real outdoor camping trip in the wilds of Canada on his vacation, and I hear he really experienced everything that goes with wild outdoor life. Nick Broscho also visited Canada. Marie Warnimont and Betty Linmark went to Montana; Grant Miller to Portland, Ore.; Helen Yankowski, Boston; Walter Fendt, Clearwater, Fla.; Joan Karkow visited her parents way down in Albuquerque; and Walter Mazur spent two weeks at Fort Riley, Kans., with the Military Police Reserve.

With regret we report the sudden death on July 27 of Sayde Domek, government correspondence clerk in the revising bureau. Sayde had been with the Road since Jan. 19, 1923.

At this writing Al Frietscher is in St. Anne's Hospital with a broken arm and other injuries as the result of a fall at his home. Bill Steckman is at Columbus Hospital after an operation, and Ann Notyka is on sick leave.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Kay Joyce and Tom Brown were married July 14 at St. Angela's Church. A reception was held at the Eagle's Club and they spent their honeymoon in Niagara Falls and Florida.

Vera Snapp Moffett, former secretary to assistant comptroller, and her husband are introducing a new type of economy broiler house in the Arkansas River Valley where they now make their home. It is quite a project and is holding the interest of many concerned with chicken raising.

Frances Bondi, June Earll and Lorie Peters are on furlough at this writing, due to illness.

Sympathy was extended to Christine Steggers whose mother passed away July 15, and to Sam Weinstein who also lost his mother last month.

Vacation trips of note last month included Berth and Ed Seldon's to the West Coast; the Tom Gavins' and Ray Hackells' to Bar Harbor, Me.; the Roy Tiedges' and Manes Blumbergs' to Florida; and Marge and Ray Wagenknecht's to Colorado, to visit a sister who is ill.

With regret we report the death on

July 31 of Jane Karch, who was assistant bureau head of the central typing bureau before her retirement in December, 1949. Jane had 31 years of service, having started in the office of the valuation engineer in 1918. The Karch family, which has lived in Deerfield for many years, is well known on the railroad. Jane's father, George Sr. was a Milwaukee Division engineer, her brother George Jr. a Milwaukee fireman, and an uncle, Walter Karch, an engineer on the D&I Division. Funeral services were held in Holy Cross Church, Deerfield, and burial was in Highland Park. Jane is survived by her sisters, Laura B. Dietz and Mrs. Frank J. Saeman, and Martha Karch, former stenographer in the office of the auditor of capital expenditure who retired Feb. 3 after 36 years of service.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Mr. and Mrs. J. E. Vraney celebrated their 25th wedding anniversary June 20.

B. J. Weichbrod is the proud grandfather of a boy born to his daughter June 2. L. E. Fancher and wife were blessed with a son on June 14.

W. P. Mullen was married June 15; reception was held at Weber's Hall.

Sympathy was extended to Weed Johnson, retired claim investigator, on the death of his wife June 22, and to R. L. Stingle on the death of his mother June 26.

New employes in our record room are C. R. Larson, T. J. Ewald and Marshall W. Klenske.

Clarence Heuel gained a son-in-law through the marriage of his daughter June 23.

Frank J. Shannon was granted a leave of absence due to illness.

The golden age of parenthood comes when the children are too old for baby sitters and too young to borrow the family car.

QUIZ answers

1. Boston.
2. 15¹/₂ hours.
3. For holding rail and joint bars tightly together.
4. Movement of earth to form a grade for the railway track.
5. Revenue ton-miles per mile of road.
6. Yardmaster (one word).
7. In the underframe.
8. Traffic department.
9. Interline haul.
10. About 90 per cent.

The Milwaukee Road Magazine

TRAFFIC DEPARTMENT

Harry S. Zane, retired general freight traffic manager, who recently moved from Kansas City to Dallas, Tex., and Mrs. Zane observed their golden wedding anniversary on July 28. Mr. Zane started his service with the Road at Kansas City in 1904 and was a tracing clerk in the local freight office when he was married there in 1906. Chicago was his home from 1938 until he retired in 1953. For the information of his railroad friends, the Zanes' new home is at 5818 Gramercy Place, Dallas 30.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kuiton, Correspondent

Robert Albrecht, assistant paymaster, has reason to be proud of his daughter Joyce, for she graduated with honors from Glenbrook Township High School and won a scholarship to Illinois State Normal College at Bloomington. Joyce went in for sports in high school. She has spent her vacations at a Girl Scout camp in charge of the Seafarers at Wild Rose, Wis.

Mary Clauson, of the payroll bureau, has been advised that she is the lucky winner of a piece of land in Cherokee Village, Ark., two miles from the town of Hardy on the Spring River, along the Frisco Line. Mary won the land as a result of a drawing that was conducted at the Travel Show held recently in Chicago. She is going to see it for the first time over the Labor Day week end.

Cupid struck again in the keypunch bureau. Marion Dutrisac and Bob Blair were quite original. They took their lunch hour to go to the City Hall, where they were married and then returned to work. July 14 was the wedding day of Mary Frances Hauswirth of the shop timekeeping bureau and Frank Krause of the payroll bureau who were married at St. Alphonsus Church.

Ben Shields, assistant bureau head of the A.F.E. bureau, returned from his leave of absence with the announcement of his marriage on June 30 in San Francisco, Calif.

Joe Kurek of the machine room is the proud father of a baby girl, his second.

Hortense Germain's protegee, Hilmut Hoppe, aged 18, has arrived from Unno, Germany. He is delighted with the USA and wants to become a citizen as soon as possible.

Silver Passes were presented last month to Frank Zopf, traveling time inspector, and Hilmer Johnson, traveling accountant, for 45 years of service.

Everyone had a wonderful time at one of the gayest and biggest retirement parties on record. It was held at the Viking Club on July 26 in honor of Pete Diedrich, Roy Stahl, Clara Cush and Georgia Perry, who retired on July



Veteran employes of the auditor of expenditure's office, Chicago, who were feted by fellow employes at a joint retirement party held in the Viking Club on July 26. From left: H. L. Stahl, Clara Cush, Georgia Perry and P. J. Diedrich. Details are reported by Correspondent Marie Kuiton.

31, and Aug. 9, 10, and 17, respectively. There was superb entertainment by accordionist Harold Hackl, banjo player Ed Rintelman, pianist Marie Tuemler and ventriloquist Allen Thompson. Songs, old and new, made the rafters ring, led by H. C. Johnson as master of ceremonies, assisted by Ray Hoefs. Much of the party's success can be attributed to Hortense Germain and Theresa Wall, who were in charge of arrangements.

Pete Diedrich had 39 years of service with the Milwaukee, having started as a clerk in the timekeeping department at Milwaukee on Sept. 5, 1917. He worked on various positions until the centralization of accounting in 1940, and he has since worked in the chief disbursement accountant's office, principally in the timekeeping bureau. The new shop timekeeping (IBM card) system was Pete's baby. It is said to be one of the best systems on any railroad. The system was inspected by some C&E accountants, and Pete was commended for his explanation and work. Pete will go to Lake Worth, Fla., to make his home.

Roy Stahl started with the road as a clerk on Apr. 20, 1908. Positions he has held include roadmaster's clerk in the Chicago Terminals, payroll clerk in the superintendent's office there, assistant chief clerk in that office, and chief timekeeper Southern District clerk in the timekeeping bureau until his retirement. In April, 1955 Roy received his Silver Pass for 45 years of service. He is a charter member of Pioneer Post No. 768. On Aug. 7 he was guest of

honor at a dinner given by the National Railroad Pension Forum. Roy is executive vice president of the Forum.

Clara Cush started in the roadmaster's office in Savanna on May 4, 1917—her father, E. E. Cush, was roadmaster at the time. She also worked as payroll and voucher clerk in the superintendent's office at Savanna and also at Cedar Rapids. Later she transferred to the Southern District accounting department in Chicago. In 1940 during the consolidation she was a clerk in the chief disbursements office. Clara says she is going to spend her retirement just taking it easy at home in Savanna.

Georgia Perry started in the roadmaster's office in Minneapolis on July 13, 1918 as a timekeeper and later was made chief timekeeper of the Twin City Terminal Division. She came to Chicago during the consolidation in 1940 as a clerk in the chief disbursements office, and held that at her retirement. Georgia and her sister will go to Minneapolis to make their home.

On the day of their retirement the desk of each of these employes was beautifully decorated by Ronald Koss of the bill and voucher bureau.

Eleanor Moran, formerly of the train and engine bureau who has been on leave of absence for two years, retired on June 30. She will make her home in Lancaster, Wis.

At this writing Eleanor Grutzma-cher and Ruth Espeset are home, convalescing.

Most people do what they are requested to do; successful people do a little more.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Verna Gallagher and her husband visited recently with their son and daughter who now live in Portland, Ore. Rose Erwin and her husband vacationed in Miami Beach. From there they sailed over to Cuba. Lorraine Leinwander of Key Punch is raving about her visit to California. She stayed in Hollywood and toured Catalina Island.

Leaving our office to take another position is Joan Miller of the key punch room.

Our new junction clerk is Eileen Bloom.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

Come rain or shine, we always have a good time at our annual outing, which again took place at popular Deer Grove Camp, owned by the Prairie Club of Chicago. The Phil McDonalds were the first to arrive, amid showers, with a load of food. The remaining supplies were brought in by the Stolls, and it took Ed and Phil to tote in the large wooden chest. What came out of that chest sure was appetizing. Before long the men had the coals glowing in the outdoor barbecues and were busy cooking steaks to order for the hungry 35 in the group. Inside everyone was equally busy, tidying up, washing dishes and silverware and setting the tables. A large container of potatoes au gratin was put into the oven while fruit salad and various appetizers and relishes were being prepared, and in short order a tasty meal was on the tables. "Ma word, I nevva did eat such steaks!", was the all-around exclamation.

After everyone had their fill and the chores were done, games were played. In one corner of the dining hall an exciting game of Pit was organized. If not as interesting as a visit to the Board of

Trade, it was at least as noisy. Another group assembled around the piano singing old familiar songs. A softball game was in progress outside. Even the kiddies had a good time. And, of course, it wouldn't have been complete if all hadn't joined in on the "hokey pokey" dance. So the day ended, and the memory of it will linger on until next year.

Tenor Gil Tyckoson of the engineering department received a call from Uncle Sam and left in July for military service.

Kaye Gillespie, a former member of the alto section who is now retired and living in Arizona, has been visiting friends here and was a guest at the picnic.

Note: Rehearsals this fall will start on the second Tuesday after Labor Day—Sept. 11. Please plan to be present.

Milwaukee Shops

STORE DEPARTMENT

Virginia Tabbert, Correspondent

A Silver Pass, good for lifetime travel on all Milwaukee Road trains, has been received by District Storekeeper W. C. Lummer in recognition of his 45 years of service.

It's a girl for the Steve Reiter family. Margaret is No. 5 on the hit parade. Steve is a file clerk in the general store-keeping office.

Among members of the general storekeeper's office who are on sick leave at this writing are L. R. Gurrath, A. F. Metzger and Matt Lowery.

We welcomed back to Milwaukee E. F. Volkman on his new position as assistant district storekeeper.

CAR AND LOCOMOTIVE DEPARTMENTS

Gold Passes were issued recently to Car Department Employee Ferdinand Riechman and Shops Employee Max N. Kehoss. F. F. Millonzi, foreman in the locomotive department, and Alex Wdowicki, car department, received Silver Passes.



WEDDING IN THE FAMILY. Carol Rydlewicz, typist in the office of the district storekeeper at Milwaukee Shops and daughter of Ray Rydlewicz, foreman in the locomotive department, pictured with her husband, Robert Chartier, after their recent marriage at St. Gerard's Church in Milwaukee. At the left, the Rydlewicz family, Mr. and Mrs. and son Bob, and at the right the groom's parents, the H. G. Chartiers.

Rocky Mountain Division

NORTHERN MONTANA

E. H. Mielke, Correspondent
Roundhouse Foreman, Lewistown

John Hiede, son of Harlowton Machinist Bill Hiede, drowned in the Columbia River near Gresham, Ore. He is survived by his wife and four children.

Harry Hutchinson, retired Harlowton employe, passed away July 11. He was on a fishing trip at the time, near Winifred. Death was attributed to a heart seizure.

Mr. and Mrs. Don Fraley of Harlowton are parents of a boy born July 17. Don is employed in the store department.

A retirement party was held July 14 in the Moose Hall at Harlowton for Stanley Frazer, Lloyd Hawkins, Sr., and William Thorson, mechanical department employes. All had retired recently at different dates.

Mrs. Tom Welton, widow of a former Milwaukee Road employe, passed away June 20 in a Great Falls hospital.

One of the first things an employe in this territory does, come vacation time, is catch up on his fishing. That is just what J. H. Trapp, roundhouse foreman at Harlowton, and his family did the first four evenings of their vacation. The total was 70 rainbow trout. And further, Car Foreman Pat Yates of Othello, Wash., spent a part of his vacation at Lewistown doing the same. Pat was formerly the Magazine correspondent at Lewistown.

Lineman and Mrs. Ray Robinson are parents of a girl, Rhonda, born July 14.

The annual picnic for Milwaukee Road employes sponsored by the Women's Club was held in Lewistown City Park the last Sunday in June. Mrs. Myron Olson was in charge.

"David Anthony" is the new arrival (July 5) at the home of Agent Frank Mathern in Geraldine, Mont.

EAST END

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

D. O. Burke has been transferred from the Rocky Mountain Division to the Twin City Terminals at Minneapolis, to be trainmaster. George Mealey is the new trainmaster here on the Rocky Mountain.

Retired Conductor Vic Odell visited friends in Three Forks recently, stopping with Boardman William Merrill.

A son was born to Signal Maintainer A. J. Thompson and Mrs. Thompson on July 11.

Fireman and Mrs. Harden are also proud parents of a boy born July 11.

H. O. Ullery took over the duties of acting chief dispatcher on the Rocky Mountain July 23. He will have headquarters in Butte.

Boardman and Mrs. William Merrill

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are home again after spending their vacation visiting in Minnesota, Indiana, Illinois and Missouri. They were accompanied on the trip by Mrs. Merrill's sister and brother-in-law, Mr. and Mrs. James Belland of Seattle. Conductor and Mrs. O. J. Johnson visited in Tomah, Wis., on their vacation, returning by way of Harlowton, Helena and Three Forks.

R. C. Daniels, retired engineer, and Mrs. Daniels are visiting at this writing at the home of E. V. Bennett in Three Forks. They will also visit their married children in Livingston and Missoula while here. The Daniels now live in Paradise, Calif.

Locomotive Engineer J. A. Jones, Deer Lodge, has been presented with his Silver Pass.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Newcomers: Sandra Dunn, now operating the Broadway messenger run, is a June graduate of Messmer High School; likes railroading and hopes to continue with the Road. Judy Maurice, general clerk, is from Union Grove, Wis., and a graduate of the high school there; hopes to continue in railroad service. She is a niece of Ray Cary, assistant agent at Muskego Yard. Daughter Margaret Cary is again helping the messenger desk to run smoothly this summer. A recent graduate of St. Mary's Academy, she has enrolled at Alverno College in Milwaukee, where she expects to major in education.

Sympathy was extended to Lowell Wait, employed in carload billing and expensing, whose father passed away July 30.

Betty Mitchell, carload bill and expense clerk who has been off since May, has been hospitalized in the interim and is now reported to be convalescing at home.

Elmer A. Keller enjoyed a cool vacation on Lae du Flambeau, vacating his cottage just in time for Joseph M. Hoerl and family to move in, complete with home fires burning and a supply of nice fishing worms.

New Homes Department: Ted Wojtasiak has a seed and sod project going to enhance the property around his lovely new home. Fred Roessger recently moved to a new home on West Oklahoma Avenue. Ray Gatzke now has a new one on West Bluemound Road, and Barbara McPhee has changed her residence to North 45th Street, pending the arrival of her two young wards and her mother, who will make their home with her.

New Arrivals: Denise Gail, July 17, daughter of Mary Pruitt Bartelt of the cashier department, and dad, Mel Bartelt.

August, 1956



"WE LIKE MOUNTAIN MUSIC." Features of the annual summer outing of the Milwaukee Road Choral Club held last month at Deer Grove Camp near Chicago were sports, games, good food, and naturally, a lot of singing. The hill-billy group shown tuning up here consists of, from left: Hazel Trophenbaum, Aileen McDonald, daughter of W. H. "Phil" McDonald (president), Harold Matthies, Rosebud Wennerberg, George Schwandt, Clara Fister, Elizabeth Ann Gibson, niece of Loretta Kuhn (treasurer), Lucy Martin, Genevieve Wiak and Margaret Thiede. Also shown are chow line preparations. From left: Margaret Thiede, Evelyn Stoll, Hazel Trophenbaum and Mrs. Jack Narva. For details see "Choral Club News."



MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

UNION STATION

City Freight Agent Stanley Martin and Mrs. Martin have returned from a 3,500-mile motor trip through Florida. This trip completes a project which Mr. and Mrs. Martin started many years back—that of being able to say they had visited every state in the Union.

Reconsigning Clerk Larry Janus is busy on his vacation plan of building a house near 62nd and Morgan Avenue. The same sun shines on the housebuilder as on the man at the beach. Perle Crary, rate clerk, spent a week's vacation in Philadelphia. Doris Stullich and her husband motored to Kansas City for a stay, and then on to Louisiana.

Jean Knobloch, secretary to Division Freight Agent F. Hagendorn, has resigned her position with the railroad.

Sympathy was extended to District Adjuster Robert W. Centen in the recent death of his mother at Green Bay.

Our terminal engineering department has a couple of men on the sick list at this writing. Assistant Engineer Del Paeske is at home recuperating after

surgery, but expects to be back at work soon. Chester Lapinski, assistant engineer, is also off because of recurring trouble from an eye injury.

General Superintendent L. W. Palmquist is convalescing at his home and making rapid progress. It is expected he will resume active service soon.

Chief Carpenter I. K. ("Ike") Johnson left the company July 31 and has since accepted employment in private industry. W. E. McFadden has been appointed chief carpenter at Milwaukee in his place.

Mrs. F. M. Johnson of the signals and communications department who recently completed 45 years of service has been presented with a Silver Pass.

MUSKEGO YARD

My able assistant and news-gatherer, Virginia McCarthy, took off for a Colorado-Grand Canyon vacation, but was kind enough to get together some items of news before she left. She may be in position to write a travelogue on her return.

Mr. and Mrs. Howard Quandt are the parents of a boy, Mark, born July 2. Howard is yardmaster at West Yard.

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Tom Phillips and wife are also in the limelight, having a new baby girl. The Leland Parve family has a baby boy.

Virginia McCarthy advised that she was still taking applications for the baseball team and in her absence Yardmaster Benny Weber would take over. It is not too late to play ball this year. Get in touch with Benny Weber if you are interested.

Switchman Gregory Schueller's wife has been in Rochester, Minn., undergoing treatment.

We have a new caller at Muskego Yard since M. E. Prescott left—Paul Sullivan. Paul is not only a promising caller but an artist along the lines of musical productions, scenery designing and a few other arts he combines with his studies at Marquette. We also have a new road caller, Jim Lindquist, who is working in John Richard Finegan's place while the latter is on vacation.

Harold Priebe, road man, was married on June 23 to Miss Marcella Meusy. The couple had a Canadian honeymoon.

Harry Wildrick, L&R conductor, has been ill for some time and off duty since April.

Retired Switchman Charles Stickley is enjoying a trip to Des Moines and thence to St. Louis at this writing.

Caller John Richard Finegan took a two-week vacation trip to Tacoma.

Mr. and Mrs. Cliff Parent are proud parents of new son, Harry James.

Donna Grace, daughter of West Yardmaster George McKenna, was married on June 30 to Ernest Gatewood.

Switchman Bob Radke has been walking over the welcome mat since returning from military service after being gone two years. Switchman Al Walsch was also welcomed back after being released from military service.

Notice—Annual Twin Cities Retirement Party

The next annual Twin Cities all-employe retirement party will be held at the Calhoun Beach Hotel in Minneapolis on Thursday, Oct. 18. The affair will honor all employes of the Twin City Terminals and of the Hastings & Dakota, Iowa & Southern Minnesota and LaCrosse & River Divisions working into Minneapolis who have retired since Jan. 1, as well as those who plan to retire before the end of the year.

Mark this date on your calendar—Oct. 18—for a full evening of fun, including dinner, dancing and a program of good entertainment.

Twin City Terminals

ST. PAUL FREIGHT HOUSE

Gene Voje, Correspondent
Local Freight Office

Allen C. Rothmund completed 49 years of service in our local freight office July 31, at which time he retired. He has no immediate plans for the future but I imagine he will do a good deal of traveling and will remain active in the Minnesota Territorial Pioneers, as president of that organization.

As a result of Mr. Rothmund's retirement Fred Overby will be our new cashier, and Alex McCool will take over the duties of assistant cashier. Another result of Allen's retirement is that Yours Truly has taken over the Magazine correspondent's job which he handled so satisfactorily for many years.

Mrs. Marion Cashill, local PBX operator who is a civil defense volunteer, spent a sleepless night July 20-21 as telephone operator for the St. Paul Department of Civil Defense during the hypothetical bombing of the Twin Cities area. She reports that with few minor hitches, the program was well planned and executed.

O. C. Martin, East End yardmaster who retired on Feb. 8 after 36 years of service, sailed July 7 on the liner Bergensford with his wife for a 90-day vacation in Norway. The sailing will be the second round trip for the newly commissioned ship. The Martins have sold their St. Paul home and intend to settle in Seattle after they return.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Chief Clerk Charles Laird spent a week of his vacation in July at the Shriners convention in Detroit, and also visited Windsor, Canada.

Among car department schedule shop men who started their vacations July 16, William Peek and family visited Jacksonville and New Orleans, and Roy Larson and family traveled to Washington, D. C., and other points east.

Store Department Chief Clerk Tim O'Connell and wife spent their recent vacation on a ranch in Montana, visiting relatives and friends. Stockman Otto Neuwirth and wife vacationed at Miles City, Mont., Fred Linn at Madison, S. D., Joe Lugow and wife at Rockford, Ill., Edna Bowers, store department clerk, in New York, Washington, D. C., and Rhode Island, and Locomotive Department Chief Clerk William Klarr and wife in New York and Montana.

Mrs. Theo Carlson, wife of air man in the air brake shop, passed away July 14 following two weeks' illness.



MAGAZINE CORRESPONDENT RETIRES. Allen C. Rothmund, cashier at the St. Paul freight house who retired on July 31 after 49 years of service, shown with E. R. Voje, revising clerk, who succeeds him as the Magazine's correspondent for the freight house district, a post Mr. Rothmund filled for more than a decade. Mr. Rothmund will devote much of his future time to the interests of the Minnesota Territorial Pioneers, an organization for preserving the documentary history of the state, in which he is currently serving his fourth term as president. Mr. Voje has been with the Road in St. Paul since 1945. His hobbies are fishing and golf, and being the busy father of Jerry, Kathleen, William, Danny and Nancy, ages two to eight. For news of St. Paul Railroad Day, read the column of Correspondent Mary F. Shields.

William Splan, car cleaner in the coach yard, passed away suddenly July 25 of a heart attack. He is survived by his widow.

Store Helper Bill Bowerman was married July 24.

Luther R. Banker, formerly with the store department in Minneapolis, has been transferred to Seattle, in the purchasing department.

George R. Knappik, machinist in the locomotive department, who has completed 50 years of service has been presented with a Gold Pass.

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

Julius Swanson, chief clerk in the general agent's office since Dec. 1, 1953, resigned effective Aug. 10 to take a position in the purchasing-traffic department of the American Hoist & Derrick Company in St. Paul. American Hoist is one of the largest firms of its kind in the country, and has been in business in St. Paul for 75 years. Julie leaves with the best wishes of his co-workers. At this writing his successor hasn't been announced.

Nick Kosta, DFA, who has been ill since his transfer to St. Paul from Philadelphia, reported for work the middle of July, and for the information of his

The Milwaukee Road Magazine

many friends who might be wondering about him, he says he is feeling much better. Nick, who formerly lived in these parts, feels very much at home in the Twin Cities.

Gene Liese, CFA, rides the "up" elevator every morning carrying a bouquet of zinnias. After a repetition of this ritual for two weeks, your correspondent thought the supply should be just about exhausted and asked Gene how many plants he had, and he said, "Oh, about 300!" He's striving for a whopper, and we promise to get a picture if he meets with success.

Milwaukee Road employes in St. Paul helped the city celebrate Railroad Day by wearing buttons which proclaimed, "I'm With the Railroads, Too!" and further inscribed, "St. Paul Railroad Day, July 20, 1956." The celebration was the 100th anniversary of the day James J. Hill, the Empire Builder, came to St. Paul. It featured a civic program in the St. Paul Union Depot, free rides on a miniature train in Rice Park for the kiddies, and the visit of officials from the various roads having offices outside St. Paul. Vice President P. H. Draver, Freight Traffic Manager W. D. Sunter, and W. A. Dietze, public relations officer, represented The Milwaukee Road. Railroad Day was felt to be so successful, consideration has been given to making it an annual event in St. Paul. Chairman of the committee was J. L. Shiely of the St. Paul Chamber of Commerce, who deserves a great deal of credit for organizing the observance.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Florence Halvorson Larson, now of Seattle, entertained at the home of her sister July 24. Guests included girls she worked with while employed at the Local Freight before her marriage.

Recent office visitors were Bob Keenan, now of New Orleans, and Art Lundberg, St. Petersburg, Fla.

Harold Beringer is a grandfather again; to Christine Mary Hunter born June 26.

Don Schaper, traffic department, is the father of a girl born July 24.

Al Wareham, chief clerk in the Local, vacationed with his wife in San Francisco and officiated at the United States Golf Association public links championship tournament while there.

Jack Anderson has returned to work at the Local during vacation from his studies at the "U", and Don Oleson has returned permanently.

Hard work is an accumulation of easy things you didn't do when you should have.

August, 1956



August, 1, 1790—First United States census turned up 3,939,217 population in 16 states and the Ohio Territory.

Aug. 4, 1916—The United States buys St. Croix, St. Thomas and St. John Islands in the West Indies from Denmark for \$25,000,000.

Aug. 8, 1829—The locomotive "Stourbridge Lion", imported from England, put on the track at Honesdale, Pa., and operated three miles with Horatio Allen as engineer.

Aug. 9, 1831—First steam railway train in New York State, the DeWitt Clinton, made initial run from Albany to Schenectady over the Mohawk &

Hudson Railroad.

Aug. 11, 1914—First patent issued on animated cartoon for movies, entitled "The Dachshund."

Aug. 16, 1851—Marked the opening of the first international railway link on the North American Continent—Laprairie, Que., to Rouses Point, N. Y., and thence by connecting roads to New York and Boston. Passengers and freight were conveyed without trans-shipment. By international agreement, first of its kind in the world, rolling stock of foreign ownership was permitted free entry into Canada and the United States, a ruling still in effect.

Aug. 16, 1896—Gold was discovered in the Klondike.

Aug. 27, 1776—Americans lost the battle of Long Island "in desperate valor"; Washington made a safe withdrawal to Manhattan under cover of night.

D & I Division

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

Leonard Myers of the Savanna freight house and Elizabeth Reap of Mt. Carroll were married in the Lutheran Church parsonage at Mt. Carroll on June 30. A wedding dance in the Moose Hall was attended by 150 friends.

Retired Engineer Carl Harvey and Mrs. Harvey, formerly of Savanna who now live in Florida, vacationed in and around Savanna with relatives and friends during July.

Miss Beverly Jean Sazma, daughter of Engineer Thomas Sazma of Mt. Carroll, was married to William Slade of Clinton on July 6, the ceremony taking place in Glen Morgan, W. Va. Their new home will be in Clinton, Ia.

Edward Vesley, retired car department employe, passed away in the home of his son, Conductor Raymond Vesley, at Savanna on July 7. Mr. Vesley entered the employ of the Road in 1913 and retired in 1938. Surviving are two daughters and four sons.

H. Kalous, retired Iowa Division conductor of Savanna, passed away at his home on July 13 after a long illness. Funeral services were held in the Hunter-Fuller Memorial Chapel at Savanna with burial at Oxford Jct., Ia. Surviving are his widow, his mother in Anamosa, Ia., three brothers and five sisters. Mr. Kalous retired from train service in 1953 after 50 years of railroading.

Mack Brown, mechanical department employe, is the proud father of a boy who arrived in the Savanna City Hospital on July 5. New grandfather is Kenneth Brown, also of the mechanical department in Savanna.

Edward Hiher, mechanical department, Savanna, and Miss Marilyn Lease, also of Savanna, were married on June 30 in St. John's Catholic Church.

Mr. and Mrs. Carl Krafft (Savanna store department) and Carl Jr. vacationed in Yellowstone Park and points in Canada during July. Esther Nast and Frances Hansen of the superintendent's office in Savanna vacationed in Rhineland, Wis., but so far we have not heard any tall tales about the fish they caught. Steve Brkljaek of the superintendent's office in Savanna and wife motored to Yellowstone for their vacation, and Lineman Pete Ludovissey of Savanna spent his in Excelsior Springs, Mo.

Engineer W. W. Kohl of Marquette and Mrs. Kohl last month received their Silver Pass.

Roy H. Austin, retired Elgin engineer who was top man on the D&I seniority list when he retired in 1948, passed away on July 6 at Sherman Hospital in Elgin where he had been a patient five weeks. Mr. Austin was a native of Leon (now Sparta), Wis., born on Oct. 7, 1875, and started with the Road in 1897 as a fireman at Goose Island in Chicago. He made his date as engineer in 1903 and became a roundhouse foreman in 1905. However, two years later he returned to train serv-

ice and with the exception of 12 years as a traveling engineer at Marion and Mason City, put in all of his service on the D&I. At the time of his retirement he was on suburban runs between Chicago and Elgin. He was a member of the International Brotherhood of Locomotive Engineers, Chicago Lodge 43 of the Moose, the First Congregational Church in Elgin, and the Men's Garden Club there. Surviving besides his widow, Marie Ehlert Austin, are two daughters, Mrs. George Moer of Johannesburg, South Africa, Mrs. Carl Goth of Rochester, N. Y., four grandsons, and a sister, Mrs. Eleanor Pierson of Van Nuys, Calif.

Funeral and burial services were conducted in Elgin.

A. F. Eberling, former conductor in suburban service out of Elgin, now living in Inglewood, Calif., reports that he and Mrs. Eberling recently learned for themselves that a railroad pass is good for a ride on the Santa Fe & Disneyland R.R., as previously reported in this magazine. In fact, they met Walt Disney, who remembered Bert from his "Kid Farmer" boxing days, and insisted that he have a ride on the little engine.

Engineer B. J. Waskow of Chicago, a 50-year veteran, has been presented with a Gold Pass.

Friends of Mr. and Mrs. J. Howard Jones of Richland, Ia., will be interested in learning that this railroad couple will celebrate their golden wedding anniversary Sept. 23. Mr. Jones, a retired section foreman, is a veteran of 47 years of service.

I & D Division

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Sioux City Chapter of the Women's Club held its annual picnic at Riverside June 10. There was a turnout of about 200, including many from out of town.

H. J. Morse, car foreman at Sioux Falls, was honored by co-workers at a retirement party at The Cottage in Sioux Falls on June 7.

Funeral services for Joseph E. O'Hara, six-year-old son of Switchman E. J. O'Hara, were held from Immaculate Conception Church in Sioux City on June 11. The boy passed away in a Sioux City hospital following a tonsilectomy.

Conductor Arthur Harrison died suddenly at his home in Sioux City on July 10. He had not been well for some time. Art had been in the Army during World War I and was a member of the American Legion, the Fraternal Order of Eagles, the Boys of 68 and the Brotherhood of Railway Trainmen. He is survived by his widow; two sons, Arthur Jr. of Sioux City and Richard of Norwalk, Calif.; three daughters, Mrs. Elaine Provoncha of Denver, Mrs. Gloria Finnegan of O'Dell, Ill., and Mrs. Joyce Begnache of Sioux City; a brother, Richard, of Richland, Wash., and 20 grandchildren. Funeral services were held at Sacred Heart Church in Sioux City.

Retired Conductor Chester R. Moran, 64, who retired in June, 1952 on account of disability, passed away at a Sioux City hospital July 14. Funeral services were conducted from the Cathedral of the Epiphany at Sioux City and burial was in Calvary cemetery with Shull Post 580 of the Veterans of Foreign Wars conducting services.

Mrs. Peter McMonagle, wife of check clerk at Sioux Falls, died suddenly at her home July 12. Services were from the Miller Funeral Home in Sioux Falls.

Engineer Paul B. Leitner retired July 7 after 47 years of service as an engineer. He and Mrs. Leitner plan to make their home in Arlington, Calif.

Paul Weisz, former caller at the Sioux City roundhouse, is the new time revisor in the superintendent's office, replacing Jim Evans who has accepted employment with an insurance company in Omaha.

Trainmaster G. W. Mealey who has been transferred to Deer Lodge, was honored at a picnic get-together held at the Shelter House in Stone Park, Sioux City, on Aug. 2.

We enjoyed a visit recently with Retired Carman Pete Christenson. He says he is pretty busy these days with his chickens, big garden, and all the things that go with getting a new home in shape.

Retired Roadmaster J. M. Murphy is recuperating at his home in Sioux Falls after being confined to McKennon Hospital there with a heart attack.

Funeral services were held in Sioux City July 27 for Retired Conductor Fred H. Schmidt who died at his home after a long illness. He retired in 1946 after 40 years' service as a trainman.

EAST END

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

Ensign Thomas R. Joynt, son of Yard Conductor Ralph T. Joynt, has returned to duty after spending a leave with his parents in Mason City. Ensign Joynt is a Navy pilot of anti-submarine warfare planes stationed at Quonset Point, R. I.

Agent W. K. Peterson has been elected vice-president of the United Investors of Mason City. This is a joint venture club that analyzes stocks and bonds for investment purposes.

Retired Conductor Jim Love called at the Mason City office recently for his annual visit. He and Mrs. Love make their home in Texas but spend much of their time traveling. Almost makes one wish one were old enough to retire, to hear Jim tell how he is enjoying life.

Conductor W. G. Schrader and wife have returned from a vacation trip to the Ozarks. While there they visited with Engineer Al Reisdorf and Conductor Walter Hendrickson at Gassville, Ark. Operator John L. Burns and wife have returned from a vacation visit in Syracuse, N. Y., with Mr. Burns' sister and brother.

E. D. Barton, signals and communications supervisor, Mason City, and Mrs. Barton have been presented with their Silver "lifetime" Pass.

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Date of Birth.....

Beneficiary Relationship.....

★ ★ ★ ★ ★

For Dependent Wife deduct \$.....per month for \$1000.00 policy

Her Name.....Date of Birth.....
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★ ★ ★ ★ ★

For Dependent Children listed below deduct a total of \$.....per month for \$500.00 policy for each.

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.....

.....

.....

(If additional children add attachment)

Signature

Date

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PROMPT AND EFFICIENT SERVICE

FIRST DISTRICT

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

William (Bill) Schumaker, retired engineer from the Platte line now residing in Boise, Ida., paid his friends a visit in June. Sympathy was extended to him in the loss of his wife, Grace, in May.

Conductor Harvey Hopkins and wife and Mike Hopkins, son of Conductor Lyle Hopkins, spent their vacation in California. Among the many points of interest they visited was Disneyland.

Mrs. Evan Hall, former trainmaster's clerk at Mitchell now of Warden, Wash., visited us recently. Her husband, retired agricultural agent, will be going soon to Iran to assist the Near East Foundation.

We are glad to report that Retired Engineers Frank Livingston and Joe Mortell are out of the hospital after recent illnesses.

Machinist John Bohan, of the Mitchell roundhouse spent last month in the hospital but at this writing is recuperating at home.

Darrell Tollefson, machinist apprentice at Mitchell, was married on July 22 to Miss Elaine Hansen.

Eighty-five railroad friends held a picnic supper at Hitchcock Park in Mitchell on Sunday, July 22, to honor Mr. and Mrs. Eugene Flanders of Glendale, Calif. Mr. Flanders was a Milwaukee switchman while living in Mitchell and is more recently a retired Southern Pacific man. Retired Switchman Harry Holverson and Engineer Ben Holt were in charge of arrangements. It was decided to make this picnic an annual affair. The dinner was served by the Wright Catering Service of Mitchell.

Dennis F. Macon, retired agent at Pukwana, fell and broke his hip recently and is in Sioux Falls Hospital at this writing.

Clerk George Renner and wife journeyed to California for their vacation, but George tells me he couldn't find any old rails to visit so came back to Mitchell gladly.

"There she goes!" was the word when the mechanical coal shed at Mitchell was taken down recently. Hundreds of town-

folk and railroad employes were on hand to see the old landmark go down.

Al Parker, retired roundhouse foreman, and wife paid us a visit last month. Sympathy was extended to Mrs. Parker in the loss of her brother, Earl Mayne, of Sanborn, Ia., who passed away June 25 of a heart attack. Mr. Mayne was postmaster of Sanborn and a friend of all the railroad folks there for many years.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S
OFFICE

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

R. L. Crouse of Sturtevant, who has been serving his hitch in the Army band stationed in Panama, has returned to his job as trick operator at Sturtevant.

Section Foreman C. Koehn of Brownsville has been presented with a Gold Pass.

SECOND DISTRICT

William Joachim of the locomotive department in Green Bay was recently presented with a Silver Pass.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Sympathy was extended to Fay F. Clover, chief clerk in the freight office, whose mother, Mrs. Mabel T. Clover, passed away July 11 following a long illness. Mrs. Clover was born in Rockton, Ill., Feb. 22, 1869 and married Franklin C. Clover on Sept. 15, 1887, who at that time was agent for the Road at Latham, Ill. They moved to Melbourne, Ia., in 1889 where Mrs. Clover learned telegraphy and held such a position until 1903, moving then to Strawberry Point, Ia., where Mr. Clover was agent for several years. In 1910 they came to the Coast Division where he remained until his retirement in May, 1937. Mrs. Clover worked as a telegraph operator and later as a clerk on various positions in the freight office. She was very active in

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church work and clubs.

Suntanned and unhurried, A. W. Woodward, former chief demurrage inspector on the Coast Division who retired three years ago, made a brief visit to the freight office last month. He and Mrs. Woodward are living in Coronada, Calif., a retirement wonderland on the Pacific Coast. He showed us pictures of his home with a variety of plants and flowers, and the Pacific Ocean just a few blocks away. His house is open to his Milwaukee Road friends passing through or vacationing. We reluctantly said good-bye until his next visit.

News has been received of the death of Mrs. W. S. Burroughs on June 27 in Newport Beach, Calif. She was the widow of W. S. Burroughs who started with the Road in Tacoma in 1909 as cashier and later was ticket clerk. He retired in 1945 and passed away in June 1946.

Vacations were enjoyed by Ticket Clerk Glen Russell, attending the Shrine convention in Detroit; Arnie Benson, bill clerk in the freight office, in Denver; and Chief Clerk Louis Seaman of the store department in Missouri and Miles City. Manda Schrock of the car desk (freight office) and daughter Gail enjoyed ranch life with her sister in Wenatchee, Wash.

Ralph Moyles is still convalescing at home. However, we hope to have him back soon.

The Freight Agents' Association held its annual summer picnic July 24 at the Lake Tanwax home of Agent O. R. Powels.

Ray A. Grummel, former agent here, has plunged into the retirement life, spending a considerable part of the summer traveling. He recently returned from California. Ray is kept very busy with his show dogs, having pursued this hobby for many years and being a qualified judge at many dog shows.

William I. Shiplett, electrician in the Tacoma shops has been presented with his Silver Pass for 45 years of service.

H & D Division

EAST END

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

We salute Section Foreman H. G. Wisch of Odessa. About 10:30 one night, while relaxing at home, he watched train 264 traveling across country from his living room window. Just force of habit made him give the train a running inspection. Suddenly he spotted a blazing hot box, so he dashed down to the depot, got on the dispatcher's phone and called Montevideo. The dispatcher on duty stopped the train at Correll, the hot box was set out, and a possible accident was avoided.

Lial Lilley, retired engineer, passed

August, 1956

away recently at his home in Minneapolis. E. Pearn Harrington died in Tampa, Fla., at the age of 86. A. G. Atha, agent at Prior Lake, died suddenly at his home July 8.

Switchman Harold Natzel was lucky enough recently to catch one of those hugh walleyes that seasoned fishermen just talk about.

Engineer F. C. Frederickson and his wife were recently issued a Gold Pass.

Jerry Ross and Ralph Boss recently passed their promotion exams and are now locomotive engineers.

Chief Dispatcher Wayne Smith and his family are on vacation at this writing and invading New York. Warren Mayer is acting chief during Wayne's absence.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Bonnie Gay Fleming, daughter of Agent F. U. Fleming of Ashton, S. D., became engaged recently to Roy L. Myers of Redfield, S. D. Bonnie Gay was a June graduate of the high school at Ashton and Mr. Myers is currently serving with the Marines at Okinawa.

S. L. Winn, agent at Selby, S. D., and Mrs. Winn have received their Silver "lifetime" Pass.

Chicago Terminals

UNION STREET

Florence LaMonica, Correspondent

Anthony Detuno, foreman in House 8, and Frances Szott were married June 30. They spent their honeymoon in California.

Vincent Jankowski Jr. and his wife, Jane, became the parents of a girl in Swedish Covenant Hospital on July 1. The baby, who weighed in at four



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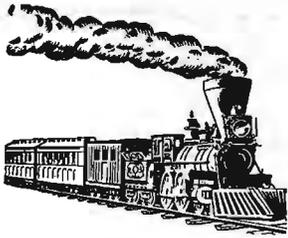
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pounds five ounces, has been named Nina Jane.

Mrs. Joseph Provencial, wife of forklift operator in House 2, passed away recently. The wife of Herman Hoeter, janitor at Union Street, also passed away suddenly last month.

Steve Michalik, checker in House 2, passed away recently of a heart seizure.

Mrs. Julia Brieske, mother of Edward Brieske, checker in House 6, passed away suddenly. The mother of Fred LaRue, assistant cashier at Union Street, also passed away. She had been in ill health for some time, but a fall in her home hastened her demise.

John Demetro of House 5, who has been hospitalized for some time, is home at this writing but still on the sick list.

John Miller, chief clerk at Kinzie Street, is again confined to his home at this writing by illness.

Mat Weis, retired employe of House 6, passed away July 7.

SLEEPING AND DINING CAR DEPARTMENT

Joan Zembron, Correspondent

In recognition of his having been in the employ of the Road for 50 years, Charles Booze, parlor car porter, has received a Gold Pass for himself and his wife, good for lifetime travel on all Milwaukee Road trains.

L. C. Kusch, assistant superintendent who retired on May 1 and is recovering from an operation, paid us a visit recently looking as good as new.

Dudley Jackson, cook, passed away June 13. John C. Davis, porter, who retired in 1951 after 42 years of service, passed away June 2.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Judith Pugeseck, 14-year-old daughter of Bill Clerk Ted Pugeseck, has some proud folks in her family. Judith won the American Legion Award of Merit for District 83 at Mannheim, Ill.

The Bensenville office is looking up, with all of the youngsters coming in.

Dick Diegnan, clerk, is the son of Helen Diegnan of Franklin Park, one of your correspondent's former teachers, and "Butch" Crouse, clerk, is the son of Yardmaster Kenny Crouse. Even an old schoolmate has been added to the office force, Clerk Franklin Rodgers, well known for his tickling of the piano, as well as piano tuning and rebuilding. Another new employe at Bensenville is Red Sutton, in the IBM group.

Sympathy was extended to the family of George Merriman on the loss of their father recently. George, a Milwaukee employe for many years, was always known as "Smoky". He is still well represented on the railroad by Edna Stone and Helen Cass, telephone operators; Bill, a switchman; and Marshall, a clerk.

Brakeman Roman Seigel came in with the news that his wife Gloria had presented him with another darling little girl, Connie Mary, on June 30. He reports that little three-year-old Lynn Marie is very happy with the new sister.

Clerk Jim Mindel, formerly of Milwaukee and the Bensenville office, has transferred to the traffic department in the city in Mr. Beam's office.

Tom Collins Sr., retired clerk, and wife celebrated their 50th wedding anniversary in June. Old friends in the Bensenville office sent the couple a card and some of that filthy green stuff to celebrate the happy event.

Jim Kaminski, former clerk now in the Air Force, is currently on a tour of duty in Japan. He's been sending your correspondent some interesting letters about his branch of the service.

Chief Telephone Operator Mary Heschlich, after many years of cheerful and willing service, has retired and is going to Florida to live. Operator Helen Cass helped arrange a farewell dinner for her at the Ranger Restaurant in Chicago. Agent A. E. Ward and Frances Mason, retired chief operator, were among those who helped Mary celebrate her retirement.

A letter from Guy "Kickapoo" Sampson, retired train director and former Magazine correspondent, informed us that he is laid up with an infected foot. Amputation had been considered, but Guy writes that, thanks to excellent care and prayers from friends all over the country—and his faith—he still has his foot.

Lyle Sampson, Bensenville yardmaster, and his 7-year-old daughter Deloras and 17-year-old son Guy, visited his father at Long Beach, Calif. On the way they stopped at Twenty Nine Palms, Calif., to see Jim O'Keefe, former Bensenville employe, and his wife. Charley Macks, another Milwaukee Road man, was also on their visiting list. Before heading home the Sampsons planned to visit relatives in Portland and San Francisco.

The Milwaukee Road Magazine



BIRDHOUSE ARCHITECT. Solving the nesting problems of our feathered warblers is the hobby of Albert Gierlasienski, Chicago towerman, who is shown with a birdhouse he recently completed, one of dozens he has made, from single units to the cooperative 26-apartment size. He uses no machinery—everything is hand carved, including the brightly painted dickybird weather-vane. Mr. Gierlasienski, who has been a member of the crossing detail in Chicago since 1933, learned his handyman skills during some prior railroad service as a blacksmith for the IHB. The uniform he is wearing is that of the Sea League of America, a Polish-American organization.

Sympathy was extended to William "Bill" Halbey, retired crew caller, on the death of his wife recently. The Halbeys made their home in California. Retired Engineer Bill Brecklin also lost his wife recently. Burial was from Bensenville.

Reports from Retired Engineer Bill Brecklin inform us that retired Trainmaster Johnny Melvin and wife Lillian are getting along fine. Johnny is still taking things easy but he's never lost his sense of humor. Bill also visited with Gene Moore, retired engineer, now living in California. He says Gene is looking fine and would like to hear from more of the fellows.

Yardmaster Bill Stotz and wife Jean and son David are visiting with Jean's

parents at this writing, and enjoying the beauty spots of Florida.

Janitor Art Pembleton is back on the job after several weeks off for surgery.

Switchman James B. Kelly received his Gold Pass last month.

GALEWOOD

Norma Gunderson, Correspondent

Tillie Bloom, eastbound revisor, returned to work from an extended leave of absence on July 2.

Assistant Superintendent R. W. Graves transferred from Bensenville to Galewood July 10.

Clerks who transferred from the Jefferson Street station on July 16 were Henry Stephans, Mathilda Nauheimer, Nino DiGregorio, Robert Schlegel and Mike Cerar.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

A. E. Fairhurst, retired freight service inspector who is now a resident of Amherst, Mass., visited with his daughter, Mrs. Hugh E. Jones, in June. He was enroute to Three Forks, Mont., to visit his brother Thomas, a Milwaukee conductor.

William A. Lundquist, a student at Iowa University, is working the summer vacation in the Marion engineering department.

William E. Fisher, son of Passenger Conductor Elmer Fisher, now located at Valdosta, Ga., with the Air Force, has been promoted to first lieutenant. He and his wife and daughter Sharon visited his parents in Marion in July.

Roger Daly, switchman at the Cedar Rapids yard, is the father of a boy born July 7.

The minister asked all in the congregation to rise who wanted to go to Heaven. All but one man arose. Then the minister asked those to stand who wanted to go to Hell. Nobody rose. The puzzled parson stared down at the non-cooperator and asked where he wanted to go.

"Nowhere", said the stalwart son of Texas. "I like it here".

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MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

"Robert Owen" is the name which Agent and Mrs. B. M. Robinson gave to their son born the fore part of July. Robert was a twin. His sister passed away shortly after birth.

Mrs. William Valentine, a sister of Retired Machinist William Sheets, passed away July 9 in a Des Moines hospital. She was 72 years old and had made her home in Adel.

Jane Rondesvedt, daughter of Conductor Norman Rondesvedt, was married in Denver in June to Richard Flinn of Perry. Their marriage was part of a double ceremony performed by the Rev. Conley Biddle, pastor of the Christian Church in Pueblo, Colo. The other young couple married were their close friends, Robert Biddle, son of the Reverend Mr. Biddle, and Sharon Fenn.

The family of Retired Conductor L. G. Honomichl were together in July for a reunion. One of their married daughters and her family live in Pleasantville, N. Y., and another daughter and her family live in Colorado. Their third daughter lives in the Perry rural area, and their son is an engineer at Perry.

Mrs. Lelah Gibbons, mother of Cecil Gibbons of the Perry roundhouse force, died at the family home in Linden, Ia., in July.

Conductor Vernon Vodenik and wife took a vacation trip to Colorado Springs to see Vernon's father and mother, Retired Conductor Fred Vodenik, and wife who have been staying in Colorado with a son. Fred, who was obliged to retire because of an asthmatic condition, feels much better in Colorado and plans to dispose of his acreage in Perry and make Colorado his home.

James Santee, son of Conductor L. R.

Santee and a brother of Conductor A. F. Santee, has started in train service. All three are assigned to the Des Moines division.

Mrs. Thomas Rellihan, wife of retired engineer, added another to her list of laurels recently when she received first place in the adult division of the Iowa Poetry Day Association contest for 1956. Mrs. Rellihan whose pen name is "Gernie Hunter" entered a poem entitled "Nostalgia."

Fireman and Mrs. B. B. Byrd are the parents of a girl born in the Dallas County Hospital in Perry on June 28.

Agent Ray Dawson of Yale, on vacation in July, had a bout with pneumonia which necessitated hospitalization.

A lot of people may have wondered what they would do if they had the privilege of selecting \$300 worth of groceries at one time. Mrs. J. M. Reel, wife of a retired conductor, had to decide the question in July when her name was drawn for that amount at a "give away" project at a Perry grocery store. Mrs. Reel didn't have to write a slogan or save any box tops. All she had to do was present a card indicating she had been in the store the preceding weeks. The pantry and basement were stocked with a good supply of staple groceries, and the home freezer was filled with meat.

D. E. Morgan, grandfather of Engineer Thomas Holland, died at his home in Jamaica during July.

Retired Machinist Elmer Swanson who has been in poor health for a long time has been hospitalized in Denver where the family now lives. Elmer, who was known to his friends in the shops as "Pitter," would enjoy hearing from his friends. The family home is at 1555 South Garfield, Denver, Colo.

The showing of the Olympian-Hiawatha movie film was arranged by Supervisor of Signals and Communications R. R. McConahay for the Perry Kiwanis Club in July. The film which has been shown extensively for railroad groups was enjoyed by the businessmen.

George McLellan who has been working as yardmaster on the Perry yard force, has returned to train service on the west division.

Four Milwaukee employes at Perry exchanged their Silver Passes for Gold Passes during July as the result of having passed the half century mark of service on the Iowa Division—Engineers August Koch and P. L. Anfnson and Conductors Ralph Van Horne and Fred Tomer.

Engineer and Mrs. Stanley Stewart welcomed their first born, a son, into the family circle in July.

A. Gerald Cox, a brother of Engineer W. E. Cox, passed away in a Des Moines hospital July 23 following a heart attack. He had been an employe of the Railway Express Company in Des

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IT'S MUTUAL. At Austin, Minn., Machinist Oscar Ludvigsen and Station Agent E. J. Full who recently completed 45 years of service congratulate each other upon receiving their Silver Passes. Mr. Full started as an operator at Sheldon, Ia., and transferred to Austin in 1939. Mr. Ludvigsen has put in his entire service there. (Austin Herald photo)

Moines for 38 years.

Retired Engineer E. C. Hullerman was in Savanna in July to attend funeral services for Mrs. A. Morrisey, widow of a Milwaukee engineer. Engineer Morrisey died at Hickory Grove many years ago, and since that time his widow had conducted a rooming house where many Perry railroad men stopped while laying over for their runs in Savanna. The funeral services were held at St. John's Catholic Church and were attended by many railroad employes.

Engineer and Mrs. Ardin Wilson welcomed a son into the family on July 22. The Wilsons moved recently from Council Bluffs to Perry when Engineer Wilson gave up yard service to work on the road.

Conductor Lloyd Peel arranged his vacation for the time the Baptist young people were in camp at Clear Lake, so he could accompany his wife and two sons. Lloyd served as a counselor for the teenage boys, while Mrs. Peel helped in the dining room. Mrs. Frank Fulhart, wife of a retired machinist, also worked at the camp. Her daughter Susan was among the girls' group.

Section Foreman William Myers and wife recently had a month's visit from their son, Airman 1/C Donald R. Myers, and his family. Airman Myers, who is stationed at Travis Air Base, lives at Fairfield, Calif., with his wife and baby.

A son born to Mr. and Mrs. Fred Peterson on July 19 is another grandchild for Conductor Robert Peterson and a great-grandchild for Retired Engineer Fred Peterson.

A. K. Fullerton, who has been agent at Bagley for 47 of his 54 years of service, and Claude Conklin, operator at Manilla and another long time employe, retired in July. Also added to the retirement roll was the name of D. R. Poole, who was section foreman at Bayard before illness obliged him to give up work some weeks ago. Mr. Fullerton, the oldest of the three, is 83 years young and since his retirement has renewed his interest in golf. He has a couple of farms between Bagley and Bayard, and he and his son-in-law have a business block in Carroll, so he will have enough interests to keep him busy. Claude Conklin was presented with an electric sander as a farewell gift from fellow employes at Manilla. He and his wife have owned a building lot in Florida for some time and will build a home on it. Since he expects to do most of the work himself, the new tool will come in handy. Claude also will have plenty of time to devote to radio transmitting. He has had an operator's license for a long time.

Madison Division

John Thornton, section foreman at Albany for 47 years, retired on July 1. He had 49 years of service, having started in 1907 at Juda where his father was section boss. Mr. Thornton, who is 71, was born in Radnorshire, Wales, and came to America with his family when he was two years old. The senior Mr. Thornton settled in Albany shortly afterward and worked on the Albany section before transferring to Juda. He died in 1914 at the age of 53. Mr. Thornton has maintained his home in Albany for 47 years, a short block from the depot. Following his retirement his job was bulletined, with Jack Boeck of Monroe acting as foreman.

Operator Harry Joyner passed away July 17. He was 60 years of age.

Beloit Chapter of the Women's Club held a family picnic at Palmer Park in Janesville on July 22. Approximately 55 attended.

L & R Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

B. A. Gothompson, retired Portage agent, passed away at his home in Wycocena July 5. He is survived by his wife. Burial was at Albany, Wis. Ben was one of our old timers, having worked in the "GO" office in Milwaukee for many years and on the line before going to Portage as agent.

Joseph Maloney Sr., retired switch foreman, 80, passed away at his home

June 30 after a long illness. He was employed in Portage Yard for many years. Surviving are his wife; two sons, Joseph Jr., a switchman in Portage Yard, and Edward, an engineer on this division; and three grandsons. Burial was in St. Mary's at Portage.

John Watson, 84, passed away suddenly at his home in Portage. He was a retired switch foreman of Portage with a long and enviable record. Surviving are two daughters, Mrs. William Wing of Milwaukee and Mrs. William Kiggins of Portage, two grandchildren and three great-grandchildren. He was

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We understand that Retired Engineer Herman Manthey recently went fishing at Date's Mill Pond with his friend Rudy Schroeder, and Herman got excited and stood up in the back of the boat and fell out. The splash was recorded on the other side of the lake at Bagley's Landing, and Bagley thought there was a cloudburst, as the water went up a foot or two. Herman had to be towed back to shore, where Hank Zamzow stood, and Hank asked him for a match for his White Owl. Herman said he was going to take up skin diving.

John H. Dietz, who retired in 1949 as a car foreman at La Crosse, died in a hospital there on July 16. Mr. Dietz was a veteran of 55 years of railroad service, of which 32 were spent with The Milwaukee Road. He was born in Stanford, Ill., in 1879 and started railroading with the Chicago & Alton in 1893. He was with that company for 17 years, including 14 years as car foreman. Later he was with the Oregon Short Line, the Rock Island and the IC before joining the Milwaukee at Savanna in 1917. At the time of his retirement he had been at La Crosse for 25 years. Mr. Dietz is survived by his wife; a daughter, Mrs. Henry Boehm of La Crosse; a sister, Mrs. Thomas Ren-



TOMAH COUPLE CELEBRATE 50TH. Mr. and Mrs. Frank Kuehl shown as they appeared at their golden wedding reception at the VFW Hall in Tomah, Wis., on June 23. Mr. Kuehl, former sectionman at Tomah, has been retired since 1945. The Kuehls were married in Tomah and five of their nine sons and daughters maintain homes there. Those who live elsewhere also attended the anniversary open house, together with their children and a large group of out-of-town relatives and friends. (Tomah Journal photo)

dell of Bloomington, Ill.; a brother, W. C. Dietz of Joliet, Ill.; and two grandchildren, Judith and Marilyn Sue Boehm. Funeral services were conducted by North La Crosse Lodge 190, F and AM.

Edwin A. Behling, of the car department in La Crosse, has been presented with his Silver Pass.

Engineer J. A. Losie of LaCrosse, a 50-year veteran, was recently presented with his Gold Pass.

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PLANTS—Hammond, Indiana • Youngstown, Ohio

SECOND DISTRICT

C. W. Moore, agent at Hastings, Minn., has called our attention to a letter concerning E. R. Lindstrom, first trick operator, which appeared last month in the Hastings Gazette. The letter, addressed to Mayor Wallace Erickson, was written by a visitor from Milwaukee who recently spent the day in Hastings with her aged father, an out patient at the local hospital, in appreciation for the kindness of the townspeople. Among those she mentioned specifically were the clerks at the drug store, the hotel people, the waitress who served their dinner, the cab drivers, and "the gentleman at the Milwaukee Road depot", Mr. Lindstrom; "For a few hours your town and its people made an old man and his daughter very happy".

Trans-Missouri Division

WEST

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

Milwaukee Road people who have passed away during the summer include Joe Patch, retired machinist helper at Miles City, Mrs. Tom Morgan at Miles City, and Mrs. Lu Nimbar at Spokane.

Ynes Bowman and Lee Sturdevant, son of Mr. and Mrs. L. L. Sturdevant, were married recently in Bellevue, Wash.

The Milwaukee Road Magazine

THE ANCHOR WITH THE BULL DOG GRIP!

Chicago **THE P & M CO.** New York

Carol Waldow, daughter of Mr. and Mrs. R. G. Waldow, is a recent graduate of St. John's Lutheran Academy, Winfield, Kan.

Some years ago the Magazine published a series of articles concerning the Lewis and Clark Expedition. In mid-July an automobile caravan went west from St. Louis to the coast, tracing the route of the explorers, and the party stopped in Miles City on their return journey, retracing the homeward trip of the Clark party.

Silver Passes were presented recently to Roadmaster E. W. Knesal and Switchman W. T. Little of Miles City, and to Section Foreman J. E. Tankoff of Seranton.

EAST END

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

The many friends of A. G. "Bud" Atha were grieved to hear of his sudden death at Prior Lake, Minn. He is survived by his wife Dorothy and son Allen. Railroad employes from Mobridge attending his funeral at Ortonville, Minn., were Mr. and Mrs. Robert Radtke and Frank Scherr.

Mrs. John Tisdall, wife of Conductor Tisdall, passed away at the Lowe Hospital on July 16. Funeral services were held at the Congregational Church. She is survived by her husband, two sons, John M. Jr. and Max Arthur of Mobridge, and a daughter, Mrs. Howard Blumhart of Munchen, Germany. Her daughter was with her mother before she passed away.

Dispatcher George Meier and family of Miles City took in our rodeo on July 3-4-5 as guests at the Rolland Travis home.

Mrs. Jennie O'Hern, past South Dakota Democratic committeewoman, was named one of South Dakota's four electoral members at the Democratic convention held in Aberdeen on July 23.

Mrs. Ross Grange has returned from a six-month visit with her children in California, Oregon and Washington.

W. L. Hillsdinger is the new agent at Lantry, S. D.

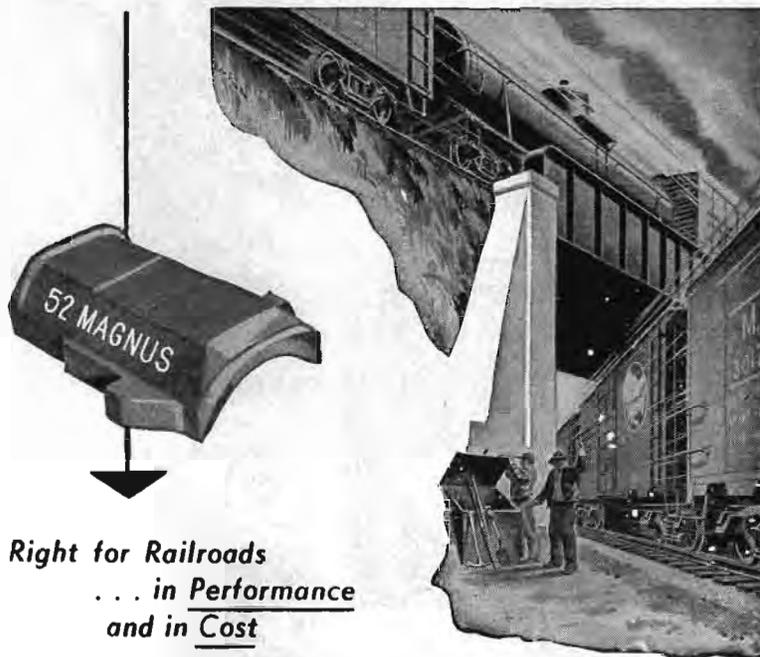
Ralph Hale, agent at McLaughlin, has bid in the agency at Mott, N. D.

Mrs. F. C. Williams, wife of retired Mobridge agent, came from Ridgewood, N. J., for a visit with relatives and friends and to attend a reunion of the Larson family.

Robert Klein, son of Engineer J. J. Klein, who teaches at Conde, S. D., brought his band to Mobridge for our 4th of July annual rodeo parade. On July 15 Bob joined an NSTC "Traveling Classroom" on a tour to Havana, Cuba. The group planned to go by bus through Texas with a stop at New Orleans. They

August, 1956

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



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

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(Advertisement)

will fly from Key West to Havana and return to Miami Beach by air.

Agent S. L. Winn of Selby, S. D. has been awarded his Silver Pass for 45 years of service.

Engineer Claude Preston and wife attended graduation exercises at Lawrence College, Appleton, Wis., where their son-in-law, Rolland Sultze, was awarded his Ph. D. Mr. and Mrs. Sultze stopped here en route to their new home at Everett, Wash., where he will be associated with the Simpson Paper Company, and the Prestons accompanied them on a tour of five national parks.

Relief Dispatcher Harvey Teske is relieving at Miles City for three months. His position here is being filled by Frank Scherr.

Signal Inspector W. G. Anderson and family have returned from a vacation spent in British Columbia. Car Clerk Larry Hourigan and wife spent their vacation with relatives at Coronation, Alberta, Canada. Conductor C. E. Chesmore left here July 30 to visit relatives in California.

Wealthy people miss one of the greatest thrills in life—paying the last installment.



SWITCHBOARD WHO'S WHO. Meet the Road's switchboard operators who, working side by side, provide round the clock telephone service in Chicago. The occasion for this unusual picture was a send-off for Alice "Ollie" Brown, who started with the Road in 1910 and retired last month after many years as chief operator. From left: Marie Mueller, Tillie Verdak, Rose Heffernon, Katherine Sherwood (front), Betty Nelligan, Myra Wickstrand, Miss Brown, AuDell Carlson, Agnes Buttes, Dolores Seggling (front), Anne Rose, Lillian Peterson and Corinne Zaulof (front). Miss Brown has been succeeded as chief operator by Betty Nelligan who is shown below conferring with W. D. McGuire, supervisor communications operation. In the background is a glimpse of the new switchboard in the Union Station which was installed recently when the telephone department was modernized and moved to larger quarters.



BEAUTY QUEEN'S SUMMER. As South Dakota Snow Queen, Patricia Miller, daughter of Engineer Edgar Miller of Moberg, was a part of the beauty brigade at the Minneapolis Aquatennial last month and had a wonderful time meeting celebrities, appearing before the newsreel cameras, and riding on a float in the big parade. She is shown here, seated left, at a luncheon given for the visiting queens. Other civic celebrations in which Patricia has taken part this summer include Groton's 75th anniversary where she judged the whisker contest, the Diamond Jubilee at Aberdeen, and Moberg's annual rodeo. Currently she is being sought to join the beauty delegation for the North Carolina Apple Festival at Hendersonville over the Labor Day week end.

YOUNG OLD-TIMERS posed for this photograph in 1924 when they comprised the clerical force at the Terre Haute freight house. From left: J. B. Dede, Harry Strausberg (seated), W. J. Kearns, Sam Whitaker, Ed Arnett, Kenneth Chumley, C. B. Toon, Maurice Torrey, William Nadzeika, J. T. Knuckey and Sam Dilks. Three of the group are still with the Road, Mr. Whitaker as freight house clerk at Terre Haute, Mr. Chumley as yard clerk at Terre Haute's Hulman Street yard, and Mr. Dede as traveling auditor with headquarters in Spokane.





IT'S MIGHTY STRANGE. While pedestrians watched with mouths agape, this hooded specter startled downtown Seattle last month by making good a boast to drive safely through noon-hour traffic while completely blindfolded. Stunt man Jonathon Strange is otherwise known as Ted Cooke, ticket clerk in the Road's Seattle city ticket office, who performed the unusual feat to advertise the 21st annual convention of the Pacific Coast Association of Magicians July 18-21 and, incidentally, his favorite railroad. Ted (Jonathon) Cooke (Strange) is a past president of the National Society of American Magicians.



CHIP OFF THE OLD BLOCK. Allen Thompson, temporary clerk in the paymaster's office, Chicago, who entertained last month at a party given by the auditor of expenditure's force (see column of Correspondent Marie Kulton), shown with his alter ego, John Marshall. The doll is named for his maker, the well known designer of ventriloquist figures who has created some of the characters made famous by Edgar Bergen and Paul Winchell. Allen became interested in his hobby when he was a youngster, giving puppet shows for handicapped children, and now performs professionally for church, school and fraternal organizations. TV viewers have seen him as a first and second prize winner on the Morris B. Sachs Amateur Hour and Rubin's Stars of Tomorrow. As a preparation for the professional field, he is majoring in English at Northwestern University.



PLANNING FOR PLANT SITES at Dubuque recently brought together this group, including three Milwaukee Road representatives, in a meeting held at Dubuque's Eagle Point Park overlooking the City Island industrial area. S. J. Cooley, Milwaukee Road industrial commissioner (shown at right, pointing) described the site as the "finest industrial area I have ever seen", and assured the group, representing the city and Chamber of

Commerce, of the railroad's cooperation. The city's industrial expansion committee plans a \$2,000,000 expenditure in preparing the site for industries. In the group at left are R. E. Beauvais, DFGPA (foreground), and W. D. Swanson, Milwaukee Road industrial engineer, second from left. Photo courtesy Dubuque Telegraph-Herald.

THE MILWAUKEE ROAD MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.
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THE ARMY TAKES A LOOK. Among the Army personnel who made a tour of the Milwaukee's Bensenville facilities recently were Capt. Dwight W. Gunberg and 1st Lt. Raymond P. Ploetz, military reservists from Minneapolis, shown here listening to an explanation of the automatic retarder yard's operation from Yardmaster R. G. DiVall. See "The Milwaukee Road Shows the Army," page 14.

