

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



A SAFE DAY IN THE STORE DEPARTMENT...page 4

MAY 1956

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THE MILWAUKEE ROAD MAGAZINE

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UNION STATION—CHICAGO
PUBLIC RELATIONS DEPARTMENT

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

IN THIS ISSUE

	Page
Who Protects the Railroads? By President J. P. Kiley-----	2
Comments From Our Customers----	3
A Safe Day in the Store Department	4
A New Yard for Spokane-----	8
Appointments -----	10
What Does Your Safety Rule Book Mean to You?-----	11
Here's How We're Doing-----	12
Foreign Groups Study the Milwaukee-	13
Did You Know?-----	14
Three Retire From Office of Vice President-Comptroller-----	15
Retirements -----	16
Home Department -----	18
About People of the Railroad-----	23



Who Protects The Railroads?

ON the morning of May 7 a Milwaukee Road excursion train left Portage, Wis., with 900 school children bound for Milwaukee and a big league baseball game. At a highway crossing protected by signals, near Duplainville, the train was struck broadside by a gravel truck. Ten of the cars were derailed, two were overturned, and a number of the passengers were injured.

I know that all Milwaukee Road people must have felt profoundly thankful, as I did, that there were no fatalities in this accident and that the serious injuries were miraculously few.

With our primary concern momentarily set at rest, I believe it will not be inappropriate for us to give some brief thought to the position of our railroad in this occurrence. At the time this is being written the damage to our own tracks, cars and signal equipment alone, and to a nearby Soo Line cross-over, has been conservatively estimated at approximately \$185,000. The insurance carried by the owner of the truck would cover no more than a small fraction of that loss.

It should be borne in mind that the *total* cost to us—not yet fully determined, but certain to be heavy—is the result of an accident in which our own responsibility would seem, at the very most, to be secondary. *Our train was struck by a highway vehicle and wrecked.*

Since the very beginning, railroads have been required to assume a major portion of the responsibility for protecting the public at crossings. Much of this burden has been shouldered voluntarily or with little protest.

Now and again, however, when we are faced with a situation like that resulting from the Duplainville wreck, it seems reasonable to ask this question:

In this period of increasing highway traffic and heavier trucks operating at higher speeds, what is being done by agencies other than the railroads to protect passengers on railroad trains and to provide a degree of economic justice for the railroads themselves?

J. P. Kiley

COMMENTS FROM OUR CUSTOMERS



"The most agreeable recompense which we can receive for things which we have done is to see them known, to have them applauded with praises which honor us."

—Moliere

NONE BETTER FOR GRACE KELLY!

"We would like to tell you about your wonderful help on our trip to Sioux Falls, S. D., recently.

"We left Chicago on the Arrow. We're sorry we didn't get the porter's name, but believe me, we couldn't have had better service if one of us had been Grace Kelly! We had the same man coming back, and the same service. He's one of the nicest people we ever met.

"Between the porter and the conductor, they lined us up a ride to Canistota, S. D., to the Ortman Clinic, with one of your switchmen, E. H. Miller of Sioux Falls. He and his wife not only drove us out there, but came the following Saturday and took us to their home for lunch. Then they took us on a little shopping tour and waited with us at the depot.

"People can talk about southern hospitality, but we think the Millers have that beat."

*Mrs. W. A. Danielson
12605 Vincennes Ave.
and*

*Mrs. R. McIntyre
13327 Rexford St.*

Blue Island, Ill.

"MARVELOUS, FOR MORE THAN 800"

(From a letter received by R. K. Hurlbut, district passenger agent, Madison, Wis.)

"May I express my sincere thanks for your kindness to us on our recent tour of Chicago [the Dane County school tour]. The Sisters, chaperones and all 150 children join me. . . . You and your assistants did a marvelous job of moving over 800 people. I am sure The Milwaukee Road has won many new friends and customers. . . .

"I am especially grateful for your efforts to procure the additional coaches for our children. One of the highlights of the tour for our children (and the rest of us) was the delicious meal in the diner. It was quite a memorable experience for them—the first meal in a dining car for most. . . .

"I am sure this trip will long be the

subject of discussion for our children, and any tour contemplated in the future will be second rate unless it is 'travel by train, and dinner in the diner.' . . . The Milwaukee Road has lived up to its reputation, 'The Friendly Railroad of the Friendly West'."

*The Rev. George M. Hastrich
227 Columbus St.*

Sun Prairie, Wis.

FINE ADVERTISEMENT

"This letter is in appreciation for the fine and courteous service which The Milwaukee Road afforded our Wisconsin Dells High School tour group recently. Everyone with your company, beginning with Mr. Kapke, the local ticket agent, through trainmen, conductors and passenger representatives, afforded every possible courtesy and service needed.

"Let me assure you that your fine service was greatly appreciated by Mrs. Reineking and myself and the 25 Wisconsin Dells students who participated in our tour. It certainly was an ideal advertisement for your company. Thank you for your consideration, and we sincerely hope we will be able to realize continuous friendly relations with your company."

*F. C. Reineking
Principal*

*Wisconsin Dells Union High School
District No. 6*

IN AN EMERGENCY

"Altogether too frequently people consider as routine the splendid cooperation they receive day after day.

"With this thought in mind, I believe it only fair to call your attention to the outstanding cooperation that members of your organization in Milwaukee gave The Journal Company on the occasion of the severe snowstorm emergency which involved most of central Wisconsin on Saturday night, Mar. 10.

"The head of your baggage department in Milwaukee, Mr. Edmund Kurtzhals, made last minute arrangements for additional baggage car facilities and did everything in his power to facilitate the handling of the additional shipments which made possible newspaper service in central Wisconsin Sunday morning. All members of your organization did everything to expedite these shipments. At Green Bay on Sunday morning the train crew and baggagemen working out of the office, as well as the crew on train 9, helped us to handle an emergency trans-shipment of newspapers.

"On behalf of The Journal Company we would like to express our appreciation for this example of the fine service we receive from The Milwaukee Road. It's just another reason why we enjoy doing business with your railroad."

*W. L. Fleming
State Circulation Manager
The Milwaukee Journal
Milwaukee, Wis.*

"THE PIE IS ON THE HOUSE"

"Recently I had occasion to ride from Minneapolis to Aberdeen, S. D., and return by way of trains 17 and 18. These trains are not, as you know, equipped with diners. At Montevideo, Minn., a young lady gets on the train and sells sandwiches—ham and cheese—coffee and candy bars.

"As I was purchasing my luncheon from her I asked what she would have for dinner on the eastbound run the next day . . . and remarked, half in jest, 'I sure will be hungry and wish you could bring me a piece of apple pie.'

"On the return trip she and her husband both boarded the train. They had the usual sandwiches, coffee and candy bars, but when I made my purchase they handed me also a very nice piece of apple pie on a china plate and with a silver fork. I expressed my deep appreciation, and then to my surprise was told, 'The pie is on the house.'

" . . . it was a gesture that made me feel better the rest of the week."

*Dr. Charles M. Blankenship, M. D.
Kansas City 6, Mo.*



Established practice at the Miles City store department calls for a brief safety meeting the first thing every morning. Superintendent of Safety E. G. Kiesele, conducting a series of Lines West safety meetings, stops by this morning to discuss the rule of the day. Also in the group are H. L. Stamp, division storekeeper; G. M. Dempsey, general inspector, safety department; A. O. Thor, division superintendent; and C. V. Peterson, district safety engineer. Chauffeur Pete Leo is in center foreground.



Above: Many items of material, such as this skid load of car couplers weighing 1200 pounds, require careful balancing on the fork of the lift truck to prevent their toppling off and endangering other employees. Mr. Leo watches closely as the load leaves the ground.

A SAFE DAY

Right: As a safety precaution and a time saving practice, Mr. Leo inspects his truck every morning before starting the day's work. Here he checks the air pressure in the tires on the weight-bearing front wheels.





Above: Ready to start the day's stint, Mr. Leo takes a minute to discuss the operation of his lift truck with Superintendent of Safety E. G. Kiesele. Also shown, left to right: Harry L. Stamp, division storekeeper; C. V. Peterson, district safety engineer for the Trans-Missouri and Rocky Mountain Divisions; and Division Superintendent A. O. Thor. Right: As indicated on the front cover and above, the sturdy little lift truck is a handy tool for stacking car decking and plywood, which is stored in large quantities at



Miles City, but decking must be handled carefully to keep it on the fork. Mr. Leo sees that everyone is in the clear before moving with a load. Store Helper Ernest Wyttenhove gives signals as Mr. Leo lays a stack of decking in place.

6th of a series

IN THE STORE DEPARTMENT

THERE are many ways in which the measure of a company can be taken, but one of the surest ways is to visit its store department.

In this respect railroads are in a class by themselves. The store department of a large carrier like The Milwaukee Road is among the most interesting places to be found anywhere, now that the general store has passed from the American scene. Although the Milwaukee's store department has changed its procedures extensively in recent years to accommodate the fast pace of technological progress, it still shares with the old general store the distinction of offering almost anything that could be desired.

This department can add to that distinction another one in the field of accident prevention. The safety record it has achieved is outstanding for its steady im-

provement over the years.

Throughout the entire railroad during the past five years, there have been no fatalities among store department personnel, and reportable injuries have been reduced from six in 1951 to one in 1955—from a casualty rate of 4.05 to 0.97.

During that time, the store operation at Miles City, one of the largest on the railroad, has experienced no reportable injuries at all. Under the immediate supervision of Harry L. Stamp, the Trans-Missouri's veteran division storekeeper, there have been only four injuries of that nature among Miles City store department men in the past 15 years.

Among the safe workmen in this group, none has taken greater interest in the prevention of accidents than have Pete Leo, a chauffeur whose principal assignment is that of operating a fork-

lift truck, and his father, Sam.

Sam Leo was also a chauffeur before his retirement in 1954, following 42 years with the railroad. When his son started with the Road in 1936, he inherited the father's respect for safety practices and has never suffered a reportable injury.

Pete Leo takes an active part in railroad and civic affairs in his home town. He is a regular contributor to the Red Cross Blood Bank, having donated a total of 12 pints to date. He was recently elected president of the Milwaukee Road Employees Federal Credit Union.

The pictures shown here tell the story of another safe day in the life of Pete Leo, an employe typical of all store department personnel on The Milwaukee Road.

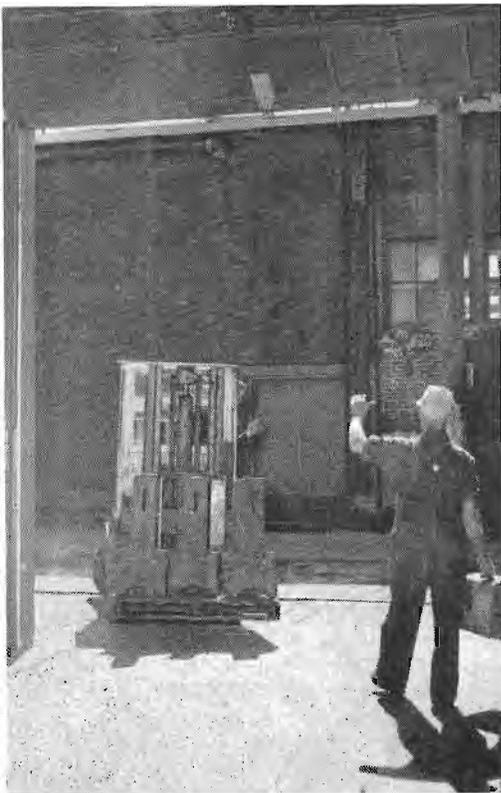


Above: In the operation of the forklift truck, Mr. Leo makes it a point to look in the direction of movement, glancing back momentarily whenever necessary to see that shop wagons attached to the rear of the unit are moving along safely.

A Safe Day in the Store Department (continued)

Below left: Coming around a corner with the machine, Mr. Leo not only bears to the right, but slows down and sounds the horn to be certain that there will be no likelihood of injury to someone approaching from the opposite direction. Store department employee at the right is Walter France.

Below: Experience has taught Mr. Leo that when carrying a heavy, unwieldy load, such as a stack of plywood, it is better to cross tracks diagonally in order to lessen the chance of bouncing the load off.





In line with standard practice in the department, Mr. Leo uses a gasoline can of the type featuring a safety cap to prevent the possibility of explosion and fire from leaking gasoline fumes.



Above: The Leo family at home. With a big smile, Joan, 8, shows her mother and father her third grade arithmetic work book. The other girls are Nancy, 14, at the left, and Catherine, 18.

Right: Pete Leo with his father, Sam Leo, who was also a chauffeur in the store department at Miles City before retiring in 1954 after almost 42 years of safe service.



G. F. Wilson

GEORGE F. WILSON, superintendent of the Chicago Terminals with headquarters at Bensenville, Ill., passed away suddenly on Apr. 20. He was 59 years of age.

Mr. Wilson's entire railroad career of 43 years was spent in the operating department of The Milwaukee Road. He started in the Chicago Terminals in 1913, working in the oil house and as a switchtender, and for several years afterward was a brakeman on the D&I Division. In 1920 he returned to the Chicago Terminals to serve in turn as yardmaster, train director, general yardmaster and trainmaster. He was promoted to acting assistant superintendent in 1946 and two years later was appointed assistant superintendent. In 1951 he was appointed superintendent of the Twin City Terminals and served in that capacity at Minneapolis until he was appointed superintendent of the Chicago Terminals in January, 1953.

Mr. Wilson was a member of Cornerstone Lodge, No. 875, A.F. & A.M. and a charter member of Pioneer Post No. 768 of the American Legion. Funeral services were conducted in Chicago under Masonic auspices. He is survived by his wife, Bertha M. Wilson, a son, George W., and his mother, Mrs. Nellie M. Coffin.

C. H. Winter

CHARLES H. WINTER, who retired in 1952 as general superintendent of transportation, died unexpectedly at his home in Chicago on Apr. 9. He was 69 years of age.

Mr. Winter spent his entire 51 years of railroading in the service of The Milwaukee Road. He started as an office boy in the car accountant's office in Chicago in 1901, but in 1908, in the wake of Lines West extension, he took a job as operator-clerk at Lombard, Mont. Later, while working in the office of the superintendent at Miles City, Mont., he helped to set up a car service department. In 1919 he was transferred to Seattle as chief clerk to the superintendent of transportation, and in 1923 was promoted to special representative, superintendent of transportation, in Chicago. He had held various positions in the department when in 1946 he was appointed superintendent. He became general superintendent of transportation in April, 1951.

Funeral services for Mr. Winter were conducted in Chicago. He is survived by his wife, Grace Aldridge Winter.

View of the new yard, looking west. The two receiving and departure tracks are at the left, one with a capacity of 96 cars and the other 101 cars. The switching lead is at the right.



A NEW YARD FOR SPOKANE

THE outstanding improvement on the Milwaukee Road's western lines during 1955 was the new yard at Spokane, which was in full operation, with all of its associated facilities, in January of this year.

Although small compared to the Road's huge classification yards in Chicago and Milwaukee, and the one now nearing completion in St. Paul, the 10-track yard just east of Spokane city limits has already proved its importance in the handling of increased traffic in and out of that city and over the lines to Metaline Falls, Wash. and Coeur d'Alene, Idaho. The yard is part of the Milwaukee Road's plan to provide improved service to shippers and receivers of freight throughout the Inland Empire region.

The new Spokane yard occupies property which was acquired a number of years ago, and the actual planning of the yard also dates back several years to the time when the cramped condition of the old uptown yard became apparent. The area occupied by the old yard is to be used for industrial development.

Actual construction of the new facility began in May, 1955, and trackage construction was completed in November, when operations were moved from the old yard. It was not until January, 1956,

however, when facilities for train and enginemen were completed, that crews reported and tied up at this new location. The attractive one story brick building adjoining the diesel house, and the new yard office providing welfare facilities for employes, as well as office space, are shown in the accompanying pictures.

The installations are entirely new. The total cost of the project was \$454,000.

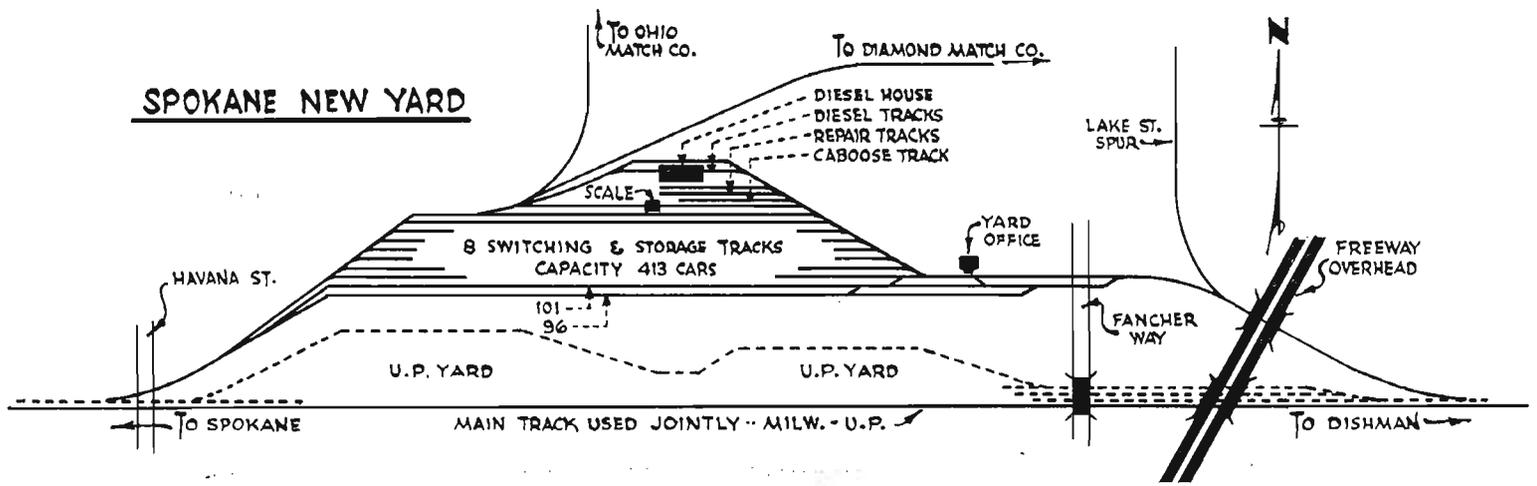
The trackage, which has a capacity of

650 cars, consists of two receiving and departing tracks, eight classification tracks, one scale track with a new scale installed, one caboose track and two tracks each for repair and roundhouse use.

In order to provide a supply of water for all of the operations and facilities in the yard, a well was drilled to a depth of 87 feet at the time construction was started.

A similar yard facility, estimated to cost approximately \$500,000, and con-





Above: F. A. Barton, trainmaster stationed at the new yard; J. H. Stewart, general manager Lines West, with headquarters in Seattle; and M. T. Sevedge, superintendent of the Idaho Division (left to right) are shown at the entrance to the new yard office.



Above: The yard office, which also houses the trainmaster's office and facilities for trainmen and yardmen.

sisting of two small groups of classification tracks, one eastbound and one westbound, and three sets of industrial tracks, is planned for construction at Othello, Wash.



Above: Southwesterly view of the yard, showing the diesel house in the center, with car repair tracks at left and classification tracks beyond. At the right are storage tanks for sand and diesel fuel oil.



Left: Diesel house facilities, showing the one-story brick building adjoining the diesel house, which serves as headquarters for the master mechanic and the car department and roundhouse forces, as well as providing modern facilities for the enginemen. The scale is shown at the extreme right. This view is northeasterly from the classification track area proper.

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

Passenger Department

Effective May 16, 1956:

C. F. Dahnke is appointed general passenger agent, Milwaukee. A native of Wisconsin, Mr. Dahnke started with the road as an operator at Boscobel in 1915. Following service in World War I, he was in passenger service at Richland Center and later at Madison, Wis., where he was passenger agent from 1929 until he was appointed general agent passenger department at Milwaukee in 1939. He has been assistant general passenger agent with headquarters in Milwaukee since 1946.



L. H. Rabun



C. F. Dahnke



R. H. Love



R. R. Brown

Mechanical Department

Effective May 1, 1956:

L. H. Rabun is appointed superintendent of shops and will, in addition to his present duties, have jurisdiction over the Milwaukee locomotive shop and roundhouse. Mr. Rabun has been with the Road since 1917, starting as a machinist at Savanna and serving later as roundhouse foreman at various points, and as master mechanic at Savanna, Chicago and Miles City. Since June, 1955 he has been master mechanic with headquarters at the Milwaukee Shops, having jurisdiction over locomotive department matters on the Milwaukee First, Second and Third Districts, the LaCrosse & River First, Second and Third Districts, the Madison Division and the Tomah shops.

Operating Department

Effective May 1, 1956:

The title of Granger Smith is changed from assistant superintendent of transportation to superintendent of transportation-passenger. Mr. Smith started with the Road in 1910, in the operating department on the Dubuque & Illinois

Division. In 1913 he was employed on the track elevation program in Chicago, and for a brief period was also a part of the accounting department force. In 1915 he transferred to the transportation department where he has been assistant superintendent transportation since 1948.

R. R. Brown is appointed superintendent of the Chicago Terminals with headquarters at Bensenville, Ill., following the death of G. F. Wilson. Mr. Brown has been with the Road since 1927, starting in Milwaukee. He has served as trainmaster there, also in St.

in the Chicago Terminals, Marion, Ia., and since October, 1955 at Green Bay, Wis.

R. G. Scott is appointed assistant superintendent of the Milwaukee Division Second District with headquarters at Green Bay, succeeding Mr. Love. Since starting with the Road at Ottumwa in 1928, Mr. Scott has been roadmaster in Milwaukee and Chicago, trainmaster with headquarters in Milwaukee, Spokane and Aberdeen, S. D., and since June, 1955 trainmaster at Marion, Ia.

W. F. Bannon is appointed trainmaster of the Iowa Division First District with headquarters at Marion, succeeding R. G. Scott. Starting in 1941, Mr. Bannon has served as conductor, as trainmaster in the Chicago and Milwaukee Terminals, Terre Haute and Moberg, and since October, 1955 as assistant to vice president-operation, Chicago.

Car Department

Effective May 1, 1956:

C. M. McMullin is appointed district general car foreman with headquarters at Savanna, succeeding G. L. Wood, who has been transferred. Mr. McMullin has been with the Road since 1917, starting as a carman and apprentice at Miles City. Later he was assistant car foreman there, car foreman at Deer Lodge and general car foreman at Tacoma, and since June, 1955 district general car foreman with jurisdiction over car department matters at Moberg, with headquarters in Miles City.

W. C. Mauer is appointed district general car foreman with headquarters at Miles City, succeeding Mr. McMullin. Mr. Mauer has served as general car

Paul and Austin, and as assistant superintendent of the Milwaukee Terminals from July, 1951 to February, 1955. Since then he has been superintendent of the Kansas City Southern Joint Agency in Kansas City.

R. H. Love is appointed superintendent of the Joint Agency with headquarters at Kansas City, succeeding Mr. Brown. Mr. Love started in Milwaukee Road service at Bensenville in 1940 and has been trainmaster at Bensenville, the Milwaukee Terminals and Portage. Since being advanced to assistant superintendent he has served in that capacity

Attention—Milwaukee Road Women's Club Members

THE BIENNIAL get-together luncheon of the 59 chapters of The Milwaukee Road Women's Club will be held in the grand ballroom of the La Salle Hotel in Chicago on Saturday, June 9, at 1 P.M. Chicago daylight saving time; price, \$2.50 per person.

All voting members are invited to attend. Please make reservations through your local chapter president, who will supply detailed information.

Etta N. Lindskog, Secretary General

foreman at Davies Yard, district general car foreman in Milwaukee, and general car foreman with jurisdiction in the Milwaukee Terminals.

J. E. Palmer is appointed district general car foreman with headquarters at Davies Yard, Milwaukee, with jurisdiction over Milwaukee Terminals, Milwaukee Division First District to Rondout, the Milwaukee Division Second and Third Districts and the Madison Division, succeeding Mr. Mauer. Mr. Palmer has been assistant foreman of the Milwaukee coach yards, assistant car foreman at La Crosse, also car foreman there, and most recently general car foreman in Minneapolis.

D. D. Fisher is appointed district general car foreman with headquarters at Minneapolis with jurisdiction over the Minneapolis light repair track, train yard, coach yard, St. Paul and Duluth line. Mr. Fisher was formerly a car foreman, assistant district general car foreman at Western Avenue, Chicago, general car foreman at Davies Yard, Milwaukee, and most recently had jurisdiction over car department matters in the Milwaukee Terminals, nights.

V. L. Waterworth is appointed assistant district general car foreman with headquarters at Davies Yard, Milwaukee, succeeding D. D. Fisher. Mr. Waterworth was formerly assistant general foreman of the freight car shop in Milwaukee.

H. A. Grothe will have jurisdiction over the Minneapolis heavy repair shop and the H&D Division. Mr. Grothe has served as assistant shop superintendent in Milwaukee, also as superintendent there, and since August, 1953 as district general car foreman with jurisdiction over car department matters at Minneapolis and St. Paul.

G. L. Wood is appointed assistant shop superintendent with headquarters at Milwaukee Shops. Mr. Wood, who served an apprenticeship at the Milwaukee Shops, has been general car foreman at Minneapolis and since October, 1954, assistant district general car foreman with headquarters at Savannah, with supervision over car department matters on the D&I Third District including Kansas City.

Law Department

Effective May 1, 1956:

A. H. Ducret, assistant freight claim agent, is appointed to succeed Assistant Freight Claim Agent J. J. Liewald who retired Apr. 30. Starting as a clerk in the freight claim office in Chicago in

May, 1956

WHAT DOES YOUR SAFETY RULE BOOK MEAN TO YOU?

by **Ben Stroh**, electrician,
roundhouse, Mitchell, S. D.

THIS is my safety rule booklet. You have one just like it. What does it actually mean to you?

To me, as far as material things are concerned, it doesn't mean a great deal. It measures about 4 x 7 inches in size, has about 10 pages in it and I don't think it cost a great deal to publish. But printed on these pages are some one-half hundred rules that have been worded and so constructed because of some individual or group carelessness.

I imagine some of these rules were paid for quite highly. Perhaps the loss of an arm or leg was the result of a violation of Rule 7 which states that all safety guards must be in place before a machine is put in motion. That same rule happens to be our rule for the day written on the board.

Some of us probably don't like the sound of the word "rule". The definition for "rule" in the dictionary is, "a prescribed guide for conduct or action". Definitions for the word "guide" are, "to direct and to instruct"—to guide and

1917, Mr. Ducret became an adjuster and in 1945 a traveling freight claim agent. He was chief clerk of the department from October, 1950 to March, 1952 when he was appointed assistant freight claim agent.

W. A. Stewart is appointed assistant freight claim agent, succeeding Mr. Ducret. Mr. Stewart was employed by the Road as an adjuster in 1944, following several years with the Western Weighing and Inspection Bureau. He has been a traveling freight claim agent since August, 1950.



O. L. Kinder (left), roundhouse foreman at Mitchell, and Ben Stroh, electrician at the roundhouse and chairman of the roundhouse safety committee, who wrote the accompanying article, pose with the subject of the article—the safety rule book. The whiskers are in preparation for their city's coming 75th anniversary in June.

direct you, to instruct you, to keep you safe day by day.

You didn't have to ask for this rule book. It was one of the first things given to you when you took employment with the railroad. It was intended that you should know its contents, perhaps even memorize some of the rules.

It certainly wasn't intended to be thrown in your locker and forgotten.

Perhaps you have read it, but even so, the rules are not magic formulas that will prevent accidents. At one time someone said that the best known safety device to prevent accidents is the one above your shoulders. If you use that around here from day to day, you are not going to have as much as a cut finger.

I'd like to mention a few of the known causes for accidents in industry. You know that accidents just don't happen. There is a reason. One known reason is anger. One who is provoked isn't in a very good frame of mind. It is a dangerous mood, and you not only make it difficult for yourself, but for your fellow employees.

Another cause is anxiety—a mental uneasiness caused by fear. Daydreaming is another—going about your work absent mindedly.

You can't be out fishing and on the job at the same time.

I think every one of us is safety minded. Stay that way by using your rule book. Know its contents, adopt the rules as a creed, and live by that creed. Report unsafe conditions immediately—don't wait for a safety meeting. Remembering these things will keep our record up on top.

here's how we're doing

	MARCH		THREE MONTHS	
	1956	1955	1956	1955
RECEIVED FROM CUSTOMERS				
for hauling freight, passenger, mail, etc.....	\$20,797,276	\$19,614,101	\$59,522,860	\$55,887,519
PAID OUT IN WAGES	10,453,683	9,737,348	31,338,604	28,077,735
PER DOLLAR RECEIVED (cents).....	(50.3)	(49.6)	(52.6)	(50.2)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	685,059	572,356	2,081,854	1,688,076
PER DOLLAR RECEIVED (cents).....	(3.3)	(2.9)	(3.5)	(3.0)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest..	9,307,219	8,505,710	27,702,169	25,142,199
PER DOLLAR RECEIVED (cents).....	(44.8)	(43.4)	(46.5)	(45.0)
NET INCOME	\$351,315	\$798,687		\$979,509
NET LOSS			\$1,599,767	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	113,460	114,464	332,391	327,192
Increase 1956 over 1955.....			5,199	
Decrease 1956 under 1955.....		1,004		

CARLOADING BY COMMODITIES during April 1956 Compared with April 1955

INCREASES:

	% of Total Revenue	Carloads			
		1956	1955	1956 + or - to 1955	
				Number	%
Grain	8.9%	6,323	5,851	+ 472	+ 8.1%
Coal and Coke.....	5.0	8,882	7,611	+1,271	+16.7
Clay, Gravel, Sand & Stone.....	3.0	5,787	5,684	+ 103	+ 1.8
Cement, Brick, Lime & Plaster.....	2.6	3,284	2,887	+ 397	+13.8
Ore excl. Pooled Ore.....	.7	570	336	+ 234	+69.6
Total Increases	20.2%	24,846	22,369	+2,477	+11.1%

DECREASES:

Forest Prod. excl. Logs & Pulpwood.....	13.3	8,716	8,919	- 203	- 2.3
Iron & Steel incl. Machinery.....	6.8	7,110	7,565	- 455	- 6.0
Autos, Trucks, Parts & Tires.....	4.9	2,344	3,807	-1,463	-38.4
Petroleum and Products.....	3.9	4,151	4,786	- 635	-13.3
Logs and Pulpwood.....	3.8	4,728	4,760	- 32	- .7
Agri. Impl. & Tractors incl. Parts.....	3.6	1,306	1,870	- 564	-30.2
Meat and Products.....	3.3	4,456	4,457	- 1	- —
Merchandise.....	2.6	7,642	8,190	- 548	- 6.7
Beer.....	2.6	2,296	3,012	- 716	-23.8
Flour & Grain Products.....	1.9	4,518	5,130	- 612	-11.9
Fruit & Vegetables.....	1.5	2,051	2,383	- 332	-13.9
Live Stock.....	1.3	1,741	2,289	- 548	-23.9
Miscellaneous excl. Beer.....	30.3	29,561	31,357	-1,796	- 5.7
Total Decreases	79.8%	80,620	88,525	-7,905	- 8.9%

TOTAL	100.0%	105,466	110,894	-5,428	- 4.9%
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foreign groups study the Milwaukee

TWO DELEGATIONS of foreign visitors engaged in studies of the American railroad industry recently had Milwaukee Road facilities placed at their disposal. Under the auspices of the International Cooperation Administration, four senior officials of the State Railway of Thailand spent almost a month inspecting the phases of our operations related to their particular fields. The other delegation consisted of six French sociologists making a labor-management methods study under the supervision of the United States Chamber of Commerce.

In outlining a plan for the Thailanders' study program, both Milwaukee Road officials and the visitors found it helpful to have a mutual acquaintance in E. R. Ewin of the Road's mechanical department in Chicago. Mr. Ewin, who has been on leave since 1949 to act with the I.C.A., has for the past five years been construction and maintenance advisor to the state railway at Bangkok.

Guided by various department heads, the Thailanders toured our facilities in metropolitan Chicago, such as the general offices and freight houses, train yards and diesel houses. In Milwaukee they observed the operation of the locomotive and car shops, and at Tomah, Wis., the frog shop, rail mill, maintenance of way and repair facilities. A trip was also made to Marion, Ia., to see



Principals at the luncheon given by State Railway of Thailand officials for their Milwaukee Road friends. Seated, from left: Saeng Chulcharitta, traffic manager of the Thailand railway; W. J. Whalen, Milwaukee Road vice president-operation; J. J. O'Toole, general manager—Lines East; W. L. Ennis, assistant to vice president, claim prevention, refrigerator and merchandise service; and H. B. Christianson, special engineer. Standing, from left: Suksiri Chaturongkul; Achava Kunjara, chief motive power superintendent; Ahana Ramyananda, chief officer—administration; and Kuhn Chamroon Rathakosol, superintending construction engineer. Mr. Chaturongkul, not with the delegation, is a traffic superintendent attending Northwestern University.

a centralized traffic control installation.

Through arrangements made by H. B. Christianson, special engineer, Chicago, the group visited the research laboratory of the Association of American Railroads and attended the American Railway Engineering Association convention in Chicago.

As a token of appreciation for the cooperation extended to them, the Thailand officials were hosts at a luncheon in the Fred Harvey Restaurant in the Chicago Union Station for all of the Milwaukee Road people who had been helpful in charting their program.

The French delegation represented French management and labor. Arrangements for their tour were made through K. A. Stone, a former Milwaukee Road employe in Chicago now on

leave to serve as local and division chairman of the Brotherhood of Railway Clerks.

Their tour of the Fullerton Avenue Building was preceded by a luncheon in the cafeteria operated by The Milwaukee Road Women's Club. Serving as host, H. C. Johnson, assistant comptroller, gave a brief address in which he told the visitors, "My thought has always been that it is much better for an employe to work *with*, rather than *for*, management. The records show that our company is not a wealthy railroad. Nevertheless, management has provided large sums for the comfort and improved working conditions of its employes. I refer particularly to the half million dollars that it recently cost to air-condition this building."

Afterward, Mr. Johnson conducted the group through the building to point out new facilities and the I.B.M. equipment used in accounting procedures.



The French delegation discuss their tour in the office of H. C. Johnson, assistant comptroller. From left: Milwaukee Road employe George LaVelle, president of Lodge No. 991 of the Brotherhood of Railway Clerks; Marguerite Stahl, interpreter, Rene Blanchard, Paris; Jacqueline Gauthier, Normandy; Jacques Dofuy, Belgium; Maria Van Bockstaele, Paris; Dr. Yves Delamotte, leader of the group, Paris; Mr. Johnson; Claire Lipman, interpreter; and K. A. Stone, local and division chairman of the B. of R.C.

did you know? . . .

SUPERIOR Service Award cards for unblemished 26-year safety records were presented last month to 100 Milwaukee Road foremen and to Assistant Superintendent L. C. Kusch of the sleeping and dining car department, as announced by E. G. Kiesele, superintendent of safety. The men thus honored were supervisors who had maintained clear records for the entire period between January 1930—the year the cards were first issued—and December, 1955. The cards are issued annually where no reportable or lost time injuries occur to a foreman or the men under his supervision during the course of the year. The Iowa & Dakota Division, which won the President's Safety Award in 1955 for the third time in four years, had the largest number of 26-year men, 19 foremen having received cards.

THE WORLD'S ONLY bucking horse auction, staged annually at Miles City, Mont., will be held this year on June 2 and 3. In a burst of fanfare, the city will clear the main street, bring in a carnival, shine up its high-heeled boots for a big-time parade, and otherwise live up to its title of the Cow Country Capital.

The two-day event draws spectators from all parts of the country to watch the producers of the big rodeos bid for wild horses and brahma bulls ridden by some of the best cowboys in the business. The thrills and spills of the show at the fairgrounds grandstand have been compared to the action of 10 rodeos. Stockmen consign to the auction the horses they can't break, paying an entry fee of about \$5, and \$5 or \$10 to the

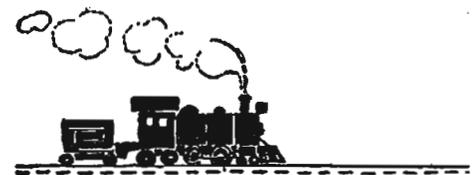
cowboy who rides an animal. A rugged rider can pocket as high as \$300 for an afternoon's work. About 300 horses are usually sold, at anywhere from \$50 to \$250. With mechanization fast replacing the horse and the wild herds much less plentiful than they were years ago, there is some fear that bucking horses may become extinct. The auction is therefore a big deal for rodeo producers who usually replace about half of their "buckers" each year.

FIRST INSTALLMENT of the Milwaukee Road's South Dakota tax bill for 1955, paid last month, pointed up the fact that the Milwaukee is the state's largest property taxpayer. The Road's mileage taxes in South Dakota last year totaled \$937,369.21. Schools will receive most of the money, while the remainder will help to maintain branches of government, public services, highways, bridges and airports. The Milwaukee Road operates through 44 South Dakota counties. Largest assessments, in proportion to the mileage in each, were \$66,247.53 in Brown County and \$93,313.96 in Corson County.

A THREE-WAY SPLIT of the \$1,000 award for tracing the origin of the childhood classic, "The Little Engine That Could", has been announced by Platt & Munk. The New York publishing firm offered the award last Sept. 1 for information which would establish beyond a reasonable doubt the identity of its author and refute the claim of a 101-year-old Philadelphian, Frances M.

Ford, that she wrote the story before 1911. The offer expired Mar. 1.

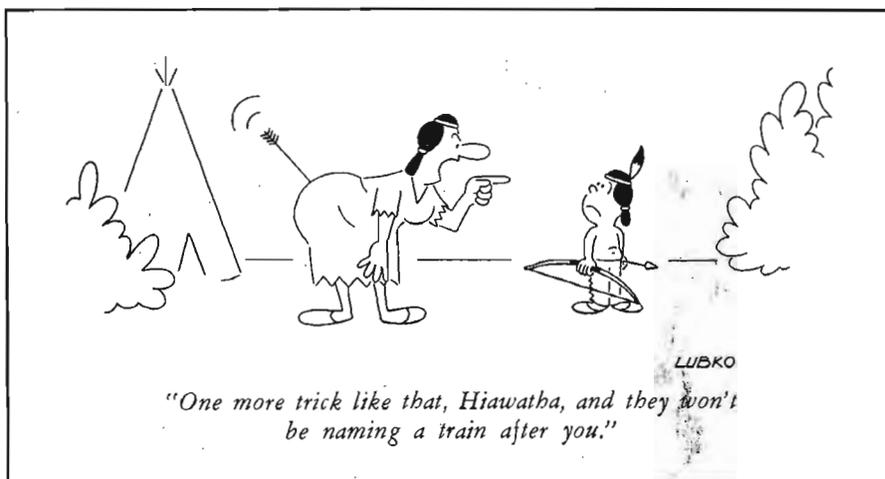
Although no positive evidence of authorship was produced, the award committee recommended that the \$1,000 should be divided among three persons who submitted proof of earlier versions of the story's theme. Miss Ruth L. Arthur, Philadelphia librarian, received \$400 for submitting the first photostatic copy of "The Pony Engine" by Mary C. Jacobs, which appeared in the magazine "The Kindergarten Review" in September, 1910. Miss Jacobs, the author, who was located living in Columbus, Ohio,



was awarded \$300, since she is apparently the first known person to have developed the theme in writing. The third \$300 award went to Mrs. R. J. Reddy, Watertown, S. D., for submitting "Foundation Stones of Success" (Vol. 1, 1910, Howard Severance Co., Chicago) which contained an inspirational version of the theme, "Thinking One Can".

"**RAILROADS** on the Campus" is the name of a program which recently won for the Association of American Railroads an honor certificate from Freedoms Foundation at Valley Forge, Pa. The project, in the form of a special program in connection with commencement exercises, has been participated in by 41 Negro colleges and universities in various parts of the country. More than 27,500 faculty members and students have attended these activities and heard A.A.R. speakers lecture on the essential nature of railroads, as well as their progressiveness and some of the difficulties facing the industry. The Freedoms Foundation certificate states that the award is for "an outstanding achievement in bringing about a better understanding of the American way of life during 1955".

THE LARGEST one-story building in the upper Midwest is to be built in St. Louis Park, Minn., a suburb of Minne-



Three Retire from Office of Vice President – Comptroller



A. J. Wallander



N. F. Snellgrove



J. P. Hynes

A. J. WALLANDER, N. F. Snellgrove and J. P. Hynes, all of whom have been closely associated with the financial affairs of The Milwaukee Road and with the statistics of its operation over a period of many years, have retired this spring within a two-month period.

First of the three to leave—at the end of March—was Mr. Wallander, who has been the company's chief statistician for the past seven years. Starting his railroad career with the Northern Pacific in his home city of St. Paul, Mr. Wallander came to the Milwaukee as a rodman and instrumentman in 1910 and worked on the Hastings & Dakota Division double track installation until 1915 when he was employed as a computer by the Bureau of Valuation of the Interstate Commerce Commission. Returning to the Milwaukee a year later, he was employed in various valuation and accounting capacities before being appointed assistant

auditor of capital expenditures in 1945. Three years later he was advanced to the position of auditor of capital expenditures, and on May 1, 1949 became chief statistician.

He and Mrs. Wallander will continue to live in Chicago. Their home, tastefully furnished by Mrs. Wallander as a showplace of early Americana, was the subject of a feature article in this magazine in January, 1951, and in the Chicago Daily News at about the same time.

When Neal Snellgrove, assistant chief statistician, retired at the end of April, he brought to a close a career of more than 36 years with the Milwaukee which began when he was employed as a clerk in the auditor of expenditure's office in 1919. He held various accounting positions and was special accountant in the office of chief statistician at the time he entered military service in December, 1942. He served as chief accountant

with the 3rd Military Railway Service in Iran during the war, and still holds the rank of lieutenant colonel in the Army Retired Reserve. He returned to the railroad in February, 1946, and was appointed assistant chief statistician in June, 1947.

Mr. and Mrs. Snellgrove are making their home in Fort Myers, Fla., where they have owned property for several years. William H. Snellgrove, one of their two sons, continues to make his home in Elgin, Ill., where the family has lived for many years. Their other son, John H., is located in Alhambra, Calif.

J. P. Hynes, chief clerk to vice president-comptroller is now making his home in St. Petersburg, Fla., where he and Mrs. Hynes moved shortly before the effective date of his retirement at the end of May.

A native of Chicago, Mr. Hynes began his career with the Milwaukee in May, 1924, in the office of H. E. Byram, who was then president of the company. Four years later he became secretary to W. W. K. Sparrow, vice president in charge of finance and accounting, and continued in that capacity until the time of Mr. Sparrow's death, in November, 1939. He later served as secretary to W. V. Wilson, comptroller, until 1944, when he assumed similar duties under J. W. Severs, who retired as vice president at the end of December, 1955. Mr. Hynes was made chief clerk to vice president-comptroller in September, 1952.

An ardent fisherman, "Joe" Hynes announced before leaving Chicago that he was looking forward to the fishing he intended to do in Boca Ciega Bay, which is only a half block from his new home.

apolis, to house the general offices and central warehouse of Coast-to-Coast Stores Central Organization, Inc. Construction of the structure, which will measure 556 feet wide and 820 feet long on a large plot of ground, is scheduled to begin early next winter. The Milwaukee Road, only rail line serving the plant, will gain access through an inside court which will accommodate eight standard size freight cars at a time. Short wave radio will be used to provide communications between various parts of the huge building which is expected to cost \$3 million, including land and equipment. The Coast-to-Coast organization serves 625 independently owned stores throughout 16 upper Midwest and Northwest

states. Merchandise distributed by the company is confined to the so-called "hard lines." Freight traffic of 1,000 cars per year is expected.

"WATCH THE DODGERS again this year," says Al Pentecost, retired Tacoma general shops foreman whose pennant predictions merit special attention. A west coast sports writer recently dubbed Mr. Pentecost "Mr. Fan of Baseball," a title conferred in recognition of his attendance at more than 200 World Series games. Since 1911 he has traveled 250,000 miles by train to see the series, and attended all but three. Mr. Pentecost, who retired in 1949 (after 55 years of railroading), recalls with ease many

star performances of the baseball "greats." "I'm one of the remaining few who cheered Babe Ruth as a World Series pitching hero five years before he clouted his first series homer in a Yankee uniform," he says proudly. One of the greatest thrills he recalls is sitting back of third base in the third game of the 1932 series when Ruth called the shot by waving toward center field, and then walloped the ball into the center field bleachers for his famous homer. Ill health kept Mr. Pentecost from the series last year, but he enjoys watching the big leaguers on television and has already sized them up for the 1956 series. "I don't think anybody can stop the Dodgers," he says.

retirements

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

BUCKNER, PEARL A.
Sorter Chicago, Ill.
HENRY, SAMUEL A.
Waiter Seattle, Wash.
HYNES, JOSEPH P.
Chief Clerk Chicago, Ill.
KUSCH, LOUIS C.
Asst. Supt. Chicago, Ill.
LIEWALD, JAMES J.
Asst. Frt. Claim Agt. Chicago, Ill.
LODGE, RUTH
Office Girl Chicago, Ill.
LYNCH, JAMES J.
Crossing Watchman Chicago, Ill.
MORRISON, HAROLD M.
Asst. Engr. Chicago, Ill.
RICHARDS, ALBERT
Cook Chicago, Ill.
SEMMERS, HARRY M.
Teletype Oper. Chicago, Ill.
SNELGROVE, NEAL F.
Asst. Chf. Statistician. Chicago, Ill.

CHICAGO TERMINALS

ALBERTS, NICK F.
Gen. Foreman Chicago, Ill.
ANDERSON, ALBIN F.
Loco. Engr. Chicago, Ill.
BENNETT, WILLIAM A.
Gen. Car Foreman. Chicago, Ill.
COLEMAN, JR. HENRY
Coach Cleaner Chicago, Ill.
CVETKOVICH, ANTON
Ex. Gang Laborer Chicago, Ill.
ESBENSEN, ANNA C.
Steno. Chicago, Ill.
GRIEPKE, GEORGE A.
Yard Clerk Chicago, Ill.
KAUP, JOSEPH B.
Machinist Bensenville, Ill.
McCAFFREY, PATRICK M.
Ex. Gang Laborer. Chicago, Ill.
POHREBNY, THEODORE
Car Cleaner Chicago, Ill.
SMITH, CLYDE I.
Helper Bensenville, Ill.
SMITH, EVERETT D.
Loco. Engr. Chicago, Ill.
TRACY, JOSEPH
Mach. Helper Chicago, Ill.

COAST DIVISION

CALL, JOSEPH C.
B & B Carpenter. Raymond, Wash.
DUNN, WILLIAM W.
Loco. Engr. Tacoma, Wash.
FOWLER, CATHERINE M.
Clerk Seattle, Wash.
GALLWAS, NICKODEMUS
Blacksmith Helper Tacoma, Wash.
GOERGER, JACK
Cabinet Maker Tacoma, Wash.
WEEKMAN, HELEN M.
P B X Oper. Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

FARRELL, JAY T.
Clerk Ottumwa, Ia.
GERAGHTY, WILLIAM J.
Pipefitter Helper Marquette, Ia.

HANSEN, HARRY P.
Sec. Laborer Lyons, Ia.
MARTIN, WAYNE H.
Agent Marquette, Ia.
NOBLE, A. CHRISTINE
Clerk Marquette, Ia.
SCHUELLER, HARRY H.
Boilermaker Savanna, Ill.
SWARTWOOD, LESTER A.
Conductor Dubuque, Ia.
VANNOY, FLORA B.
Ticket Agt. & Oper. Ottumwa, Ia.

HASTINGS & DAKOTA DIVISION

JAPS, ALBERT W.
R. H. Foreman Aberdeen, S.D.

IDAHO DIVISION

TRAUTMAN, GEORGE
B&B Carpenter Spokane, Wash.

IOWA DIVISION

BORG, ARTHUR A.
Loco. Engr. Perry, Ia.
BOYENS, HARRY C.
Laborer Perry, Ia.
BURKE, RAYMOND J.
Yard Clerk Cedar Rapids, Ia.



CALIFORNIA MINNOW. Roy Wisner, retired H&D engineer who now lives in Sacramento, sent us this picture to illustrate the refreshing influence of the California climate and what a happily retired railroader does in his spare time. The striped bass is a 20-pounder.

DAY, EDWARD E.
B & B Carpenter. Marion, Ia.
JONES, HUGH E.
R.M. Clerk Marion, Ia.
LOWE, ARTHUR H.
Chief Clerk Perry, Ia.
WAILES, JOHN
Sta. Helper Manning, Ia.

IOWA & DAKOTA DIVISION

DODGE, CLIFFORD Q.
Loco. Engr. Sioux City, Ia.
KOONTZ, MAURICE C.
Trainman Sioux City, Ia.
LARSON, CARL O.
Foreman Sioux City, Ia.
MULLIN, FRANK
Custodian Hutchins, Ia.
POPPER, EMIL
Baggageman Sioux City, Ia.
SABATKA, FRANK J.
Sec. Laborer Tabor, S.D.
WEDDELL, ANDREW
Sec. Laborer Avon, S.D.

IOWA & SOUTHERN MINNESOTA DIVISION

BACHTOLD, GEORGE J.
Sec. Foreman Albert Lea, Minn.
HALL, RENNIE H.
Sec. Laborer Austin, Minn.
JEFFERS, WILLIAM C.
Loco. Engr. Austin, Minn.
JONES, HERBERT L.
Sec. Laborer Lake Preston, Minn.
MARSHALL, JOHN R.
Brakeman Austin, Minn.
PAPPAS, GEORGE
Sec. Foreman Butler, S.D.
STRAND, WILLIAM O.
Sec. Laborer Lanesboro, Minn.

LA CROSSE & RIVER DIVISION

AMEND, BERNARD J.
Conductor Portage, Wis.
BARTZ, AUGUST F.
Chipper Tomah, Wis.
FIDDLER, STANLEY M.
Agent Oconomowoc, Wis.
GRANHOLM, GEORGE A.
Loco. Engr. Merrill, Wis.
JOHNSON, ARTHUR L.
Bridge Tender LaCrosse, Wis.
MANTHEY, ALBERT H.
Janitor Portage, Wis.
McDONALD, ARCHIE R.
Conductor Wausau, Wis.
WARREN, HENRY
Sec. Laborer New Lisbon, Wis.

MADISON DIVISION

ANDERSEN, JAMES C.
Foreman Racine, Wis.
FERNETTE, CHARLES F.
B&B Carpenter. Prairie du Chien, Wis.
RIEMER, WILLIAM A.
Loco. Engr. Milwaukee, Wis.

MILWAUKEE DIVISION

GATES, ARBIN
Loco. Engr. Chicago, Ill.

The Milwaukee Road Magazine

Veteran Employes' Association

The Veteran Employes' Association reminds all of its present members and others who will be eligible to join the association between now and reunion time that the date of the 1956 reunion is Aug. 29. It is to be a one-day meeting this year, and the headquarters will be the Hotel Sherman in Chicago.

The association also takes this means of reminding its members that the regular dues of \$1.00 for the year 1956 are now payable.

All employes who have completed 25 years of service with the railroad are invited to join the association. If an application blank is not handy where you work, the form below may be used. Just fill it out and send to Miss Florence M. Walsh, Secretary-Treasurer, Veteran Employes' Association, Room 383 Union Station, Chicago 6, Ill.

The application should be accompanied by \$2.00, covering the \$1.00 membership fee and \$1.00 annual dues for the year 1956.

VETERAN EMPLOYES' ASSOCIATION
CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

Application for Membership

To the Secretary:
I hereby make application for membership in the above association.
I have been in the service of The Milwaukee Road for a total of 25 years.

Name

Occupation Home Address

Entered Service

Recommended by Veteran

.....19.....

HOLSTEIN, PETER J.
Loco. Engr. Crystal Falls, Mich.
KELLY, GEORGE J.
Loco. Engr. Milwaukee, Wis.
KNOEBEL, LOUIS R.
Chf. Time Revisor Instructor.....
..... Milwaukee, Wis.
KRZYCH, ANTON
B&B Carpenter Milwaukee, Wis.
MATTHES, HENRY L.
Sec. Laborer Caledonia, Wis.
QUINN, CLAUDE J.
Brakeman Bensenville, Ill.

MILWAUKEE TERMINALS & SHOPS

HARNER, WILLIAM D.
Yard Clerk Milwaukee, Wis.
KREIL, JOSEPH
Air Brakeman Milwaukee, Wis.
PETRAS, FRANK
Carman Milwaukee, Wis.
RAKIJASIC, BENJAMIN
Helper Milwaukee, Wis.
RIBECKY, MATHEW
Cabinet Maker Milwaukee, Wis.
ROCHELEAU, OMER J.
Carman Milwaukee, Wis.
ROEHL, FRANK F.
Carpenter Milwaukee, Wis.
SOBCZAK, MIKE J.
Carman Milwaukee, Wis.
TOWL, HERBERT
Switchman Milwaukee, Wis.

VALERIO, JOHN H.
Welder Milwaukee, Wis.
WILSON, ARTHUR E.
Loco. Engr. Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

CARVER, WILLIAM M.
Flagman Missoula, Mont.
JANGNZICK, FRANK
Ex. Gang Laborer..... Butte, Mont.
PORUMBA, GABRIEL
Ex. Gang Laborer..... Harlowton, Mont.
SEIDELL, HENRY E.
Lineman Foreman Alberton, Mont.
TAYLOR, JAMES E.
Laborer Harlowton, Mont.
WHITE, EARL R.
B&B Carpenter Butte, Mont.

TERRE HAUTE DIVISION

EARLYWINE, CHARLES L.
Sec. Laborer Terre Haute, Ind.
HARVEY, EDGAR
Laborer Terre Haute, Ind.
JAMES, JESS M.
Switchman Terre Haute, Ind.
KING, HARRY D.
Agent Bedford, Ind.
SKELTON, RUBY
Boilermaker W. Clinton, Ind.
SLAYTON, HERMAN C.
Sig. Maintainer Danville, Ill.

TRANS-MISSOURI DIVISION

FORSYTH, ELWIN D.
Custodian Slayton, Mont.
FREELAND, WILLIAM I.
Conductor Miles City, Mont.
JAMES, HENRY H.
Loco. Engr. Marmarth, N.D.
JOHNSEN, LUDWIG F.
Warehouse Foreman..... Mobridge, S.D.
LANE, JAMES M.
Loco. Fireman..... Miles City, Mont.
WINSHIP, CHARLES E.
Div. Frt. & Pass. Agt... Miles City, Mont.

TWIN CITY TERMINALS

BOWE, LUDWICK
Carman Minneapolis, Minn.
BURGEE, CLARENCE A.
Mach. Oper..... Minneapolis, Minn.
GUSTAFSON, ALBERT
Ex. Gang Laborer..... St. Paul, Minn.
JOHNSON, JOSEPH E.
Machinist Minneapolis, Minn.

Milwaukee Road Booster Club Dissolved

At a meeting of the directors of The Milwaukee Road Booster Club on Apr. 4 it was decided that the club should be dissolved.

The announcement brought to an end an activity which began 26 years ago as the Ship By Rail Club which was being organized on a nationwide basis by two of the railroad labor organizations as a means of encouraging rail transport.

Later the club was called the Railroad Employes and Taxpayers Association, and in 1936 changed its name to the Booster Club.

For many years the club successfully combined promotional efforts and social activities in the Chicago area, and was instrumental in obtaining Plan for Hospital Care (now more commonly known as Blue Cross and Blue Shield) coverage for employes in Chicago. The club also sponsored softball, basketball and bowling teams, as well as the highly successful golf tournament which is played in the Chicagoland area each fall.

At the time the club was dissolved the officers were C. C. Denz, president; F. L. Clark, first vice president; C. O. Salle, second vice president; and A. G. Naatz, secretary-treasurer.

The \$430 remaining in the club treasury has been accounted for as follows: A drawing was held among members for prizes totaling \$165. The veterans at Hines and Vaughn Hospitals received \$100 for recreational activities, \$135 was set aside for the 1956 golf tournament, and the remaining \$30 will go for bowling team prizes.

Our African Violet Window Garden

by **Grace M. Johnson** Secretary to General Superintendent, Milwaukee

ON the third floor of the Milwaukee Union Station there is a vacant room which would be rather cheerless except for a massed bank of color on the window ledges. For the room has a north exposure, and as every flower lover knows, the filtered rays of the north light are very favorable for raising African violets. Our thriving little window garden is a good testimonial.

There are many sources of information on the care and growing of African violets, but I chose to interview Miss Irma Knoll, secretary to F. E. Devlin, assistant superintendent of the Milwaukee Division. Miss Knoll grows them as a hobby, and it is well known that she has been unusually successful. During a visit to the vacant office room I learned she has about 15 varieties of violets flourishing in the display here, and somewhere in the neighborhood of 55 at home. At this writing, about 40 varieties are in bloom.

The plants come in a wide range of colors, from white to deep purple, with combinations of lavender and white, pink and rose, and some even in dark maroon. The names are interesting. Some which I especially liked were Bridesmaid, Star Sapphire, Orchid Sunset, Grotton, Fire Chief, Ohio Bountiful, Velvet Lady, Azure Beauty, Purple Lace, Ruffled Queen, White Madonna and Theodosia.

When I asked Miss Knoll how she became interested in her hobby and what, if any, are her secrets, she gave me the following story:

"I was fascinated when people told me that they could start a plant by putting a leaf in water or vermiculite. Friends who had an assortment of plants gave me the leaves for my start.

"After the leaves are placed in water and start to root they are planted in ground, a combination of various types.



Miss Irma Knoll (right) secretary to assistant superintendent of the Milwaukee Division, discusses with Grace M. Johnson, Magazine correspondent for the Milwaukee *Terminals* and author of this article, a prime specimen of White Boy, a beautiful white African violet with purple flecks.

I buy mine already mixed at the store. Those placed in vermiculite need no attention until the plants are big enough to transplant. Leaves rooted in water take longer to sprout after they are put in the ground.

"At times there can be as many as six or eight plants in a single pot, from only one leaf. Each tiny plant should be placed in a pot by itself, a pot as small as possible. A small pot will keep a plant rootbound and force it upward, whereas a large pot develops more roots and no foliage.

"Incidentally, as soon as a plant is 'born', I carefully tag it with a little stick, for it would be embarrassing to be asked its name and to admit 'I don't know'. After you get into the hobby more deeply and your collection grows, identification becomes even more neces-

sary.

"When several plants develop in one pot and after they have blossomed I usually split them, placing each crown, or plant in an individual pot. The plants are watered from the top, taking care not to get water on the leaves. However, in the room here, with a north light and no sun to burn them, it is not quite as important to keep the water off the leaves. I use room temperature water and give them a little each day. About once a week I give them a little boost by adding to the water some 'New Earth' plant food."

Miss Knoll has found that raising African violets is an absorbing hobby and a source of happiness to a lover of flowers. It also pays off in the beauty it brings to the homes of the many friends to whom she gives plants.

Good Eating for Maytime Parties

THE prenuptial parties and diploma doings of May are a challenge to the busy hostess who likes to come out of the kitchen and join the crowd. A time-saving menu for lunches, showers and teas features sandwiches which can be wrapped in waxed paper and stored in the refrigerator, a beverage, and individual cakes made from ready-to-frost bakery cake.

To honor the sweet girl graduate, make roll-up sandwiches and just before serving time tie them with ribbons in her class colors. A delicious strawberry punch can also be prepared ahead of time, adding gingerale and garnish later. These are suggested recipes:

Diploma Sandwiches

1 cup egg-olive salad filling
1 cup ham salad filling
1 cup date-peanut butter filling
6 thin slices bread, cut lengthwise from un-sliced sandwich loaf
6 tbsps. soft butter or margarine

Spread each slice of bread with 1 tbsp. butter. Spread 1/6 cup of each filling on each slice of bread. Cut slices in half crosswise and roll each half up tightly as for jelly roll. Wrap in waxed paper, twisting ends of paper closed. Place on a flat pan so rolls rest on last turn of bread; chill. To serve, remove paper and tie with ribbon to resemble diplomas. Makes 12 sandwiches.

EGG-OLIVE FILLING: Combine 3 hard-cooked chopped eggs, 1/4 cup mayonnaise dressing, 2 tps. minced onion, 1/8 tsp. pepper.

HAM SALAD FILLING: 1 cup ground cooked ham, 1/4 cup mayonnaise, 2 tps. minced onion, 1/8 tsp. salt, dash of pepper.

DATE-PEANUT BUTTER FILLING: 1/2 cup chopped pitted dates, 1/2 cup peanut butter, 1/4 cup mayonnaise dressing.

Strawberry Punch

1 (12 oz.) pkg. frozen strawberries
1 (6 oz.) can frozen orange juice concentrate
1 (6 oz.) can frozen lemonade concentrate
3 cups cold water
1 (12 oz.) bottle gingerale

1 cup fresh strawberries
3 slices orange
ice cubes

Thaw strawberries. Combine orange juice, lemonade and water; chill. Add thawed strawberries and gingerale when ready to serve. Pour over ice cubes in punch bowl. Garnish with whole strawberries and orange slices. Yield, 2 quarts.

The bridal tea shown here features a tray of finger sandwiches and wedding cake decorated in the bride's colors. The seven-point star cake is made of fine textured bakery cake spread with a rich butter cream frosting and decorated with colored "wedding ribbons" and silver dragees. Party guests go for the following combinations:

OLIVE-CHEESE FINGER SANDWICHES: Combine 1/4 cup pimiento cream cheese, 3 tbsps. chopped ripe olives, 2 tbsps. mayonnaise, dash of salt. Spread on 3 slices of bread, top with second slices, trim crusts and cut crosswise in 6 slices.

AVOCADO-PINEAPPLE SANDWICHES: Combine 1 mashed avocado, 1/4 cup drained crushed pineapple, 2 tps. lemon juice and 2 tbsps. mayonnaise. Make a paper leaf-shaped pattern and cut 2 leaves from each of 16 slices of whole wheat bread. Spread each leaf with the mixture and mark leaf veins on top with the blunt end of a toothpick. Insert small piece of green pepper for stem.

SHRIMP-OLIVE SWIRL SANDWICHES: Combine 1/4 cup pimiento cream cheese, 1/4 tsp. chili sauce, 3 tbsps. finely chopped shrimp, 1/4 tsp. lemon juice. From 4 slices of bread cut 16 1 1/2-inch circles with a cookie cutter. Spread each circle with 1 tsp. mixture, garnish with slivers of ripe olives in a swirl pattern.

DEVILED HAM - PEANUT BUTTER SANDWICHES: Combine 1/3 cup peanut butter, 1 3-oz. can deviled ham, 1/4 cup mayonnaise, 3 tbsps. chopped dill pickle. With a cookie cutter cut 4 stars from each of 9 slices of bread. Spread each star with 1 tsp. of mixture, garnish with a piece of green pepper.



Diploma Sandwiches, Strawberry Punch



Finger Sandwiches, Diamond Party Cakes

DIAMOND PARTY CAKES: Prepare 1 quart of butter cream frosting. Spread 1 bakers' sheet cake 18" x 25" with 3 cups frosting, divide balance of frosting and tint with vegetable food coloring in pastel shades. Cut cake into 2 1/2-inch diamond shaped pieces by cutting diagonally from left to right and right to left. Decorate top of each cut with tinted frosting forced through a decorating tube. Yield, 3 1/4 doz. cakes. (Note: The cake triangles left around the pan edges can be served for family meals.) (*American Institute of Baking*)

how to have a cool house in summer

THE scientific method of keeping your home comfortably cool in summer is through "heatproofing", according to a recent article in *Better Homes and Gardens*. Experiments have proved repeatedly, the article says, that strengthening the resistance of the house to heat will not only give you a cooler house in hot weather, but a warmer house in winter and save many heating bills.

Roofs and walls absorb tremendous amounts of heat from the sun and transfer it into the house with dismaying speed. For instance, when the air tem-

perature is in the 90's, a roof can be a broiling 140 to 165 degrees. The first step in heatproofing the home is to plug the holes around windows and doors, then use plants and shade trees around the house to block heat and stir breezes.

To stop heat from coming in from the roof, experts suggest four inches of ordinary loose fill insulation on the roof, or three inches of blanket or batt types, which may or may not be enclosed in foil or specially treated paper coverings. This should stop at least three-fourths of the heat coming from the roof.

Another method is to lighten the color of the roof.

Even when the attic is insulated, the air between the roof and the floor accumulates heat. This trap can easily nullify insulation. Ventilate the air space not only for comfort, but to prevent damage from heat and moisture.

With these improvements some room temperatures may be 10 degrees lower on hot days, the article says. Winter fuel bills may be lower by a third, and any air conditioning may cost several hundred dollars less.

A Shower to Remember



THE details of her wedding shower—the invitations, the decorations, the pretty gifts and the good wishes of her friends—will live forever in the memory of a bride. The decorations shown here are effective, and inexpensive to make.

For a gay touch, suspend double wedding rings over a table or in a doorway. They are made from two embroidery hoops covered with ribbon, and if you wish, spattered with sequins. The bride and groom table centerpiece is made from empty soup cans, crepe paper and bits of flowers and veiling.

To cover each can, cut a piece of peach crepe paper 6 inches wide (with the grain) and long enough to stretch twice around the can. Paste the ends together or fasten with cellophane tape.

The paper will extend an inch above and below the can; fold over and tape down. Holding the cans open-end downward, sketch in the features for the faces and fill in with ink or crayon—or paste on scraps of paper.

To make the bride's hair, cut a 5½ inch square of black crepe paper. Cut the edge into short fringe and curl fringes over a scissor blade. Paste around the top half of the can. Cut a short strip of crepe paper for bangs, fringe and curl it, and paste around the forehead. Cover the top of the head with a circle of black crepe paper to fit. Cut a strip of white crepe paper 3 inches wide and 24 inches long, fold in half lengthwise, gather with needle and thread along the fold, and paste around bottom of can. Using a piece of veiling 9 x 30 inches, gather one end to fit over head. Trim with flowers and ribbon, then pin or paste to the head.

For the groom's hair, cut a strip of black crepe paper 4¼ inches wide and 9 inches long; paste around top of can, allowing it to extend 1 inch over the top. Cut out front section to form a hairline. For the hat, cut black crepe paper 8 inches wide and 8½ inches long; fold in half lengthwise. Holding the fold at the bottom, bend the top of the paper 1 inch from the upper edge to form the top of the hat. Paste ends together, forming a cylinder. Cover the outside top of the hat with a circle of black construction paper. Stretch bottom edge of hat to form a brim; place on head. For the collar, cut an inch-wide strip of white crepe paper 8½ inches long; double over to make it stiffer. Paste around bottom of the can, folding down the points. Cut a strip for the bow tie from black crepe paper, tie and paste to the collar. (*Special effects by Dennison Mfg. Co.*)

Home Maintenance News

MIXING lump-free plaster is easy if you add plaster to water, not water to plaster. Let plaster set in water for about four minutes, then stir until the mixture is smooth. If any lumps do occur, work them out with a paddle against the side of the container.

When you buy used lumber, check it for soundness. If your knife blade penetrates the wood fibres easily, investigate further for termites and rot.

Holes in hardboard left by auger bits and drills won't be ragged at the edges if you back up the hardboard with a piece of scrap wood. The scrap accepts the lead screw of auger bits and tips of drills and pulls them on through without tearing the material. The job is made easier by clamping the hardboard to the scrap.

Sheet-form abrasives are easy to store if you convert an old phonograph record album into a storage book. Give each grade of grit its own sleeve. That way, the grade of sandpaper can be read through the holes in the pockets.

Score painted-over wallpaper with coarse sandpaper before attempting to scrape and steam it off. The sharp abrasive particles will break the waterproof paint barrier and allow steam or water to penetrate behind the wallpaper covering for easier removal.

"Threaded" nails have exceptional holding power for such jobs as laying flooring, installing gypsum wallboard and siding. They can also be used in repairing loose flooring and eliminating bumps under tile flooring and popped nails in dry-wall installations. They can be driven in like nails, yet twist like screws.

snacks for TV evenings



HERE is a sampling of some tasty snacks for TV entertaining. The following are suggested by the American Home magazine as being very easy to prepare:

- Roll ½-inch thick fingers of cheese in thin slices of dried beef. Lay them on buttered toast and bake until the cheese melts.
- Set out bowls of grated sharp cheese and grated coconut. Pass pineapple chunks impaled on colored cocktail picks. Dunk in the mixture.
- Split and toast English muffins. Spread with

a mixture of ½ cup of butter creamed with a cup of powdered sugar and a dash of rum extract. Broil until bubbly and brown.

- Top salted crackers with a slice of onion, a slice of hard boiled egg, and a bit of mayonnaise.
- Have a bowl of caramel crunch on hand, suggests Better Homes & Gardens magazine. Melt ½ pound of vanilla caramels with 2 tbsps. water in the top of a double boiler over simmering water, stirring until smooth. Pour over popped corn and toss lightly to coat kernels. Spread on a lightly buttered cooky

sheet until dry, then break into chunks.

- Combine a can of deviled ham with 1 cup creamy cottage cheese, ¼ cup chili sauce, a dash of garlic salt and other seasonings to taste. Makes a delicious dip or cracker spread.

- Drain and mash sardines. Combine with grated onion, mayonnaise and lemon juice. Form into balls and place on crispy crackers.

- Break up a cup of currant jelly with a fork, add 2 tbsps. of molasses and the juice of half an orange. Spoon over dishes of ice cream or sherbet.

FIT as a FIDDLE

... so you want to live to be 100?

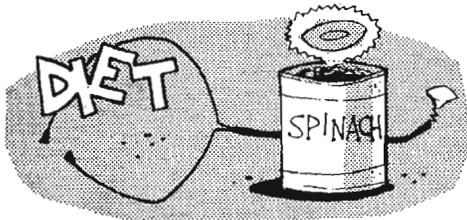
THE experts say you can . . . IF . . . you follow the rules of good health. Medical research has reached the stage where, with your help, a longer, healthier life can be the rule instead of the exception. But it's up to you!

Take a good look at yourself. Chances are you wouldn't treat your car the way you mistreat your body. Prevent those "breakdowns" NOW—and see your physician regularly. Periodic check-ups will help you keep your health at its peak. Then, by following the simple rules for healthful living, you'll have a good chance to enjoy that 100th birthday!

BUILD Health—KEEP Health—ENJOY Health!



Develop regular sleeping habits. One good habit is to get an hour's sleep before midnight. Another is to sleep in a well ventilated room. A comfortable bed is essential. If you must eat before retiring, eat lightly . . . leave the "Dagwoods" alone. Heavy food and cold drinks upset the stomach. Relax—don't take your problems to bed. They can better be solved after a good night's rest.



Don't think that meat and potatoes alone constitute a good meal. Leading doctors agree that a well balanced diet helps you to retain vigor through middle age and beyond. Fruits and vegetables will give you vitality when you need it most.

Take enough time to chew your food thoroughly. Do not invite WORRY to join you at the dinner table. When you eat your meals with pleasure you get more benefit from them.

Weight charts are all right, but you don't need them. If you're fat, you know it! Cut

the calories. And if you need a rigid diet, see your doctor. If you're thin, you'll probably live longer anyway. Most people can gain weight by simply adding more fats and starches to their diet.

CLEANLINESS



Cleanliness is the way to a healthy skin. Always wash hands and face before eating. The skin helps control body temperature and helps get rid of body waste, so it functions much better when it's clean and healthy. Keep work clothes clean.

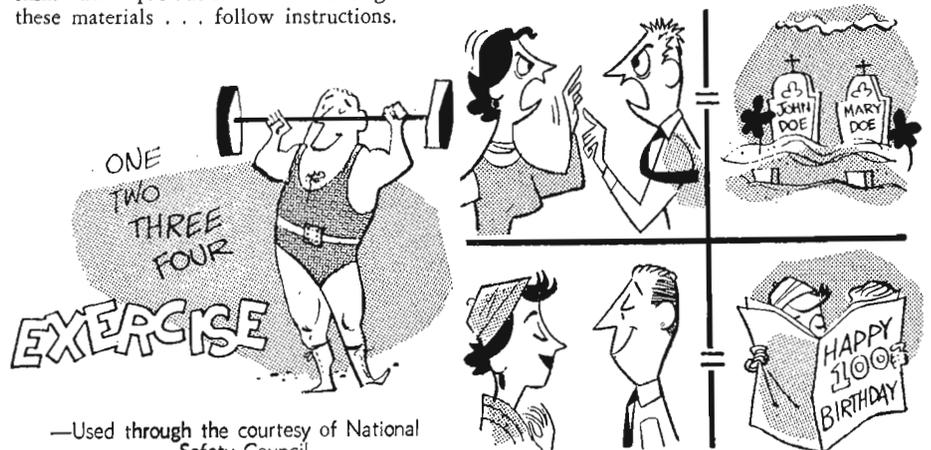
Be sure you're protected when you're handling irritants, chemicals and solvents . . . even gasoline and turpentine can harm the skin. Take precaution when working with these materials . . . follow instructions.

Your physical condition will determine the kind of exercise you need. But remember, you do need it . . . some kind. It will give you a firm muscular tone and alert mind. Brisk walks are fine. So are light calisthenics . . . better check with your physician about the more strenuous sports.

Heads up—backs straight—stomachs in . . . will do much more for the tired feeling that results from bad posture. Correct posture makes men look manly—and girls more glamorous. Remember that sitting right is just as important posture-wise as standing right. So sit right—keep your back straight and away from the back of the chair—and you'll be sitting pretty.

RELAXATION

Life is meant to be enjoyed. The roads to relaxation are many and each person should select those which are best suited. Relieve mental tension with muscular relaxation. Recreation, entertainment, physical activity, music, reading, and hobbies . . . these are helpful. Avoid situations that may be unpleasant . . . arguments hurt the arteries. Remember . . . worry never helped anything!



—Used through the courtesy of National Safety Council



Millions have benefited financially from the great savings idea born 15 years ago! Yes, U. S. Series E Savings Bonds helped buy homes, pay for children's educations, build safe retirement incomes. And they can do as much for you. Because Savings Bonds are a *money-building* investment—and the easiest way to save ever devised! Join the Payroll Savings Plan today, or buy U. S. Savings Bonds regularly where you bank.

Local boy makes good



WHEN THE LATE Ebenezer Hubbard, a patriotic Concord man, left a bequest for a local statue, there luckily happened to be a real sculptor close at hand.

Even more luckily, young Dan French had never yet sculpted a whole statue—had, in fact, recently started by whittling on turnips. So he'd take the job for expenses, and glad to get it.

Two years later, Daniel Chester French's first statue went up. And Mr. Emerson, a neighbor, gladly obliged with a little verse—

*"Here once the embattled farmers stood,
And fired the shot heard round the world."*

Now, during his great lifetime, Daniel French was to make many more statues, but his fame needs only two to rest secure. One is the massive, brooding figure in the Lincoln Memorial. The other is his first: the big, bold, living bronze of the Minuteman of Concord.

When, in 1941, a symbol of American strength was sought, the President picked the Minuteman. Ever since, the Minuteman has been the emblem of the great savings program that helped—and still helps—keep America and her people safe and secure. This year, the 15th anniversary of U. S. Series E Savings Bonds, finds 40 million Americans owning 40 billions of Bonds. Are you among them? For your own security—and the nation's—invest in Savings Bonds regularly. And hold on to them!

Safe as America—U.S. Savings Bonds

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about people of the railroad



Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Marion Chapter of the Women's Club held a picnic supper on Apr. 12 in Memorial Hall, at which Mrs. R. M. Emerson, chairman of the membership drive, reported that the club had exceeded its quota of voting and contributing members. Colored pictures were shown, taken on a recent trip to Florida by Mr. and Mrs. H. L. Mellish and Mr. and Mrs. Charles Carrington; also, pictures by Pvt. Gordon W. Bartlett, son of Mr. and Mrs. Clark Bartlett of Marion. Gordon, who has been in the Army for 15 months, is now stationed in Kitzingen, Germany.

B. P. Dvorak and wife attended the Iowa State Rainbow Division reunion at Des Moines, Apr. 14 and 15, at which Ben was re-elected state treasurer. This will be his third year in that office.

A family reunion held in the home of Superintendent P. J. Weiland during the Easter vacation was attended by his son Peter, with his wife and sons Peter III, age two and a half, and Paul, three months; also son Jerry with his wife and little daughter Anna Marie. Jerry, a dentist in the Army Medical Corps, had completed his six-week indoctrination at San Antonio, Tex., and left in April for a two-year assignment in England.

Retired Section Foreman T. J. Carville of Amana, Ia., spent part of the winter in Louisiana and Florida, traveling there via Washington, D. C. The Carvilles' son James E., with his wife and daughter, has returned from Anchorage, Alaska, and is now living in Amana.

Conductor Charles Craig and wife vacationed in April in Tacoma. They also journeyed down the coast to Paradise, Calif., to see Retired Conductor John Narver and wife and relatives at Santa Ana.

Supervisor of Signals and Communications R. W. Ivey moved his family on Mar. 24 from Manilla to Marion, where he has his headquarters.

Mr. and Mrs. L. Matthewson (retired lineman) moved to Marion on Mar. 29.

They had lived in West Amana for some years.

E. A. Garcia of Savanna, Ill., is a newcomer to the division. He will be relief dispatcher at Marion.

John Newlin, relief clerk, is working two days weekly as trainmaster's clerk and three days as yard clerk in the Cedar Rapids yards.

Carl Eby is working as roadmaster's clerk in the Marion office since the retirement of Hugh E. Jones. R. J. Hudson has been assigned to the position of station clerk in the ticket office in Marion, the position formerly held by Carl Eby.

Jim Trimble, yard clerk at Cedar Rapids, is the father of a boy, Forrest James, born Mar. 27.

Hugh E. Jones, roadmaster's clerk at Marion, retired on Mar. 30. He started with the Road in September, 1918, and after working for a number of years in the offices at Perry and Marion, went to Chicago to work for the Railroad Retirement Board. Later he returned to Marion as ticket clerk and has since held various other jobs at Marion. Hugh has two interesting hobbies, the culture of unusual plants and collecting vases. He has nearly 250 vases, some over 100 years old. Friends and co-workers presented

him with a tie clasp, cuff links, and key chain, and a currency-filled billfold.

Sympathy was extended to Jerry J. Monn, B&B carpenter at Marion, whose brother William passed away Mar. 21.

Fred Schultz died Mar. 29 following an illness of several weeks. He was born Dec. 3, 1873 at Sabula, went to Marion 75 years ago, and worked for a number of years in the B&B department. He was a member of the Free Methodist Church of Marion and of the National Association of Retired and Veteran Railroad Employees. Surviving are a son, George T., and two daughters, Sylva Schultz and Mrs. Herman (Hazel) Hackert of Alburnett. Services were conducted in Marion.

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Train Rules Examiner J. O. Willard conducted examination classes in Perry during April, with the result that J. L. Garnett, James Kelley and Keith Speck were promoted from firemen to engineers.

Engineer Glenn Linn returned to work the latter part of April, after having been off duty for several weeks following surgery.

SILVER PASS ANNIVERSARY.

Ed Meyer, B&B foreman on the Iowa Division who recently rounded out 45 years of service, shown being presented with his Silver Pass by Chief Carpenter R. R. Cheney while on the job at Amana, Ia. D. H. Fisher, assistant engineer—structures, Chicago, was also present. Mr. Meyer has been floating pile driver crew foreman since 1929, prior to which he was a B&B carpenter on the D&I Division. His home is in Madrid, Ia.



Perry unit of the National Association of Retired and Veteran Railroad Employees had a big turnout at the April meeting which started with a potluck supper. Entertainment was provided by Retired Machinist Frank Fulhart and his daughter Susan who showed pictures taken on a trip to Alaska last summer.

Retired Conductor John Curler and Mrs. Curler celebrated their golden wedding anniversary with an open house held Apr. 15 at the home of John's brother-in-law and sister, Mr. and Mrs. H. B. West. More than 100 of their friends called and presented them with gifts and a "treasure chest" of dollars. Mrs. Curler who has been confined to a wheel chair as the result of a broken hip does her own housework. She and John are the third generation of her family to enjoy 50 years of married life together. John's parents would have celebrated their 70th anniversary had they lived another six months, and his sister and brother-in-law who were the attendants at his wedding have been married more than 53 years.

Jack Wailes, clerk at Manning, retired on Apr. 1 after working as a clerk since April, 1918. He was at Bayard, Strawberry Point and Anamosa before going to Manning in 1928. He plans to make his home in Manning. He has 15 grandchildren and one great-grandchild who will help him enjoy his retirement.

Mrs. James Shirley, widow of Engineer Shirley, became a great-grandmother when a daughter was born to Mr. and Mrs. Norman Still of Worthington, Minn., Apr. 23. The baby's mother is the former Virginia Wilcox.

Harold Burgess, bridge crew foreman who has been off duty two years on account of an injured leg, was a surgical patient at Wesley Memorial Hospital, Chicago, in April.

Pfc. Robert Fish who is on leave from the signals and communications department to serve in the Army at Fort Polk, La., was home during April. Just before going on furlough he was named "Soldier of the Month" for Company C of the 702nd Armored Infantry Battalion. Robert's father is a Milwaukee shops employe.

Retired Conductor and Mrs. John Cannon enjoyed a trip to the Ozark region during March, where they visited with Robert Bollard, former conductor, and Mrs. Bollard near Sparta, Mo., and with Retired Agent and Mrs. Frank Mongold at Springfield, Mo. The Cannons, who lived on an acreage near Perry while John was on the road, have sold their farm and purchased a home in Perry.

Graveside services were held in Perry Apr. 6 for the infant daughter of Fireman Paul Bancroft. Mrs. Bancroft is the daughter of Engineer Ralph Walker.

Mrs. Thomas Danahar, wife of a brakeman, was hospitalized during April following a heart attack. Mr. Danahar had his vacation assigned for April so he was able to be with her during hospital visiting hours.

Relief Agent V. L. Hartzell who has been working at Madrid for some time took charge of Perry station Apr. 26 when Agent Bruce Devoe went to the hospital in Perry for surgery.

Ellsworth Maxwell, who worked for the Milwaukee some years ago, died in Denver recently after a long illness. His sister, the widow of Engineer John Kenyon, was with him when he passed away.

Mrs. Clayton West, widow of a Milwaukee Road conductor, was recently elected secretary of The Iowa Club of Arizona. Mrs. West makes her home in Phoenix.

Retired Engineer Fred Peterson and wife enjoyed a vacation trip to Miami, Fla., in April.

Mrs. Hannah McLees, widow of Conductor McLees, who organized the Ladies Auxiliary of the Order of Railway Conductors at Perry and numerous other railroad terminals, passed away at her home in Perry in April at the age of 93. She had been active in auxiliary work for more than 60 years. As a long time member of the Perry Chief "Three Quarter Century Club," she had reigned as queen for many years by reason of being the oldest woman in the club. A son survives.

Mrs. W. J. Barth, wife of retired Perry roundhouse foreman, was hospitalized in April for surgery.

John Cline, son of Retired Engineer Bert Cline, was recently appointed roundhouse foreman at Portage. John learned the machinist trade in the Perry roundhouse.

Retired Engineer Harry La Borde and wife, Engineer Kenneth La Borde and family, and Engineer Don Hulseid and family all were in Lake Crystal, Minn., on Apr. 23 to celebrate Harry's mother's 95th birthday.

Funeral services were held Apr. 25 at Sac City, Ia., for Mrs. Grover Wolfe, wife of the Sac City section foreman. Mrs. Wolfe had been in good health until a few days previous, when she was stricken with a heart attack. A son, H. G. Wolfe, is foreman of the Gillette Grove section.

Engineer Clyde Ibson and family, who have been living in Des Moines for some time, sold their property there in April and moved to Perry.

Retired Roundhouse Foreman A. J. Kressen was hospitalized in Perry during April for surgery.

Engineer R. L. Joyner's wife was hospitalized during April for surgery.

Foreman F. W. Brawley and his crew of signals and communication workers had an unusual job last month. They were working between Manilla and Aspinwall when they noticed a fire at a farm home near the tracks. As there appeared to be no one at home the men went to the house, gained entrance, and started fighting the blaze. At the same time they dispatched one of the crew in their jeep to Manning to summon the fire department, as there was no telephone in the home. They remained and helped the fire department save the home from further damage.

On Apr. 3 Perry Chapter of the Women's Club held a family party with a turkey dinner followed by a showing of the pictures taken by Mr. and Mrs. Frank Fulhart on their last trip to Alaska. Mrs. Fulhart gave an interesting talk while her husband operated the projector.



CEDAR RAPIDS FOLKS: Meet the Road's passenger and freight force at Cedar Rapids, Ia.; a picture taken recently at the general agency office. Seated, from left: W. J. Jepson, J. E. Feiereisen, Jr., Assistant Agent D. N. Doumas, General Agent O. R. Lambertsen, Vernie Stoddard, V. F. Zobl and Agnes Edgar. Standing, from left: District Passenger Agent C. J. Peck, D. W. Perkins, Gene Consales, K. E. Silker, W. Chadima, C. E. Curtwright and J. L. Kelly.



AMONG THOSE PRESENT: A retirement dinner held Apr. 9 at the Golden Ox Restaurant in Chicago in honor of Demurrage Inspector R. P. Junker and H. L. Anderson, former chief demurrage inspector, included, among others, these accounting department associates of long standing. The guests of honor are shown standing at left center with J. E. Vraney, auditor of station accounts and overcharge claims

(hand on chair). Mr. Anderson is at Mr. Vraney's right and Mr. Junker at his left; at Mr. Junker's left, E. J. Linden, assistant auditor of station accounts and overcharge claims. Mr. Anderson retired in January after more than 40 years of service. Mr. Junker, a railroad man since 1910, has been in demurrage work since 1913 and an inspector for the Road with headquarters in Milwaukee since 1915.

Mr. and Mrs. Donald Burr of Des Moines became the parents of a daughter on Apr. 2. Mrs. Burr is the former Barbara Balsbaugh, daughter of the late Engineer Orville Balsbaugh.

Retired Conductor F. W. Price passed away recently in Des Moines.

Conductor Harold Lientz, vacationing with Mrs. Lientz in California during March and early April, visited former Perry railroad families, including Mr. and Mrs. Harold Brown, the Ralph Wrights, the Ralph Shaws and the Sam Crawleys.

COUNCIL BLUFFS TERMINAL

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

Mr. and Mrs. Johnny Petersen are the proud parents of a baby girl, Barbara Kay.

Kathleen Van Maren, daughter of N. P. Van Maren, general freight agent at Omaha, was married Apr. 7 at Our Lady of Lourdes Church to Ronald P. Kuglitsch of Milwaukee.

Carman Army Schoening has announced that he will seek the Republican nomination for Iowa State Representative from this district.

We welcomed back Henry Jensen, car inspector, after a long illness.

Carl Schoenberg appears to be the leader of 10 Milwaukee employes who donate blood regularly to the Red Cross Blood Bank here. Some of the fellows have donated over three gallons.

Now that the Peter Kiewit Co. has finished excavating and filling in some 200,000 yards of dirt for the new yard

addition here, V. J. Sands, general foreman of construction gangs, has started work on the vast network of new yard trackage. Besides nearly 23,000 feet of yard tracks to be added, there will be a new eastbound departure track over 7,000 feet long, and 49 new switches. Between gusts of blowing dust, which have been a menace here, one can see Resident Engineer Bill Bobbit laying out his plans. Gang Foreman Charlie Milner and his men are proving that they are very apt at building switches.

As a carman, I never realized the preparation required for laying rail and switches. It isn't the simple matter of placing rails and ties together, but a project where specifications and blue prints are a necessity, and a day-by-day schedule must be maintained.

Sympathy was extended to the family of Henry Hansen, roundhouse employe who passed away recently.

Chicago General Offices

OFFICE OF FREIGHT AUDITOR

Clara Fister, Correspondent

Wedding bells rang for Bernice Kobialko, machine room, and Chester Gryczan at St. Mary's Church on Apr. 28.

Anthony Naatz, head of the keypunch and coding bureau, became a grandpa for the sixth time when Thomas Anthony was born to his daughter-in-law on Apr. 22.

We were sorry to hear from Charles Woelffer, interline bureau, that his sister Gertrude had passed away. Sympathy

was also extended to Helene Meyenberg, keypunch and coding bureau, on the death of her father.

Stanley Pufundt, review bureau, is back from his sick leave.

Florida vacations were enjoyed by Georgiana Kuchvalek, Sherman Arpp and Ann Roshko. Herman Hoffman visited Oregon and Washington and Yours Truly had a wonderful trip to Niagara Falls and down south to Tennessee and Kentucky.

Lucille Carson vacationed in Philadelphia and New York. She also spent some time in Rochester getting acquainted with her new grandchild, Beth Terri, who was born Apr. 16.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

This department welcomed the following new employes: Richard R. Sachaj, miscellaneous clerk, Robert W. Struwe, acknowledgment clerk, and Thomas J. Dittberner, record handler.

William P. Mullen returned to the Road Apr. 16 after spending two years in the Army, including 13 months in Japan.

Sympathy was extended to Catherine Broda on the death of her father Mar. 27.

The stork has been hovering around this area. Sam P. Quattrocchi, claim checker, reports the arrival of James Lawrence on Mar. 4; Anthony J. Cawley, claim investigator, Gerilyn Mary on Apr. 11; W. B. Bryant, traveling auditor at Minneapolis, Janice Marie, Mar.



May 8, 1945—President Truman announced the unconditional surrender of Germany in World War II.

May 10, 1775—Ethan Allen and his 83 Green Mountain Boys captured Fort Ticonderoga, N. Y.

May 10, 1893—Locomotive No. 999 made the world's first 100-mile-an-hour record run.

May 10, 1869—Golden Spike ceremony at Promontory, Utah, signalized completion of the first transcontinental rail route.

May 17, 1877—First telephone switchboard and exchange in the world placed in operation in Boston, Mass. Four days later, on May 21, tests at Altoona, Pa., marked the first use of telephone communication for railroad purposes.

May 17, 1945—Federal Communications Commission allocated radio channels for exclusive railroad use; first construction permit granted by the F.C.C. on Feb. 27, 1946.

May 19, 1909—The Milwaukee Road completed its rail route from the Great Lakes to Puget Sound. Through freight service began July 4, 1909, Chicago to Seattle, and through passenger service on July 10, 1910.

May 21, 1852—First passenger train from the East (Detroit) entered Chicago.

May 21, 1881—The American Red Cross organized for disaster relief in Washington, D. C.

May 24, 1931—World's first completely air-conditioned passenger train, The Columbian, placed in service by the Baltimore & Ohio between New York and Washington.

May 24, 1844—S. F. B. Morse tapped out first official message on telegraph, "What hath God wrought".

May 26, 1934—First diesel-electric powered streamlined train, completed Apr. 9, 1934, ran non-stop 1,015 miles, Denver to Chicago, at an average speed of 77.6 miles per hour.

25; G. D. Tovey, bureau head, a granddaughter, Susan Elaine, Mar. 22; E. J. Linden, assistant auditor of station accounts and overcharge claims, a grandson, Steven John, Apr. 5; and Mrs. Golden Kuebler, formerly of our central station accounting bureau, Susan Lynn, born Mar. 9.

D. A. Dunning of the traveling auditor's staff at Milwaukee has transferred to the Milwaukee Division to take the position of agent at Mayville, Wis. Willard K. Peterson, traveling auditor of Sanborn, Ia., has accepted the agency at Mason City, Ia., and Charles Belter, traveling auditor clerk, has transferred to the engineering department.

Mrs. Cecelia Mansfield is progressing satisfactorily after hospitalization and at this writing is recuperating at home.

OPERATING DEPARTMENT

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

We are glad to report that A. W. Fair of the telegraph office will be back on the job in the near future, after being hospitalized with pneumonia.

The daughter of Frank J. McDonald, special assistant to general manager, recently gave birth to a son, who has been named Patrick Joseph Jewell. This makes Frank a grandfather for the fourth time.

Roland Keefer of the claim prevention, refrigerator service and merchandise department entered the employ of the Association of American Railroads in the freight loss and damage offices May 1. Frank K. Dorgan succeeds him as freight service inspector.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Promotions were in order last month with D. B. Ramsay succeeding R. N. Edman as auditor of equipment accounts. C. P. Richardson is our new assistant auditor, and D. B. Chandler is bureau head of the statistical department. New head of the foreign car records is W. C. Barthel.

Ray Donahue, night home route clerk who entered Manor Hospital for an operation Mar. 31, is back on the job and feeling good again.

April 6 found us all wishing happiness to Lillian Rodakowski on her engagement. The lucky fellow is John Luszez. Mildred Ferguson of foreign car records is convalescing at home at this writing, following an operation at St. Elizabeth's Hospital on Apr. 5.

Early vacationists this year were Verna Gallagher and her husband. Their trip took them to Washington, D. C., Atlanta, Ga., and Miami, Fla.

Announcing the arrival of a son is

Joan Koblenz. "Stephen" is the name. Joan Madl is the proud mother of Vicky Ann who arrived Apr. 22.

Promotions during the month included Harry Trickett to assistant bureau head, and Herbert Bahr to special reclaim clerk.

In recognition of 30 years of service, Julia Feindt was presented with luggage and flowers on Apr. 26.

Martha Streit and Jean Izdebski left on Apr. 20 for a Miami Beach vacation.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

It's a pleasure to report the election of Ed Stoll to the presidency of the Apollo Musical Club of Chicago. The Apollo Club, now in its 85th season, is the oldest singing organization in Chicago and has an active membership of 200. At least two concerts are presented annually in Orchestra Hall with the Chicago Symphony Orchestra. Mr. Stoll, assistant industrial commissioner of the railroad, served for several years as president of the Choral Club.

All aboard for Kirkland! Club members detrained at Grayland station Apr. 27 to board a waiting bus for Kirkland, Ill., and the Lions Club "Ladies Night," at which a concert by our group was the featured entertainment. The first stop was at the high school to deposit music, robes and wraps, and then on to the Fairdale Men's Club five miles distant, where a delectable dinner was served to the Lions, their guests the Lionesses, and the Choral Club. All of the women were presented with corsages, and each choral member was introduced to a Lion and his wife and escorted to the dinner table, which made for a nice acquaintanceship with our hosts. After the meal and a short business meeting everyone returned to the high school. Although it was a stormy night the attendance was large, and it was a pleasure to sing for such a fine group. The Lions and their wives were delightful hosts and extended sincere appreciation for our performance.

More good news of the Stolls: Bill Stoll, 15, an Explorer Scout of Post 2982 in Chicago, has won his Eagle rating, the highest Scout rank. With other Scouts from the Chicago Council attaining that rank, he was honored at a recognition ceremony in Fenger High School on May 6. Incidentally his father, E. J. Stoll, is district advancement chairman, Portage District, Chicago Council of the Boy Scouts of America.

Carol Steinhofel, 12, daughter of tenor Paul Steinhofel who is employed at Western Avenue, sang on the Morris B. Sachs Amateur Hour, TV channel 7, early in May. The number she presented was "Please Tell Me Why."

The Milwaukee Road Magazine

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Arona Puttrich

Elsa Straumann, typist, and Don Walton, auditor of expenditure's office, became Mr. and Mrs. on Apr. 14. They received many lovely gifts from their friends.

Sympathy was extended to Irna Reck upon the death of her brother.

Clem Barber spent part of her vacation nursing Mary Elser of the disbursement accounts back to health after surgery.

Newest addition to the comptometer bureau is Lorraine Murphy.

Early vacationers Ruth and Bob Rinaldi went down to Ft. Lauderdale. Hazel Dillon also went to Florida, Mary Kelly entrained to Arizona, and Laverna Drella had a wonderful time in Las Vegas and other places of interest while she was enroute to California.

This will be my last column as I am going on a maternity leave, and Bill Tidd will resume as correspondent with the next issue. I have enjoyed pinch hitting for Bill, and it was a pleasure to contribute the news these past months.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Retired Assistant Engineer J. S. (for Silver) Eastman visited with us. He and Mrs. Eastman are very happy on their small farm near Three Oaks, Mich. "Doc" has five acres, which he says is four more than any retired man should have to work.

B. O. Johnson and his wife recently returned from a Caribbean cruise. Bert has promised to bring us a picture to prove he wore Bermuda shorts and a beret.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

A welcome was extended to Margaret Minkley, typist.

Julia Mavrogianis is home on a maternity leave. Paul Boyd left the Road to accept a position with a construction firm.

Joseph Robinson is home at this writing, convalescing from an auto accident. Mabel Hurford and Alfred Viscarra were married Apr. 28.

Ed Jensen and family moved into a new home in River Grove in April and are finding suburban life quite pleasant.

Bill Norten, one of our retired veterans, and Mrs. Florence Denton announced their marriage Apr. 7. They were at home to friends Sunday, Apr. 29, in River Grove, Ill.

The following promotions have been announced: W. A. Stewart to assistant freight claim agent; R. F. Burton, trav-

St. Paul Bowlers Win Hiawatha Meet



The St. Paul team, tournament winner: From left: Switchman George Beattie, Engineman Bob Reidell, Switchmen Art and Russ Young, and Engineman Speed Curran.

THE 13th annual Hiawatha Bowling Tournament held at the River-view Commercial Club in St. Paul the week ends of Mar. 10-11, 17-18 and 24-25 was the outstanding sports event of the year for Milwaukee Road pin men. Teams were entered from Chicago, Milwaukee, St. Paul, Minneapolis, Sturtevant, Beloit, Portage, Miles City, Aberdeen (S. D.), Sioux City, La Crescent and Austin.

First place in the classic went to the St.

Paul team pictured here, with a score of 2,944. C. Johnson and V. Zahn of La Crescent placed first in the doubles with 1,242, and W. Dolny of Minneapolis in the singles with a 671. The net score All Events was won by C. Tangen of Minneapolis who bowled 1,713. Gross score All Events was a tie between W. Dolny, Minneapolis, and J. Peterson, with a 1,847 total.

A note of color was supplied by the Miles City team whose 20 men wore cowboy regalia. The 1957 tournament is scheduled to be held in Miles City. This year's tournament was supervised by Russell E. Young, serving as manager, and Robert Reidell, president.

eling freight claim agent; Jim Dietz, adjuster, grain and live stock department; John Kuptz and Ed Knapp, adjusters, loss and damage department; Howard Muse, reviser; and Margaret Anderson, Aileen Hermes and Eunice Maxim, sales clerks.

F. B. McClintock, district freight claim agent, Milwaukee, who was hospitalized for some time, has returned to work.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Warm climates are luring vacationists this year. The following enjoyed themselves in Florida: Mr. and Mrs. U. Budzien, Helen Matros, Mary Quinette, Marge Roberts, Mary McCormick, and Anne and Bill Bert. Others basking in the sunshine of California were Mr. and Mrs. A. Lutz, Helen Gloeckner, Joyce Jacobsen and Martha Gerardin. Ocie Powell went to Hot Springs, Ark., and Ruth Espeset to Houston, Tex. Dorothy Siegel has returned from another of her wonderful trips, this year to Hawaii, the Philippines, Hong Kong and Tokyo. She had the exciting experience of wit-

nessing four stowaways being transferred from one steamship to another in mid-ocean.

We had three excited grandfathers last month. John Ritter, traveling accountant, and Nancy Ritter of the typing bureau were presented, respectively, with a granddaughter and a niece on Apr. 16. Albert Pieper, bureau head of bookkeeping, welcomed his fourth grandchild, a girl, on Apr. 22. Clair Capron made a visit east to visit a new granddaughter.

Wedding bells rang for Don Walton of the accounts receivable bureau and Elsa Straumann of the typing bureau on Apr. 14. Trudy Kohls of the key-punch bureau walked down the center aisle of St. Paul's Lutheran Chapel on Apr. 28 to become the bride of John Young. They spent their honeymoon in Florida.

Virginia Seay of the keypunch bureau received a lovely engagement ring on Apr. 14. The lucky boy is Ken Morrow. Mary Frances Hauswirth of the shop timekeeping bureau and Frank Krause of the payroll bureau announced their engagement last month. The wedding is set for July 14.

Pay Tribute to Bedford Agent

THE RECENT retirement of H. D. "Harry" King, agent at Bedford, Ind., for 39 years, was observed by the largest turnout of railroad representatives ever to congregate in that city. Sixteen railroads were represented in the group of 130 business associates and civic officials who attended the banquet in his honor at the Grey-stone Hotel. R. W. Steele, Indiana state senator and local Milwaukee attorney, served as emcee, and among those who made addresses were W. L. Ennis, assistant to vice president, CPR&MS; J. D. Shea, superintendent at Terre Haute; Congressman Earl Wilson and Mayor Ivan Brinegar.

Mr. King, who started railroading 45 years ago—he received his Silver Pass at the banquet—is a native Hoosier and learned telegraphy and the functions of a small station in his home town while he was still a youth. He qualified for a job with the Southern Railway at English, Ind., when he was 17, and was with the Chicago, Terre Haute & Southeastern when that line was acquired by the Milwaukee. He was serving at Oolitic as cashier when he was appointed agent at Bedford in 1917.

The Kings have three children, Mrs. T. E. McCready of Clinton, Ia., Dr. Harold King, professor of surgery at the Indiana University Medical Center, and Dr. R. D. King, general surgeon of the U. S. Public Health Service in Seattle; also two grandchildren. Mr. King's retirement plans may include a venture in the real estate business, in which he has had considerable side line experience.



Agent H. D. King (right) handing the company keys to L. M. Petrie who succeeded him at Bedford.

A new suburbanite is John Eraser (AFE bureau) who has just moved into a ranch house in Meadowdale, Ill., a section of Carpentersville.

Mary Jean Conners of the keypunch bureau is home at this writing, recuperating from an operation. Stanley Johnson, supervisor of machine accounting, has returned to the office after an operation. Jean Wheeler of the AFE bureau is still on the sick list. Jean Sainio of the keypunch bureau has returned to work after an operation and a brief stay in the hospital.

Sympathy was extended to the family of Larry Olson, clerk in the payroll bureau, who passed away last month. Services were held at the Moeller & Hallemann Chapel on North Avenue. Sympathy was also extended to Ann Popowski on the death of her mother.

The following Fullerton Avenue employees are attending the convention of the National Association of Railway Business Women in Los Angeles, May 22-23-24: Sophie Kustron, who is chairman of the Milwaukee Road division, Co-Chairman Dorothy Hallwachs, Martha Prestin, Iona DeCamp, Leona Diet-

rich, Grace Larson, Elsie Dreher, May Whiteman and Gail Wilson. Tours are being planned, also a dinner at the Coconut Grove, luncheon at the Biltmore Hotel and a banquet, the speaker being G. B. Hanson, president of the Pacific Electric Railway and assistant to the president of the Southern Pacific Co. The Santa Fe made it possible for the convention body to travel in a special train.

Attention—Milwaukee Road Puget Sound Pioneers

THE annual meeting and get-together of The Milwaukee Road Puget Sound Pioneers Club will be held in Tacoma on Saturday, June 16. A business meeting will be held in the Tacoma Hotel at 2 P.M. and a buffet dinner for members, their families and friends at the Top of the Ocean Restaurant at 6:30 P.M.; dinner, \$2.00 per person.

Please make your reservations with the secretary, R. R. Gardner, 11 North Tacoma Ave., Tacoma, Wash.; phone, Broadway 0257.

Rocky Mountain Division

EAST END

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

Delegates from five railroad organizations—engineers, firemen, conductors, brakemen and switchmen-clerks—met in Helena Apr. 23, 24, 25. Action taken included a resolution to work toward getting a law passed in the various states to equalize the taxes assessed against railroads and trucks.

Engineer and Mrs. D. A. Robinson attended funeral services for Mr. Robinson's nephew W. A. Malone at Sand Point, Idaho. Mr. Malone was at one time a fireman on The Milwaukee Road out of Three Forks.

Fireman W. L. Murphy is working as a substation operator at East Portal at this writing.

Engineer Schecter left for a vacation with his family in Spokane on Apr. 29.

Silver Passes in recognition of 45 years of service were presented last month to Engineer C. J. Mondloch, Great Falls; Engineer E. C. Fous, Al-ber-ton; and Conductor H. R. Bennett, Lewistown; also to Conductor C. W. Robinson, Tacoma.

Chicago Terminals

WESTERN AVENUE



L. C. Kusch

Louis C. Kusch, assistant superintendent of the sleeping and dining car department and holder of a Gold Pass for more than 50 years of service—all in the sleeping and dining car department—retired on Apr. 30. A native Chicagoan,

Mr. Kusch started as an office boy in Chicago on Oct. 23, 1905. In 1930 he was promoted to assistant chief clerk and in 1933 to chief clerk at the Tacoma headquarters. He held that position for 10 years, returning to Chicago in 1943 to manage the laundry. He was appointed assistant superintendent in February, 1945. Mr. Kusch is an Army veteran of World War I. By reason of his long service with the Road he is very well known on both Lines East and Lines West and to business people in the commissary supply line. As an active member of the Association of American Dining Car Officers, he has served as chairman and on its various committees. For the present he and Mrs. Kusch plan to maintain their home in Chicago.

GALEWOOD

Norma Gunderson, Correspondent



Anna Esbensen

Anna Esbensen, secretary to Agent A. E. Ward, who is a veteran of 50 years of service at the Galewood freight office, retired Apr. 1. She was presented with a wrist watch by fellow employees. Miss Esbensen was born in Denmark and came to the United States as a youngster, settling in South Elgin. She has been a resident of Chicago since 1895 and will continue to make her home here, occasionally visiting her sister in Florida. Active in Fullerton Avenue Chapter of the Women's Club, she is a past membership chairman of the Galewood unit.

Irene Dumanowski returned to work Apr. 2 after an extended leave of absence due to illness.

Telephone Operators Rose Arms and Margaret Merriman are recuperating at home at this writing, after undergoing surgery the latter part of March.

Chief Telephone Operator Mary Heselick returned to work Apr. 18 from a five-month leave of absence occasioned by an accident. Telephone Operator Margaret Metcalf is still at home at this writing, due to a broken knee cap, and Operator Lillian Peterson is home with a severe case of mumps. We hope the jinx of the telephone department has now run its course.

Michael Christopher Schroeder was

DOWN CALIFORNIA WAY. Gardening is the hobby of John S. Morrissey, retired Chicago Terminals switchman, who moved with his daughter's family to San Marino, Calif., last winter. This picture taken just four months after the move shows the headway he has already made in landscaping the new home, which includes a patio. The grandchildren are Kathleen and Jackie Damlos.



born Apr. 21 to Rita Schroeder of the car record department and Vern Schroeder of the police department.

Twenty of Galewood's women employees who were entertained by Norma Gunderson with a showing of slides of her Caribbean cruise took the opportunity to bid Lottie Lackage adieu, Apr. 27 being her last day on the job, as she is to become a mother some time in August.

Hulda Johnson, bill clerk, retired Apr. 30 with 30 years of service. She was presented with a purse.

The Women's Club meeting held May 8 was in keeping with Mother's Day and the evening was spent playing games. The June 12 meeting should be very interesting, with a chalk talk by Arthur A. Henrikson, a cartoonist.

Engineers Frank Malcotte of Chicago and Albert Fischer of Lyons were recently presented with Gold Passes. Engineer Howard Kelly, Lombard, received a Silver Pass.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

T. I. Colwell, retired secretary to superintendent, and Mrs. Colwell are sailing from New York on the Queen Mary in June for a six-week tour of Europe.

L. W. Mosier, formerly of Bedford, has been transferred to that point from Perry, Ia., to take over the duties of car department foreman.

Fred Stewart, retired brakeman, recently suffered a stroke and at this writing is in Union Hospital in Terre Haute.

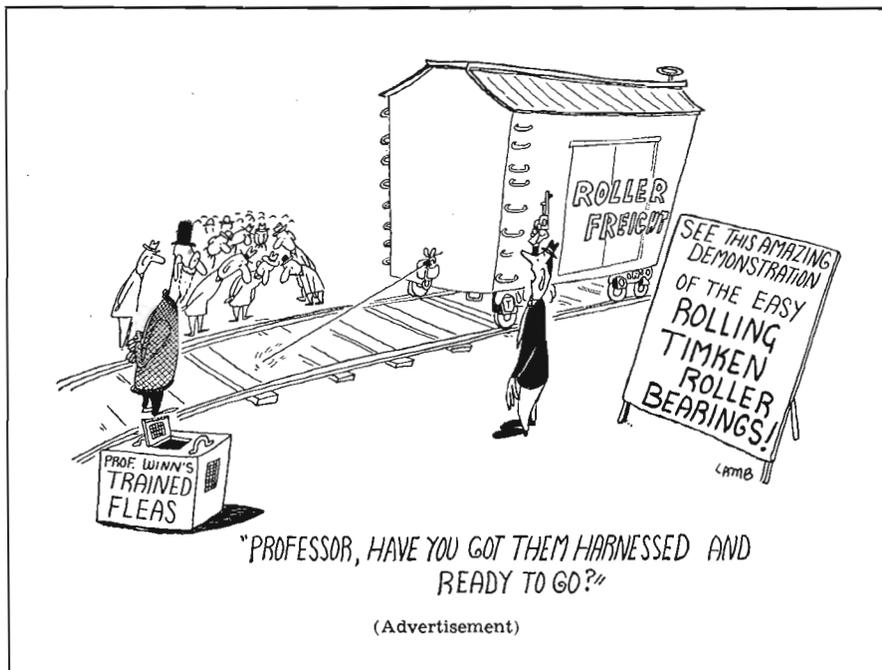
Wedding bells rang in Terre Haute on Apr. 13 for Elizabeth Brown, clerk, and Bernie LeBow, former general foreman of the locomotive department. Mr. LeBow was recently transferred to Bensenville.

Sympathy was extended to Conductor Morgan Kyle in the death of his mother in April.

Bruce Blaker of the Terre Haute freight house is back on the job after a visit to Mayo's.

Mrs. Harley Smith, widow of former chief dispatcher, is at this writing hospitalized in Terre Haute, due to a heart attack.

A unique program presented Apr. 28 at the First Church of the Nazarene in St. Bernice honored a retired employe of this division, Harry H. Ferguson. The occasion marked his 33rd year of continuous service as Sunday School superintendent and his 70th birthday. The theme was "Your Life," beginning with his childhood and following his life story, including his marriage to Miss Etha Hiddle of St. Bernice and his employment with The Milwaukee Road as brakeman and conductor from 1913 to his retirement in 1951. The Fergusons' children, Mrs. Cleo Elliott of Indianapolis and Glenn Ferguson of Terre Haute, a conductor on our railroad, also



performed, Glenn furnishing the piano accompaniment while his sister sang. Others taking part in the program were three of Mr. Ferguson's retired railroad associates, J. B. Nelson, C. C. Draper and T. H. Hehman.

Locomotive Engineer Clyde G. Hiddle of St. Bernice and Mrs. Hiddle recently celebrated their 46th wedding anniversary.

Milwaukee Shops

GENERAL

Harry R. Abraham, retired superintendent of the Milwaukee Shops, has asked the Magazine to publish his change of address for the information of his friends in the shops and the Chicago Terminals (where he was roundhouse foreman and assistant master mechanic for many years). Following the death of Mrs. Abraham last fall, Mr. Abraham sold their Florida retirement home and has since built another. His new address is 2536 Nassau Lane, Fort Lauderdale, Fla. "I am only a few miles from the inter-coastal waterway", he writes, "and can get there by boat in 15 minutes. I'd appreciate having my address in the Magazine, because I hear from so many of the boys."

L & R Division

THIRD DISTRICT

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

The good wishes of many friends and associates were extended to Engineer George Granholm, who retired after 48 years of service.

Agent F. P. Blanchfield, Wisconsin Rapids, has returned from Cleveland, Ohio, where he attended the Freight Station Section of the Association of American Railroads' annual session.

Retired Engineer Thomas F. Burek, 73, passed away Apr. 7. He had been in ill health for the past year. Mr. Burek



RETIREES FROM LOCOMOTIVE DEPARTMENT. Speakers' table at the party in the Milwaukee Elks Club on Apr. 25 in honor of E. L. Grote, assistant superintendent motive power, Milwaukee Shops, who was retiring after 45 years of railroading. From left: L. H. Koch, master mechanic; C. E. Barrett, superintendent car department; F. W. Bunce, chief mechanical officer; Mr. Grote; F. A. Upton, superintendent motive power; W. C. Marshall, retired superintendent diesel power; and Brad Skelton, National Refining Co. About 120 were present. Mr. Grote started with the Road at Milwaukee in 1923 and served at various points as roundhouse foreman, assistant master mechanic, assistant shop superintendent and master mechanic before being appointed assistant superintendent motive power in April, 1955. He is retiring at the age of 60 and plans to live in Merrill, Wis.

retired in December, 1952 after 45 years of railroad service. Funeral services were held in St. Michael's Catholic Church at Wausau. Immediate survivors are his wife, a son, three daughters and three grandchildren.

Engineer Carl Kropla has been presented with a Silver Pass in recognition of 45 years of service with the Milwaukee.

Ensign Donald Hazelwood, with his wife and infant son, spent several days with the Earl Hazelwoods. Having completed his flight training at the Naval Air Station at Pensacola, Fla., Donald is now assigned to the station at Hutchinson, Kans.

L. G. Fredrich, chief dispatcher, had a busy day Apr. 30, on which he retired after 48 years of continuous railroad service. Many of his friends on the Valley personally called to extend good wishes, and he was surprised with a remembrance from Valley associates; also with a handsome gift from his office

force, the dispatchers at Wausau. He and Mrs. Fredrich will continue to make their home in Rothschild, Wis. An enthusiastic hunter and fisherman as well as a "green thumb" gardener with plans to further beautify his property, Leo will be busy.

H. A. Obermowé has been appointed chief dispatcher on the Third District, succeeding Mr. Fredrich.

La Crosse & River men who have completed 50 years of service and qualified for Gold Passes are Engineer E. L. Pugh and Trainman H. L. Hansen, both of Milwaukee, and Dispatcher F. W. Kruger, LaCrosse. Operator C. A. Richardson, LaCrosse, and E. Erickson, chief clerk to superintendent at La Crosse, received Silver Passes.

Trans-Missouri Division

EAST END

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

Car Clerk Dick Andrews, who underwent surgery at the Holy Rosary Hospital in Miles City last winter, has been back for a checkup and is now recuperating at his home in Moberg. His position is being filled by Walter Gunther.

Engineer L. J. Martin and his wife were called to Anderson, Ind., recently by the death of Mr. Martin's sister, Mrs. George Mercer. En route home they stopped off at Birmingham, Mich., to see Mr. Martin's brother and family.

Operator Harvey Teske has been elected local chairman of the O.R.T. on the East Trans-Missouri, succeeding Charley Olson of Lemmon.

Engineer Claude Preston who underwent an operation at the St. James Hospital in Butte in February has fully recovered and is back on the job.

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CHICAGO, ILLINOIS

Retired Roadmaster A. F. Manley and wife have returned from Phoenix, Ariz., where they spent the winter.

Carol Hilton, daughter of Car Clerk George Hilton, won the Betty Crocker Future Home Maker Award in a test given by General Mills to the senior girls of the Moberg High School.



Carol Hilton

Retired Conductor Shirley Richey passed away Apr. 21 at Marmath, N. D. Funeral services held there. He is survived by his wife and two sons.

Operators Imbery and Kast have received their notices to serve in the Army.

Dora H. Anderson has returned from a three-month vacation with relatives and friends in Seattle and California.

Miss Patricia Miller, daughter of Engineer Edgar Miller, who reigned as Moberg's Snow Queen later had the honor of being chosen State Snow Queen for South Dakota and attended the Winter Carnival at St. Paul in January. She will be a guest of honor at the Aquatennial in Minneapolis in July, and will also participate in many other events throughout the state during the summer.

When the new patient was admitted to the doctor's office his lengthy list of aches and pains made the doctor suspect he was dealing with a hypochondriac. Nevertheless, he prescribed pills to be taken regularly.

A week later the patient was back, all smiles. "Those pills," he exclaimed, "they're wonderful. I feel like a new man."

"Those pills," said the doctor, "are nothing but little balls of bread."

"Good heavens," screamed the patient, turning pale. White or whole wheat?"
—Wall Street Journal.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

We regret to report the death of Mrs. J. V. Anderson, wife of assistant general storekeeper at Tacoma, on Mar. 31. Mrs. Anderson was born in Forrest City, S.D. Prior to her illness she was very active in the Milwaukee Road Women's Club. She leaves a married son and daughter at present in Germany, one daughter in Miles City, five grandchildren and her mother. Before coming to Tacoma seven years ago, Mr. and Mrs. Anderson lived in Milwaukee.

Ralph Moyles is in the hospital under observation at this writing.

Agent O. R. Powels attended the 1956 annual meeting of the Freight Station Section in Cleveland Apr. 24-26.

Yard Clerk J. W. Murphy welcomed his second son, Mark William, on Apr. 12.

Elmer Guttormson, chief yard clerk who has been retired for several years, returned recently from a trip to Arizona. After living in Tacoma for 46 years, Elmer is moving to Silverton, Ore., where he will be happy to have his friends look him up.

The 23rd annual Puyallup Valley Daffodil Festival parade theme was "Story Time in Daffodils," and it transformed downtown Tacoma last month into something right out of a book of nursery rhymes. Nearly 200,000 people jammed vantage points to watch the sea of yellow roll by, for overcast skies and a chilly wind failed to freeze out parade watchers. The St. Paul and Tacoma Lumber Company's float won the sweepstakes. The annual all-Puget Sound Marine Regatta, featuring 300 boats, wrote a nautical but nice finale to the festival.

With deep regret we report the sudden death of Arthur H. Gleb, Tacoma warehouse foreman, on Apr. 17 at the age of 55. Mr. Gleb was born in Buffalo, N. Y., but had lived in Tacoma for 50 years. He started with the Road in 1918



MOBRIDGE 50-YEAR VET RETIRES. L. F. "Ludy" Johnsen, warehouse foreman at Moberg, S. D., shown here with Mrs. Johnsen, ended 50 years of railroad service—48 on the Trans-Missouri Division—with his retirement on Mar. 30. He was presented with a Gold Pass. Mr. Johnsen who was born in Brooklyn, N. Y., moved to Eureka, S. D., in his early youth and started railroading there as a warehouse clerk when he was 17. In 1908 he transferred to Lemmon, and in 1913 to Moberg where he was made warehouse foreman after a brief apprenticeship. An avid sports fan who seldom misses a local athletic event, Mr. Johnsen's retirement gifts included a season ticket to the 1956 Moberg baseball games. He has been succeeded as foreman by Leo Swanson, night baggageman.

in the warehouse, and except for a short period in the Seattle freight house had spent his entire service there, being promoted to foreman in 1951. During his 38 years of service he had never been absent a day because of illness or had a mark against his safety record. Survivors include his mother, Mrs. Annie Gleb of Tacoma, three brothers, Walter of St. Paul, Sidney of Danville, Calif., and Edwin of Burton, Wash., and a sister, Miss Elsie Gleb of Buffalo, N. Y.

Two-thirds of the country's livestock is produced west of the Mississippi River, and two-thirds of the meat supply is consumed east of it.

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I & S M Division

News of the death of Patrick Sheridan, old time I&SM engineer, has been received from Kenneth P. Bayne, former Coast Division fireman and switchman who is now running an engine on the Los Angeles and Yuma Divisions of the Southern Pacific. Mr. Sheridan's death occurred several weeks ago in Los Angeles, where he had recently made his home.

I & D Division

FIRST DISTRICT

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

Mrs. Axel Peterson, widow of a veteran machinist and mother of Roy Peterson, roundhouse foreman at Avery, Idaho, passed away in a Mitchell hospital at the age of 78, on Apr. 8.

Louis Kuckleburg, retired section foreman at Kennebec, S.D., passed away at a Pierre hospital on Apr. 15. He was the father of Charles Kuckleburg, agent at Presho, S.D.

Word has been received of the birth of a son Apr. 7 to Harry Holt, former SC&D fireman. Harry now lives in Alaska and is working for a railroad up there. He is the son of I&D Engineer Ben Holt.

We all received Award of Merit Cards in addition to a gift for winning the President's Safety Award. The I&D Division has won this award three times in the last four years.

And speaking of the Safety Award, the trophies that the I&D Division have won will be displayed in a window of the Mitchell National Bank during our Jubilee Days in June. This through the efforts of R. J. Dimmitt, assistant superintendent, and Superintendent Novak at

Operator Commended

J. E. PECK, operator at New Hampton, Ia., was commended recently for alertness which, although it was in the line of duty, was nonetheless laudable. The commendation grew out of an inspection made by him of No. 62 while it was passing by, during which he detected approximately a foot of rail broken out of the track in front of the depot. Since No. 63 was also due to pass shortly, there was little doubt among those present at the time that he averted a serious derailment.

In issuing the commendation Superintendent A. C. Novak said, "Things such as this spell out a fine spirit of cooperation. It illustrates the importance of agents and operators, as well as everyone else, making a running inspection of trains at every opportunity."

Sioux City.

The Milwaukee Women's Club at Mitchell is not to be outdone and has taken out a charter for the Jubilee. The members call themselves The Milwaukee Belles and have received pins.

Perry Paullin, machinist helper, has been released from a three-week stay in the hospital. Fred Hendricksen, machinist helper, who was in the hospital for two weeks early in April, is laid up again at this writing.

Richard Potvin, son of Machinist W. J. Potvin, Mitchell, recently made the front page of our daily paper. He was shown being made a Star Scout of Troop 72 of Mitchell. Richard has two brothers in the same troop.

EAST END

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

Harold "Doc" Phillips, clerk in the Mason City office, attended the capping ceremonies at St. Catherine's College at St. Paul, to see his daughter Amy Lou receive her cap. He was accompanied by his wife and son Jim.

A dinner honoring K. P. Thompson and family was held by Milwaukee employes and their families at the V.F.W. Club in Mason City on Apr. 27. Mr. Thompson has taken over the duties of agent at Winona, Minn., and his family is joining him there.

Willard K. Peterson, former traveling auditor, has been assigned to the position of agent at Mason City. His wife and four sons will move from Sanborn to Mason City at the close of the school year.

Harold H. Johnson has returned from Mitchell, S.D., where he acted as chan-

The Milwaukee Road Magazine

cellor for a golden jubilee class of candidates in the Knights of Columbus. He has held the office of chancellor for 10 years. He and others who have been members for 25 years or more were honored at a banquet.

Wayne Dunavan, son of Chief Yard Clerk Carl Dunavan, has been promoted to traveling auditor for the National Biscuit Company. He was formerly office manager for the company at Sioux City.

In recognition of having been in the employ of the Road for 50 years, C. H. Bradbury, locomotive department foreman, has been presented with a Gold Pass. Mr. and Mrs. Bradbury live in Calmar.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Agent E. D. McLean of Glenview is at home at this writing, recuperating from an operation.

Harry Le Roy Martin Jr., son of Chief Dispatcher Martin of Milwaukee, was united in marriage to Mary Gallenberger on Mar. 7. Harry Jr. is a senior at Wisconsin State College and plays quarterback on the football team. He plans to enter the teaching profession.

Other spring weddings included that of our office clerk, Wes Gales, who was married on Apr. 7. Miss Marlene Nielsen, daughter of C&M Engineer H. F. Nielsen, married James A. Brasko of Lincoln Park, Mich., on May 5. Herb's son Fred was able to attend the wedding while home on furlough from Navy service as a radarman aboard the USS Hancock.

Vacation travelers included Conductor Harry Jewell who made a several week stay in Florida and came back with an enviable tan. Time Revisor Vince Freihoefer also was in Florida. Ruth Habegger, Superintendent Garelick's stenographer, visited relatives in California. Agent Matt Grenning of Rondout spent two weeks in Bakersfield,

Calif., and Agent C. S. Reynolds went to Seattle.

A. J. Farnham, chief rules examiner, and his assistant, R. L. Peters, recently held classes for the promotion of eligible C&M brakemen, as a result of which we now have the following new conductors: Miles D. Nichols, P. C. Burns, D. M. Listle, W. L. Reed, M. L. Brandenburg, B. G. Lazenby, P. Gerhardt and M. E. Gorske.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

Fifty years ago, on Apr. 18, a double wedding united two brothers and two sisters in Grand Rapids, Mich. Albert L. Titus, retired conductor, and Mrs. Titus were one of the couples. They observed the day this year with members of their family, and on the following Sunday held an open house, with well over 100 friends dropping in to wish them many more years of happiness together. Mrs. Minnie Pennington and Mrs. Bert Lewis, sisters of Mrs. Titus, came from Michigan for the event. Three girls and two boys made up the Titus family, and now there are 10 grandchildren, all living in Spokane and vicinity. Conductor A. T. Titus works for the Road.

With over 50 years of service, Conductor B. J. Casey decided it was time he caught up on his fishing and hunting. April 7 was his last work day on the Beverly-Hanford line. Living in St. Maries, Mr. Casey will have plenty of opportunities to go fishing.

Fireman F. E. Smith has applied for his retirement, having been off since May, 1955.

B&B Foreman A. Parson performed his last service before his retirement in April.

Pat Burns died Mar. 30 at the age of 86. He had retired only three years ago as passenger brakeman, running between Spokane and Deer Lodge, and will be remembered by many along the railroad. He leaves Mrs. Burns in Spokane and

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two sons, Pat and James A., both of Montana.

F. W. Weller passed away at his home Apr. 15. He had retired from passenger service on account of poor health.

Clarence Miller and J. R. Walker have been hired as operators. Mr. Miller is currently relieving Bessie Ellett at Othello who is convalescing from a

broken wrist as a result of a fall.

J. C. Maddox is taking time off as operator at the Spokane office. L. D. Blue will fill in.

R. D. Collins has returned to work following a layoff during the winter.

Operator W. C. Lampl was married recently.

Agent Eric Matson of Warden has been vacationing in Montana and back at Newport where he formerly lived. Mr. Sidwell worked the agency during his absence.

On Apr. 17, George Savidis, office engineer at Spokane, picked up his belongings and was off to his new assignment at Idaho Falls, Idaho. His friends gave him a nice remembrance of his stay here.

Sympathy was extended to Brakeman LeRoy Sands of Malden on the death of his father Apr. 7. Mr. Sands had been ill some time.

Charles W. Little passed away recently. Mr. Little who had been retired for some time, was ill several months. Survivors include Mrs. Little, three sons and two daughters.

My error—last month I reported that Mrs. Carver of Tekoa was the owner of a foreign made car. Sorry, it was Mrs. Lee Carver of Malden.

Malden Chapter of the Women's Club went over the top in its membership drive, it was reported at the March meeting. Twenty-five members were present. Refreshments were served by Mrs. Harvey Heidenrieck and Mrs. Harold Broyles. Incidentally, the club has acquired a new coffee maker, through collecting coffee can bands. Next time it should publicize the project and get some help. Most people have bands from coffee cans.

Spokane Chapter of the club also

went over the top in membership. Mrs. Jack Webb is membership committee chairman.

Bill White, son of Earl E. White, DF&PA at Spokane, has been awarded a four-year N.R.O.T.C. scholarship to the college of his choice. The award came from the Naval Department. Bill plans to study law at an eastern school. At Lewis & Clark High School from which he will graduate this year, he has been a member of the varsity debating team and taken other studies in preparation for his vocation. His summer vacation will be taken up with a seven-week cruise on active duty.

Mrs. T. C. Wurth, wife of a Milwaukee Road carman at Avery, will be a delegate to the President's Regional Highway Conference in San Francisco, by appointment of the governor of Idaho, early in June.

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D & I Division

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

W. D. Bowman, retired switchman, passed away in the City Hospital at Savanna Apr. 11, following a stroke at the home of his son-in-law and daughter, Engineer and Mrs. Earl Hess. Funeral services and burial were in Savanna. Surviving are his widow, a daughter, and two sons, Wayne of the car department in Davenport and Dwight of Savanna. Mr. Bowman started his railroad service in March, 1890 as a call boy and retired as a switch foreman on May 9, 1950.

Switchman J. M. Drain passed away in the City Hospital at Savanna Apr. 15, following an illness of many months. Services were held in the Law Funeral Home, with burial in the Savanna cemetery. Surviving are three sons and a daughter. Mr. Drain started railroading as a switchman in Jan., 1923 and retired Feb. 28, 1956.

E. G. Graves, retired switchman, passed away in the City Hospital at Savanna Apr. 23, following an illness of several months. Funeral services and interment were in Savanna. Mr. Graves started with the railroad as a switchman on Jan. 25, 1907 and retired as a switch foreman on Mar. 31, 1946. Surviving is his twin sister, Mrs. Mark Sheldon of Denver, Col., and a niece and nephew.

Edmund R. Blake, operator at Clinton, Ia., since 1939, passed away in his home Apr. 19, following a long illness. Funeral services were held in Clinton, with burial in Kilbourne, Ill. Surviving are his widow and a sister.

Alice Ramirez, daughter of Juan Ramirez of the track department at Savanna, became the bride of W. C. Ferris of the Air Force and son of Engineer Merle Ferris of Savanna, on Apr. 7 in St. John's Catholic Church in Savanna.

THE ANCHOR WITH THE BULL DOG GRIP!



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Notice—Veterans of the 744th

THE 10TH annual reunion of the 744th Railway Operating Battalion will be held in Chicago June 22-23. For information write to Tom McClure, the Palmer House, Chicago. Headquarters for the reunion will be at the Palmer House.

Two sisters, Rose and Josephine Ramirez, served as bridal attendants. A reception was held in the Moose Hall. The couple will live in Omaha, where the bridegroom is stationed at Offut Air Force Base.

Engineer S. S. Lehman, Elgin, has been presented with a Silver Pass for 45 years of service.

Sympathy was extended to J. L. Breitbart of the car department at Savanna, whose mother passed away in Dubuque in April.

SECOND DISTRICT

Carol Jaeger, daughter of Dorrance Jaeger, delivery clerk at the Dubuque freight house, was among 50 Iowa high school graduates who won three-year nursing scholarships awarded annually by the Iowa Division of the American Cancer Society. The winners were selected from 144 candidates in a statewide competition based on scholastic rank, pre-nursing tests and character references. Scholarships are included in the society's long range program to expand its cancer case finding and home service work. Carol plans to enroll in the Mercy Hospital School of Nursing in Dubuque.



Carol Jaeger

George Tressel, secretary in the office of R. E. Beauvais, DF&PA at Dubuque, and son of Warehouse Foreman Tressel of Dubuque, gave up his bachelorhood on Apr. 14 to marry Miss Loretta Byrnes, Dubuque office nurse. Miss Byrnes, the daughter of Mrs. John Byrnes of Waukon, Ia., is a graduate of St. Mary's School of Nursing at Rochester, Minn. The ceremony was performed in St. Patrick's Church and the bridal couple took a trip to Florida.

Walter S. Hartley, retired conductor of Dubuque, passed away unexpectedly Apr. 30 at his home. Mr. Hartley's railroad service covered 53 years, concluding with his retirement in 1951. Surviving are his wife, four daughters and a son;

also a sister, Mrs. R. H. Kearney, of LaCrosse. Funeral services were held in Dubuque, with burial in Linwood cemetery.

THIRD DISTRICT

Kenneth Ross, son of C. L. Ross, deceased engineer, left San Francisco Apr. 14 with his family to live in London for three years. He is a pilot for Pan-American Airways and will fly out of London. His mother had been visiting him and his family in Napa, Calif.

Edgar M. Edward, retired conductor, passed away in the Chillicothe, Mo., hospital Mar. 26 at the age of 84. He started his railroad service as a brakeman in 1893 when the division point was at Chillicothe, and retired in 1939. Funeral services were conducted from St. Columban's Church. He is survived by his wife.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Clem Vail, outbound carload rate clerk, is proudly exhibiting a pin received in acknowledgment of his 35 years of service with the Road.

Mrs. Walter Schoenkerr, wife of house 7 employe, fell and suffered a skull fracture when a porch railing collapsed. She was rushed to Emergency Hospital, where at this writing her condition was reported to be very good.

H. C. Ruck, agent at North Milwaukee, was dismissed from the hospital to be home in time for Easter. He had been confined a month following a heart attack.

Bob Radke, retired Plankinton District yard clerk, recently underwent surgery at Deaconess Hospital. Now

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fully recovered, he stopped in at Fowler Street to pay old friends a visit.

Mike Jendusa is new on the auto messenger run. He is a nephew of Joseph Jendusa, car inspector who retired Jan. 1, and of Michael Jendusa, Milwaukee alderman.

Barbara McPhee, IBM and extension clerk, with hubby Jim and her niece Myra Ann, vacationed in Bangor, Me., with relatives of the McPhee clan.

DAVIES YARD

Charles Pikalek, Correspondent

Alex Meyers has been on the sick list for six weeks at this writing.

Mr. and Mrs. Sylvester Kluck are the proud parents of a baby boy born Mar. 29.

At this writing John Senger is convalescing from surgery.

Sympathy was extended to the families of Irwin Kramer and Stevan Stempke who passed away last month.

Twin City Terminals

SOUTH MINNEAPOLIS CAR DEPT.
AND COACH YARD

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

Car Inspector Roger Grazzini welcomed a new baby at his home Apr. 16. Roger is now employed in the train yard, transferring from the coach yard May 1.

Clerk Einar Hauger recently acquired a son-in-law upon the marriage of his daughter Marilyn to DuWayne Skansberg at the Little Brown Church in the Vale.

Three retired employes visited the store and car department offices recently—Emma (Zinn) Fermstad and Neva Ross, formerly of the stores office who live in Minneapolis, and Elavi Conroy, former timekeeper in the locomotive office and accounting department in Minneapolis and later in Chicago, who now lives in Los Angeles. All looked wonderful.

Henry Panewitz, store helper in the shops, is retiring in May; going fishing, we expect.

Clarence A. Burge of the light repair

yard retired recently after more than 35 years of service; Car Inspector Aimer Peterson of the train yard on May 1 after 44 years' service; and Machinist Helper G. R. Anderson of the roundhouse on May 1, with 38 years' service.

Joseph Elmer Johnson, former machinist in the locomotive department and car department wheel shop, recently received his Silver Pass.

We welcome D. D. Fisher and family to Minneapolis. Mr. Fisher, our new district general car foreman, was formerly at Davies Yard in Milwaukee.

J. E. Palmer transferred to Davies Yard, as district general car foreman May 1.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Jerry Scott is the new carload bill clerk in Local Freight.

We recently received a letter from Darrell Egertson, written at the induction center in Camp Chaffee, Ark. He was expecting then to leave for Fort Mead, Md., for basic training.

L. M. Truax, local freight agent, attended the Station Agent's Section meeting of the A.R.R. held recently in Cleveland, Ohio.

Earl Maston, C.F.A., and Mike Steen, chief clerk in the traffic department, went trout fishing in Wisconsin the opening day of the season in spite of snow, cold and ice. Apparently, though, the fish didn't know it was opening day.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

At this writing our agent, William Radke, is attending a railroad meeting in Cleveland, Ohio.

Our P.B.X. operator, Marion Cashill, is planning a trip to Tokyo, Japan.

Richard Kulisheck, son of Window Cashier Joe Kulisheck, was editor of a newspaper at Waseca, Minn., last month. It was part of his training while attending the University of Minnesota. He plans to do the same soon in several towns in Montana.

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Jim Olding, car booker, is enjoying a vacation in Denver at this writing.

Alec McCool is worried that he may lose his card form pay check and a lumberjack may step on it and punch it full of holes.

We were shocked to hear of the sudden death of Frank Ahl of the new yards at St. Paul.

Inez Stevens is back to work here, filling in during vacations.

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary F. Shields, Correspondent
c/o General Agent

We always thought Fuzzy Wuzzy was a bear, but now we find it's Dick Carlson of Aberdeen, who is growing a beard for the Aberdeen Jubilee Days in June. When Dick visited in St. Paul recently, several of his friends wanted to pull the whiskers to see if they were real, but were dissuaded. St. Paul's "Oliver Towne," columnist for the St. Paul Dispatch, publicized the whiskers in his column.

George Quinlan, general agent, St. Paul, headed the Railroad Division of the American Red Cross campaign in St. Paul, and closed his division with over 100 per cent of the quota.

The memory of Samuel F. B. Morse, inventor of the telegraph, was celebrated at the Morse Telegraph Club of America's annual dinner held in Fran O'Connell's Restaurant in St. Paul on Apr. 28. Ted Nelson, telegrapher in the passenger department who is a member of the board of directors, attended the dinner, at which about 100 were present.

Doug Tyberling, city ticket agent, returned from a week's vacation in Florida sporting a handsome tan.

Gene Liese, chairman for the day of the St. Paul Transportation Club, presented the movie "On the Button" at the Apr. 3 meeting in St. Paul. The movie gave the gathering an idea of the operation of the Road's new retarder yard being built in St. Paul.

H & D Division

EAST END

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

Tom Godier of Red Wing came to us recently as our new signal maintainer. Now, if we can help him find a house for his family, he'll like Montevideo.

Over at Bird Island the depot was remodeled, and after the carpenters moved out, Agent Vic Jorissen almost knocked himself out putting things in order. Everything has been painted, scrubbed and varnished...even the telephone. Anybody who now dares throw cigarette butts around or drag in dirt

is just going to be in bad, and that's all there's to it.

The city of Andover, S. D., will settle down to calm living again after May 20. That is the day when Agent Carl Summers and his wife celebrate their golden anniversary with an open house at the Methodist Church. Practically the whole town is turning out for the affair.

We'll be glad when Aberdeen finishes celebrating its 75th anniversary, so there'll be an end to these bushwackers who are coming out of there at present.

Retired Passenger Brakeman Alfred C. Nelson died in South Pasadena, Calif., Apr. 8. His body was brought to Minneapolis for burial. He was the father of Passenger Brakeman Bill Nelson.

"Vicki Lynn" has arrived at the home of Operator Dick Mohagen, and the agent at Correll, Russell Smith, has a new daughter named "Kim Mary."

Mrs. Frank Reeve, wife of our conductor at Milbank, passed away of a heart attack recently.

Conductor C. Hoffstater of Lakeville has received his Silver Pass.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Mrs. Bert Fuller, wife of Dispatcher Fuller, entered the hospital for a second time last month, after a fall in which she fractured her wrist.

Funeral services for Pearl Hopp, former chief clerk to superintendent at Aberdeen, were held here recently. Pearl passed away while visiting her daughter in California. She is mourned by many friends on the Milwaukee system.

Dispatcher Fred Harvey was recently elected commander of the American Legion Post at Aberdeen to serve for a year.

Albert Japs, assistant foreman in the Aberdeen mechanical department, was recently presented with a Silver Pass.

According to a study made by a University of Wisconsin psychology class, if you live to be 70 you will have spent one year on the telephone, about 20 years sleeping, two months endorsing paychecks for 20 solid years of work done, five years shaving and dressing, five months tying shoes, two and a half years in bed, two and a half years smoking, seven years in sports, and three years just waiting on something or somebody.

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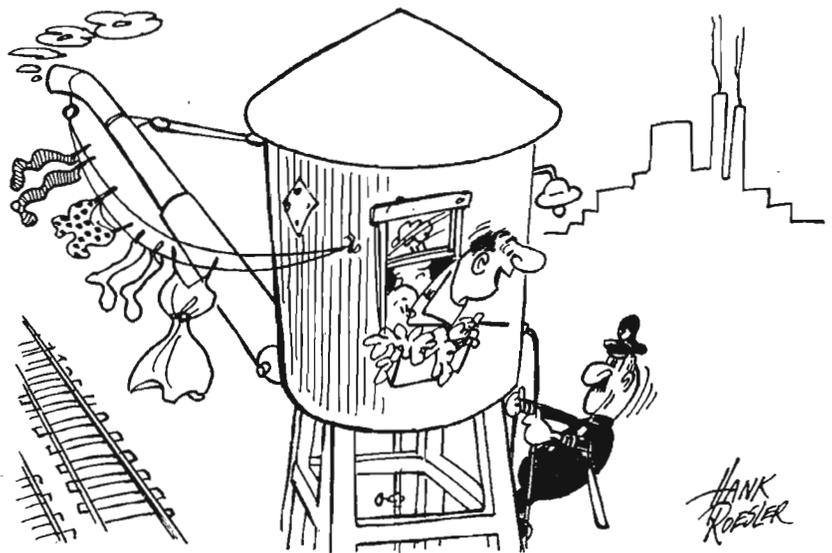
O.K.'D BY ED SULLIVAN. Lyle Fisher, son of D. H. Fisher, assistant engineer-structures, Chicago (right), shown with the Army quartet known as "The Four Checks" which recently won first place in an amateur show held in Japan and judged by TV's Ed Sullivan. The prize was a trip back to the States and an opportunity to compete with other service quartets at Ft. Dix for a spot on Sullivan's telecast from New York on June 17. Lyle joined the Special Services branch of the Army last summer after being graduated from Iowa State Teachers' College, and is currently stationed in Korea. During school vacations he worked with B&B crews on the Iowa and Chicago Terminals Divisions.



GOING . . . GONE! The coal dock at Marmarth, N. D., one of the few facilities remaining from the Road's coal-burning era, bows before the invasion of diesel power. Above, the structure is shown as it was being pulled down recently by a salvage crew. Below, it's all over but for a few sooty tears shed by old time railroaders. Three attempts were made before the structure was toppled.



ANYHOW, IT WAS A SAFE FOURTH. The high-riding Model T had its advantages, according to F. G. Herrick, retired Milwaukee demurrage inspector, recalling an experience when he was cashier and chief clerk at Fond du Lac, Wis. This picture, taken on July 4, 1924, shows him (right) and the late Hugh Wagner, then car clerk, parked on the bridge just west of the depot. The flooded area extended for a mile and the water, knee deep, had to be waded daily to deliver waybills for train service. "I was living in the depot," he recalls, "and our fruit jars bumped the floor of the house for a week."



"But they don't take on water any more. The road is 100 per cent dieselized!"

MY, BUT THE WEATHER IS GETTING WARM

in Aberdeen, S. D., where Milwaukee Road Brothers of the Brush are cooperating with preparations for the city's Diamond Jubilee the week of June 17-23. Our feathered friends wearing the official badges are: Kneeling, from left: R. F. Huger, dispatcher; J. Schmaltz, custodian; D. H. Hansen, relay operator; A. F. Gefre, relief clerk; W. H. Berg, time revisor. Standing, from left: A. Piatz, car inspector; A. T. Dunlap, OS&D clerk; L. F. Mack, assistant chief operator; A. Ell, baggageman; R. J. Carlson, chief clerk to DFGPA; F. M. Wertz, yardmaster; A. M. Waldt, clerk, police department; W. B. Geer, ticket clerk; J. L. Faeth, statistician; G. C. Nikolas, cashier; and P. A. Bruers, interchange clerk.



IN THE SHADOW OF THE NILE. Highlight of an exciting two-month tour of the Mediterranean countries undertaken early this year by Carolyn Mackreth, bookkeeper in the auditor of station accounts and overcharge claims office, Chicago (right), was a trip by camel caravan to the pyramids of Cheops in Giza, near Cairo, Egypt. The magic-carpet tour included stops in Madeira, Morocco, Tangier, Malta, Israel, Turkey, Greece, Yugoslavia, Italy, France, Spain, Algeria and Portugal. Before sailing for home last month Carolyn also visited middle Europe, and England, Ireland and Scotland.



SILVER PASS VETERAN. John A. Gregg, night roundhouse foreman at Janesville, Wis. (center), had his son, Switchman John T. Gregg, looking over his shoulder when he was presented with his Silver Pass last month by Day Foreman George Hogan. Mr. Gregg, a railroad man since he was 17, started his 45 years of service in Milwaukee as a blue print boy, became a machinist and later was stationed in Racine and Rockford before transferring to Janesville 20 years ago. (Janesville Gazette photo)

THE MILWAUKEE ROAD MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.
516 West Jackson Blvd., Chicago (6), Illinois

FROM THE SKYTOP. At the Wisconsin Dells, a framed view of the dam over the Wisconsin River photographed from the glass enclosed Skytop Lounge of the Olympian Hiawatha.

