

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

**ST. PAUL YARD . . . page 4**

**SEPTEMBER 1956**

SEPTEMBER 1956

# THE MILWAUKEE ROAD MAGAZINE

**A. G. Dupuis**  
Manager

**Marc Green**  
Editor

**Marie Hotton**  
Assistant to Editor

UNION STATION—CHICAGO  
PUBLIC RELATIONS DEPARTMENT

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

## IN THIS ISSUE

	Page
A Closer Look at Subsidies By President J. P. Kiley .....	2
Comments From Our Customers .....	3
St. Paul Yard .....	4
"Don't Always Blame the Railroads" ..	9
In the Equipment Parade— Compartmentizers .....	10
Speaking of Rolling Stock .....	11
Did You Know? .....	12
Appointments .....	12
Here's How We're Doing .....	13
Retirements .....	14
Quiz .....	14
Milwaukee Road Women's Club Membership Report—1956 .....	15
Home Department .....	16
About People of the Railroad .....	21



## A Closer Look At Subsidies

**A**SK anyone you meet on the street what he thinks of transportation subsidies and you'll probably find him completely indifferent to the whole subject.

That is perhaps the most insidious thing about subsidies. The people who are taxed to pay them—and that's all of us—never know exactly what their money bought.

The Washington (D.C.) National Airport is a case in point.

That airport, serving commercial airlines, cost the American taxpayers some \$32,000,000, but since it is owned and operated by the government, it is not required to repay the taxpayers, or to set aside funds to pay interest on that money. It doesn't even have to pay taxes.

In the year ended June 30, 1955, the out-of-pocket cost of operating the airport, plus air traffic control operations, came to a total of \$2,488,348. It collected \$1,022,423 from commercial and private users. Other revenues, such as those from concessions, yielded \$1,010,542, thus bringing total revenues for the year to \$2,032,965.

There was only one way in which the \$455,383 deficit could be paid—by dipping again into tax funds provided by people like you and me. The fact that most of us never so much as saw the airport was beside the point. All of these burdens on the taxpayer, bear in mind, are over and above the direct cash subsidies of millions of dollars which the federal government pays to commercial airlines every year.

Washington Union Station, on the other hand, was built by the railroads, also at a cost of approximately \$32,000,000, and is operated by them. To stay in business it must meet its payroll, earn a return on investment, set aside a certain amount for depreciation, and pay heavy taxes. Its 1955 tax bills alone came to \$675,056, or about \$1,850 a day.

None of us questions that the airlines are a necessary part of our transportation system. For the person to whom speed is of primary importance the airlines offer a unique service at attractive rates . . . attractive, that is, to the frequent user of the service, but wholly unfair to the general public whose taxes must make up the difference between the rates charged and the actual cost of providing the service.

If there was ever a time when airline subsidies were justified, that time has long since passed. It seems altogether logical to insist today that the airlines be required to pay their own way and to charge for their services accordingly.

Meanwhile, just as surely as if the government were billing us for it at the end of each month, every one of us is paying a share of the actual cost of keeping the airlines on the profit side of the ledger.

*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

### FAST, EFFICIENT, FRIENDLY

"I would like to comment on the outstanding services on train No. 16 [the Olympian Hiawatha] from Seattle to Chicago on July 26-27-28. I found the service in the dining cars excellent. The diners were modern and nicely appointed. The stewards and waiters gave us fast, efficient and friendly service, and the meals were ample and excellent.

"The men were cheerful and cordial, and most accommodating. I would particularly like to commend waiter No. 1\* on the Olympian 'Hi' for his outstanding service."

E. H. B.  
610 Onwentsia Ave.

Higland Park, Ill.

(\*The waiter on duty was F. E. Morris, Chicago, Ill.)

### AN ENJOYABLE MEMORY

"May I take this opportunity to compliment you on the fine service offered by your City of Denver train. It was our pleasure recently to ride it to and from Denver . . . and the service was excellent. The train personnel was of the highest type, from porters to dining car waiters and stewards to conductors.

"In January we rode another line . . . to the West, and their service in no way compared with yours. We thank you for keeping up the high standards that make travel an enjoyable memory."

Mr. and Mrs. Douglas Crozier  
1909 Herbert Ave.  
Berkeley, Ill.

### A GREAT TRAIN

"My family and I have just returned from a rail trip to San Francisco and points on the western coast of the United States and Canada. We had the pleasure of viewing some of the most beautiful scenery which it has been our experience to enjoy while traveling over the various railroad lines throughout the trip. One of the most delightful experiences was riding your splendid train, the Morning Hiawatha, from Minneapolis to Chicago. This is a great train, and I am sure the other Hiawathas which travel even to the west coast are equally as

fine. It was a distinct pleasure to view some of the countryside and cities along your route which we had not been privileged to see before. Your train crew was most courteous, and the meals we ate on your train were delightful."

Edward H. McMahan  
Utilities Commission  
State of North Carolina  
Raleigh, N. C.

### THE MONTANA WAY

"I wish to thank your railroad publicly for the courtesy extended me by the freight agent at Roundup, Mont., Mr. Bennett.

"Traveling to Lewistown, Mont. . . I arrived in Roundup at 11 A.M. and would have had to wait until 8 P.M. for a bus . . . Mr. Bennett happened to be at the station and I asked if there was any other way to get to Lewistown. He volunteered to take me over himself, saying that he could visit his daughter who lives in that town, and proceeded to deposit me right at the Paradise Ranch, my destination. I most certainly was grateful for his kindness, and believe you should know about it, too."

Margaret M. Bolton  
26 New St.  
Lynbrook, N. Y.

### FLOWERS WHEN THEY COUNT

"Every time I ride your train from Iron Ridge to Milwaukee I vow that I will write you—words of praise for Mr. Donald J. Powell, the brakeman.

"If everyone in public service were as pleasant and helpful as he, this world would be much more pleasant than it is. It makes no difference to him who the person is, he is considerate and helpful with their bundles and luggage. I've been riding the train for over 35 years, and he has not changed at all . . . This is the consensus of everyone who rides your train.

"Usually we wait until after people are gone to 'give flowers,' but I'm trying to do it now with this letter. His smile is worth a lot to your company."

Miss Ella May Daniels  
345 N. Main St.  
Mayville, Wis.

## Say It at the Polls

"DON'T cry on your neighbor's shoulder—say it at the polls!" is fast becoming a common expression across the nation, with the political fever reaching lofty heights in a Presidential election year.

While politics has always made for good talking among neighbors, providing a measure of comfort in allowing people to get their political ideas off their chests, the most effective way to give active meaning to these opinions and preferences is at the polls. The nation's citizens will have this opportunity in the big election coming up on Nov. 6.

*But it must be remembered that before a person can vote he must be registered. As this is read, the deadline for registration in some states served by The Milwaukee Road may have already passed. In other states the time margin will be very slim. Everyone who is in doubt as to whether he is properly registered should check into the matter immediately.*

In the process of casting a ballot the importance of the individual can never be underestimated. The power he wields at the polls is dramatically demonstrated in past elections.

In the 1954 election, 3,000-odd ballots provided the margin of victory for winning candidates in New Jersey. Since New Jersey has 4,160 voting districts, it means in an overall spread that one vote in each district decided the contests.

One vote in any voting district may be the deciding one. That one vote may be yours.

Be sure you are properly registered to vote . . . and then join your neighbors at the polls and exercise the hard-won privilege of casting a ballot.

### He rode



20  
miles

Many a man rode 20 miles to vote just a few years ago. Now it's only blocks to the polls. But the reward for voting is as big as ever: a voice in governing the greatest country in the world.

**GET READY, by being registered.  
GET SET, by knowing what you're voting for. Then—GO VOTE!**

Published as a public service in cooperation with The Advertising Council

At exactly 10:24 on the morning of Aug. 23 a carload of flour destined for Red Wing, Minn., was pushed past the yardmaster's office at the crest of the yard. The switchman pulled the pin and the car rolled gently and quietly through the retarders and onto a classification track for train make up and movement east.

St. Paul Yard was in service.

By 3:30 that afternoon the shakedown operation was pretty well completed and The Milwaukee Road's \$5,000,000 freight car classification yard—the first of its kind on any railroad in the Twin Cities area—was running smoothly.

St. Paul Yard is this railroad's third multi-million-dollar car classification facility to go into service in a little over four years. It is another important milestone in the drive toward complete modernization, as it gives The Milwaukee Road the advantage of fast car handling

and train make up in all three of its principal terminals—Chicago (Bensenville), Milwaukee, and now the Twin Cities.

This newest of the automatic freight yards has 35 classification tracks, with a capacity of 1,692 cars, plus seven long receiving tracks for trains coming into the yard, and six long departure tracks for making up outbound trains, both east and west.

Most of the freight cars coming into, leaving, or going through the Minneapolis-St. Paul area are now "put through" St. Paul Yard and classified as quickly and simply as potatoes are run through a grader.

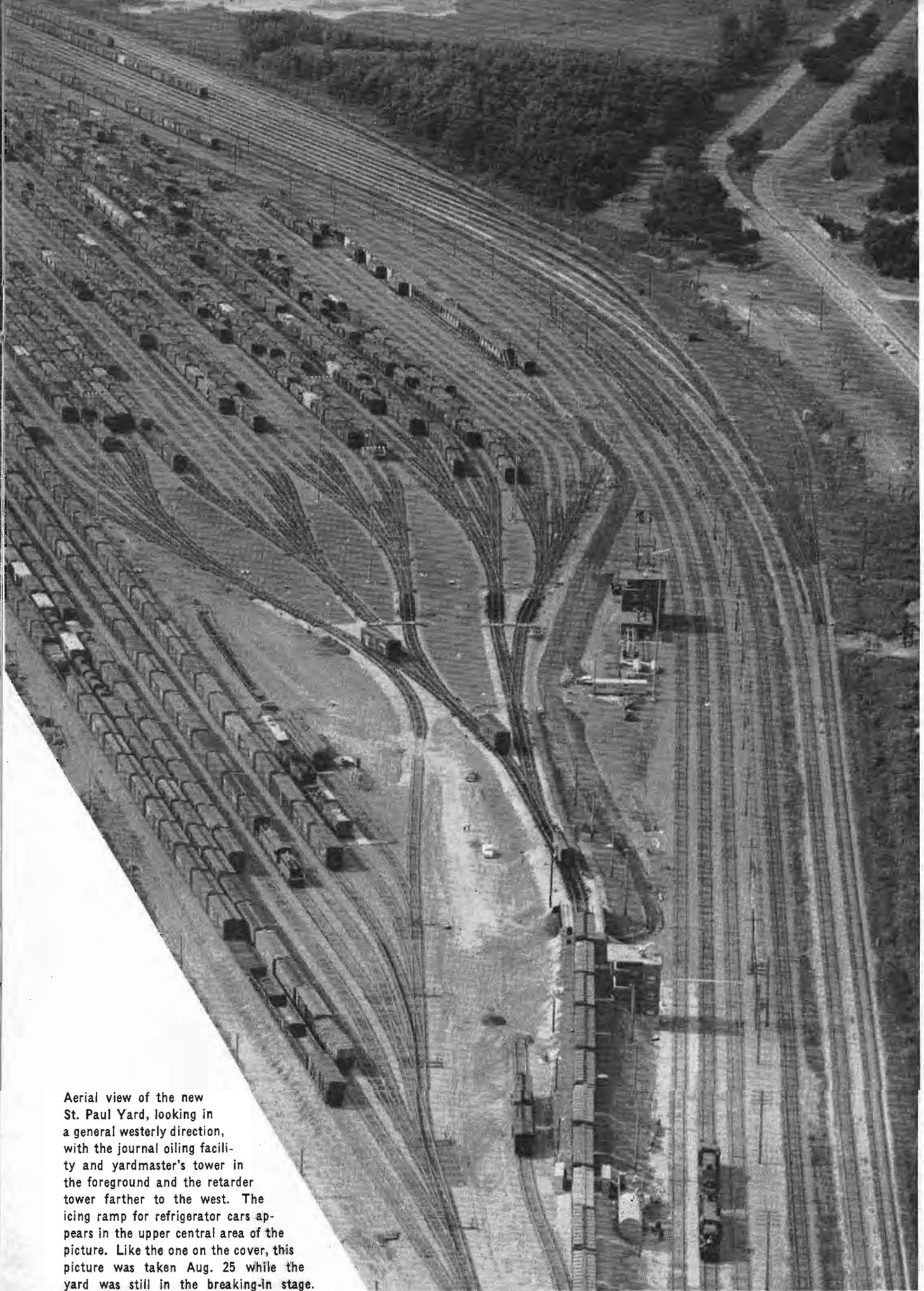
First, they are pulled past a train checker who records the car numbers on a dictaphone. Typed lists are quickly run off on electric typewriters, showing the car numbers, weight, description of contents, and the track numbers to which

# ST. PAUL YARD

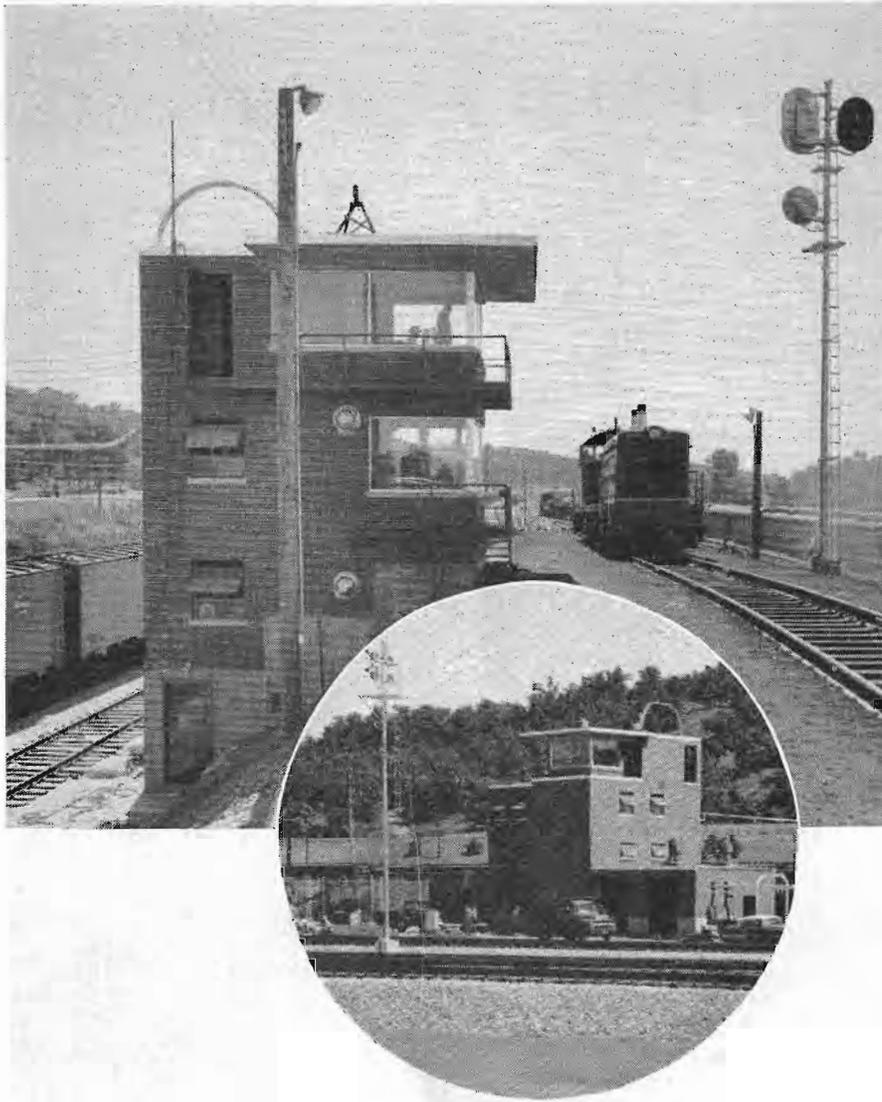
## The Milwaukee Road's Third Major Automatic Yard Goes Into Service

View from the east end yardmaster's office at the crest of the yard, showing one of the first groups of cars going over the incline for classification. Yardmaster Otis Elam is at the paging and talk-back panel through which he keeps in touch with all operations in the yard.





Aerial view of the new St. Paul Yard, looking in a general westerly direction, with the journal oiling facility and yardmaster's tower in the foreground and the retarder tower farther to the west. The icing ramp for refrigerator cars appears in the upper central area of the picture. Like the one on the cover, this picture was taken Aug. 25 while the yard was still in the breaking-in stage.



ST. PAUL YARD . . . cont'd



Supervisors who were on hand to observe the operation as the yard went into service on Aug. 23 can be seen through the large windows of the yardmaster's tower at the crest of the yard. The east end yardmaster's office is on the top floor, with the yard foreman's below. It is from the latter that automatic switching is controlled. At left refrigerator cars can be seen moving east from the new car icing facility.

Inset shows the retarder tower. The first three floors of this building house electrical controls, various pieces of mechanical equipment and locker rooms, while the top floor is for the retarder operator.

the cars are to go. These are put into cartridges and dispatched like bullets by pneumatic tubes to all individuals involved in the classifying operations.

Continuing on to a receiving track, the cars are inspected and journal box lids are raised to permit lubrication of axle bearings.

Next, the trains are pushed by diesel locomotives to the crest of the yard, which is about 20 feet above the floor of the yard. On the way, the cars pass over devices which detect any flaws which there may be in the brake rigging underneath the cars. They also pass a pit where an operator squirts lubricating oil into the journal boxes.

At the crest, which they reach at the rate of about four cars per minute, a switchman throws the lever which pulls the pin on each, and they roll by gravity into the various classification tracks.

In the yardmaster's tower at the top of the gravity grade, a switch foreman seated at a desk-type routing panel pushes buttons and automatically lines up the switches so that a car or group of cars for the same outbound train will roll onto any of 38 tracks (35 classification tracks and three of the departure tracks). An illuminated panel indicates to the foreman-operator how he has set up in advance, in consecutive order, the next five cuts or groups of cars to be switched.

Half way down the gravity grade is a retarder tower from which an operator, seated at a desk-type console, controls the speed of the cars rolling into the classification tracks. Through huge windows located about 30 feet above track level, the operator has a clear view of

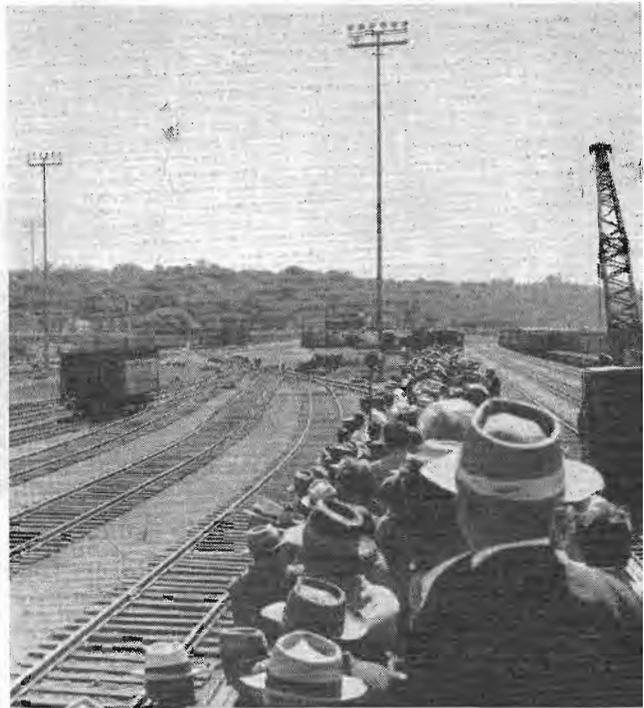
Otis Elam, east end yardmaster, in his office at the top of the control tower at the crest of the yard, seated before a paging and talk-back panel. At the left is an automatic counting machine, or yard track fullness indicator, which shows at all times the number of cars on each track. In the distance, the Mississippi River.

## Twin City Traffic Men View St. Paul Yard on "Opening Day"

A GROUP of more than 300 railroad and industrial traffic men representing the Minneapolis Traffic Club and the St. Paul Transportation Club boarded a special train on Aug. 23 for an open air tour of rail facilities in the Twin Cities area. Coaches were provided, in case of rain, but most of the crowd stayed out in the specially equipped gondola cars to enjoy both the sights and the beautiful weather.

The Milwaukee Road's was the first line visited after leaving the Minnesota Transfer Railway Yard at 9 A.M. and, as it happened, the new St. Paul Yard went into service the same day the traffic men saw it. As a matter of fact, they pulled alongside it, and heard General Superintendent J. A. Jakubec's description of it on the train's public address system at almost the very hour and minute that the first revenue car went over the crest of the yard for classification.

**RIGHT.** Although the traffic men aboard the special train didn't realize it at the time, they actually witnessed the unveiling of St. Paul Yard. Full operation began that afternoon.



Shown in conversation just before the tour started are, left to right: H. M. Larson, assistant general passenger agent, Minneapolis; J. E. Griller, general agent passenger department, St. Paul; J. A. Jakubec, general superintendent; and G. E. Benz, general northwestern freight agent. They are shown with copies of the St. Paul Yard leaflet.



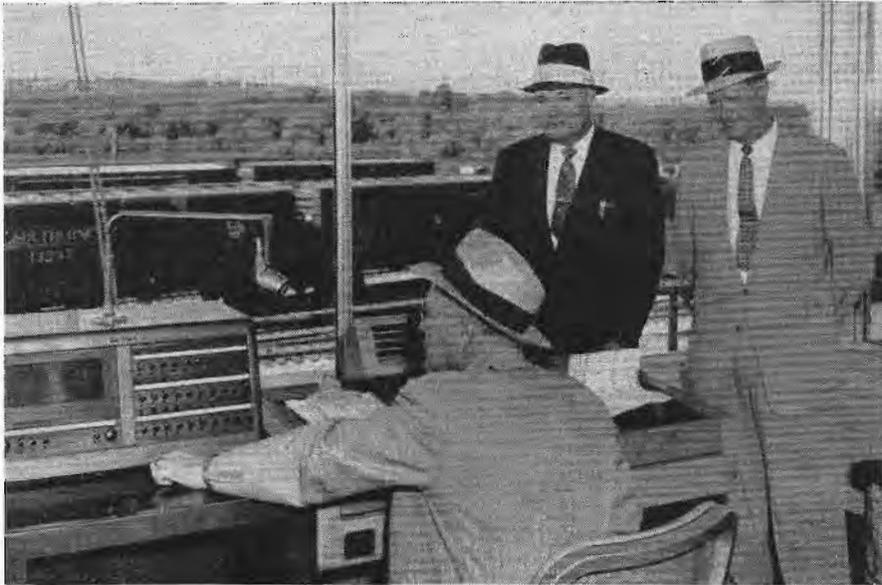
E. W. Mastin, Minneapolis city freight agent, hands copies of a pamphlet on St. Paul Yard to (left to right) M. J. Galvin, public relations counsel for the Minnesota Railroad Association, and Hjalmar Petersen and Paul A. Rasmussen of the Minnesota Railroad and Warehouse Commission as the latter board the special train.

the crest of the yard, the retarders and all switches. On the console is a miniature diagram of the yard layout. This is under the control of the operator, as is the illuminated panel showing the next five routes set up by the switch foreman at the crest.

On the console are six levers for each of the eight retarders. These are used to vary the speed at which cars leave each retarder. By pushing a lever in one direction for a heavily loaded car and reversing it for a light car, the retarders automatically apply the required pressure on the sides of the car wheels to slow the car to the desired speed. This also

At the microphone, General Superintendent J. A. Jakubec describes Milwaukee Road facilities. The others are, left to right: G. E. Benz, Milwaukee Road general northwestern freight agent; H. P. Congdon, vice president and general manager of the St. Paul Union Depot and Minnesota Transfer Railway Company; and W. M. Christel, Soo Line superintendent of transportation.





Shown in the yard foreman's office in the tower at the crest of the yard during test runs on Aug. 23, the day the yard went into regular service: Assistant Superintendent E. P. Snee seated before the panels which control both automatic switching and the paging and talk-back system; K. L. Clark, principal assistant engineer, who has been in charge of construction of the yard; and V. E. Glosup, assistant chief engineer—signals and communications.

## ST. PAUL YARD . . . cont'd

provides the operator with a control over the spacing of the cars being switched.

Loaded cars are controlled to leave the final retarder at four miles per hour, and empty cars at higher speeds according to car types. The grade of the tracks after leaving the final retarder is such that the cars gradually slow down as they approach other cars on the same track.

The diesel locomotives employed in the classification operation are equipped with cab signals to facilitate the directing of their movements. There is a "paging" and "talk back" loud-speaker system to direct activities of personnel on the ground; telephone communication between offices; a teletype system to transmit train lists; a pneumatic tube system to transmit waybills and train lists, and a floodlighting system for night operation.

An innovation never before installed in an automatic classification yard is a yard track fullness indicator which shows the yardmaster at all times the number of cars on each track. It is a mechanical device in the form of a control panel, located in the yardmaster's office at the crest of the yard, that automatically registers and visually indicates the number of cars that enter each track in the classification yard.

Adjacent to the classification yard there is a new car icing facility where ice

### THE COVER

*The aerial view of St. Paul Yard appearing on the cover of this issue was taken in a general easterly direction to show the "business end" of the first automatic classification yard on any railroad in the Twin Cities area. The tower at the crest of the yard appears in the upper central area, while the retarders are shown near the center of the picture and the classification track fan-out is in the foreground. At the right, casting dark shadows on the ground, long strings of cars stand on the eastbound receiving and westbound departure tracks. At the extreme left the three nearest tracks are for eastbound departure, while the four westbound receiving tracks are out of picture range at the top.*

*This picture was taken for Meyer Machine, Inc., of Red Wing, Minn., manufacturer of the five 100-foot towers from which the central classification area is lighted.*

may be unloaded onto a continuous conveyor and carried up and along an elevated platform at car-roof height to any one of 30 cars which may be spotted alongside.

A modernized shop facility for servicing diesel locomotives has been provided at the west end of the yard. Adjacent to the shop area is a freight car repair yard where about 130 cars may be spotted for light repairs. Facilities for cleaning and washing cars have also been provided.

## New Chicago—Los Angeles Service Announced

New train service between Chicago and Los Angeles is scheduled for inauguration by The Milwaukee Road and Union Pacific Railroad beginning Sept. 22. Intended especially to provide for local traffic, the train will serve many towns in which the Milwaukee Road-Union Pacific fleet of speedliners do not stop.

Day coaches of modern design, equipped with leg rests, will be operated between Chicago and Omaha on the Arrow, which will depart from Chicago at 5:50 P.M., as before. At Omaha the cars will be attached to a Union Pacific train which will depart on its first trip from Omaha on Sept. 23 at 10:05 A.M., scheduled to arrive in Los Angeles at 5:30 A.M. the second day.

The new Union Pacific train will be equipped with streamliner coaches and lunch counter dining car to serve moderately priced meals.

Sleeping car accommodations will be available between Chicago and Omaha, as before; between Cheyenne, Wyo., and Ogden, Utah; and between Las Vegas and Los Angeles.

Eastbound the new train will leave Los Angeles at 9:45 P.M. and arrive in Omaha at 7 P.M. the second day for connection with the Milwaukee Road's Arrow leaving Omaha at 7:30 P.M., due in Chicago at 8:50 A.M.

## H. E. Wuerth

H. E. WUERTH, who was division engineer at Savanna, Ill., when he retired in 1945, passed away Aug. 10 at Sioux Narrows, Ontario, Canada.

"Hub" Wuerth was born in Sauk City, Wis., on Oct. 12, 1885 and graduated from the University of Wisconsin in June, 1909. In September of that year he started working for the Road at Milwaukee as a rodman and in 1916 transferred to Chicago as assistant engineer-masonry. Following his promotion to division engineer in 1926 he served in that capacity in the Chicago terminals and later in Mason City and Marion, Ia. He was division engineer at Savanna from November, 1942 until he retired in October, 1945.

Funeral services for Mr. Wuerth were held in Sauk City. He is survived by his wife, Edna M. Wuerth.

## "Don't Always Blame the Railroads"

*Quoted below is an editorial which appeared originally in the Milwaukee Journal of July 15, 1956 under the above title, and which has since been reprinted in whole or in part by a number of Wisconsin and Illinois newspapers.*

THE MILWAUKEE ROAD has been held blameless in the wreck of a special train full of school children at Duplainville May 7. After investigation, the interstate commerce commission has put full responsibility on the driver who crashed his gravel truck into the rear of the locomotive at the Duplainville grade crossing.

Assuming the finding is correct—and the known evidence all seems to support it—then who bears the loss? There were 114 passengers who suffered some injury. The expense to the railroad in caring for the children, cleaning up the wreck, re-

routing trains, repairing rolling stock and right of way, etc., has been at least \$200,000 and possibly much more.

There was a wigwag warning, with bell and lights, at the Duplainville crossing but, according to witnesses, the truck driver ignored them. Immediately after that wreck, there followed familiar outcries that the railroad should provide crossing gates, a watchman, an overhead, something more certain to prevent another such accident.

Just days before the Duplainville wreck, President J. P. Kiley of the Milwaukee road wrote a piece\* pleading for

better understanding of a railroad's predicament in protecting itself, its passengers and the motoring public. He explained that railroads have to oppose many demands for more elaborate crossing safeguards simply because the companies must remain solvent to maintain good rail service.

It is the public which has created additional grade crossing hazards because more people are crossing tracks at higher speed—too many of them without due caution. On most lines fewer trains cross highways. Warnings are better. Train speed is no considerable factor.

It isn't only at crossings that railroads take a beating. On the Fourth of July a Milwaukee Road train killed three and injured four at Fox Lake, Ill. The victims, along with others, had trespassed onto the tracks to watch a fireworks display. But the "speeding train," moving on its own private right of way slower than motorists legally drive on the public highways, was cast in the role of villain.

The railroads must be expected to do everything reasonable to prevent harm to employes, passengers, motorists, pedestrians. But let's be fair in assigning responsibility!

*\*"How Far Can We Go?" appearing in the April issue of The Milwaukee Road Magazine.*

### C. R. Dougherty

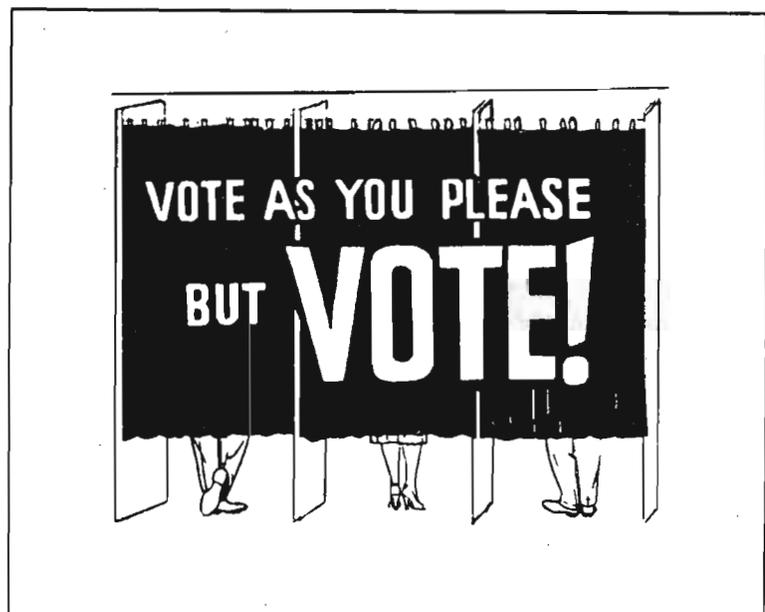
C. ROY DOUGHERTY, assistant manager claim prevention, refrigerator and merchandise service, Chicago, died unexpectedly in Community Memorial Hospital at La Grange, Ill., on Aug. 30. He was 61 and had been an employe of the Road 44 years.

Starting in Chicago in 1912 as a roadmaster's clerk, Roy Dougherty spent his first years with the Road in clerical and stenographic positions and as secretary to vice president—operation. After World War I, during which he served with the Army Engineers, he was secretary to claim prevention manager, then traveling inspector, and later chief clerk of the claim prevention department. He had been promoted to assistant manager in charge of claim prevention when he was appointed assistant manager claim prevention, refrigerator and merchandise service in 1930.

Mr. Dougherty took an active role in claim prevention work for many years. He was a member of the Chicago Claim Conference and at the time of his death was serving as chairman of the L.C.L. committee of the Northwest Shippers Advisory Board. As a lifelong resident of Elgin, Ill., he was also a leader in that city's civic and church organizations. He was a former president of the city's

school board and a charter member of Elgin Post 57, American Legion.

Surviving Mr. Dougherty are his wife, Edna Hawkinson Dougherty; a daughter, Mrs. James Waggoner of Western Springs, Ill.; two grandchildren; and a sister, Emily Dougherty, an employe of the assistant comptroller's office in Chicago. Funeral services were held in Elgin at Holy Trinity Lutheran Church.



# In the Equipment Parade — COMPARTMENTIZERS

THE march of progress on America's railroads, combined with changing needs on the part of the shippers of freight, has created a parade of new equipment down where the trains go by.

The variations are limitless. They indicate a consciousness of customer needs, of the importance of a damage-free ride for freight, and maximum use of the space inside each car.

Among the several new types of box cars which have proved most useful on The Milwaukee Road is the so-called "compartmentizer" car. As the name implies, this is a type made for dividing into sections, with movable inside gates which can be locked securely in any position to separate loads and hold them snugly in place, thereby avoiding damage. Such a car can be loaded or unloaded at two or more points en route without any mix-up of lading, and the consignee has no dunnage to replace.

The Milwaukee Road acquired the first of a fleet of 75 compartmentizers late in 1953. Early this summer it took delivery of 50 more, officially referred to as "50-ton insulated steel box compartmentizer cars".

They were built in Renton, Wash., and the accompanying pictures were taken shortly thereafter during the loading of five of them with salad dressing for shipment from Tacoma to Philadelphia. Being insulated, the new cars are particularly well suited to handling that commodity, as it is very important that an even temperature be maintained from point of origin to destination in order to avoid oil separation in the dressing.

## Shipper a Former Employee Of Milwaukee Road

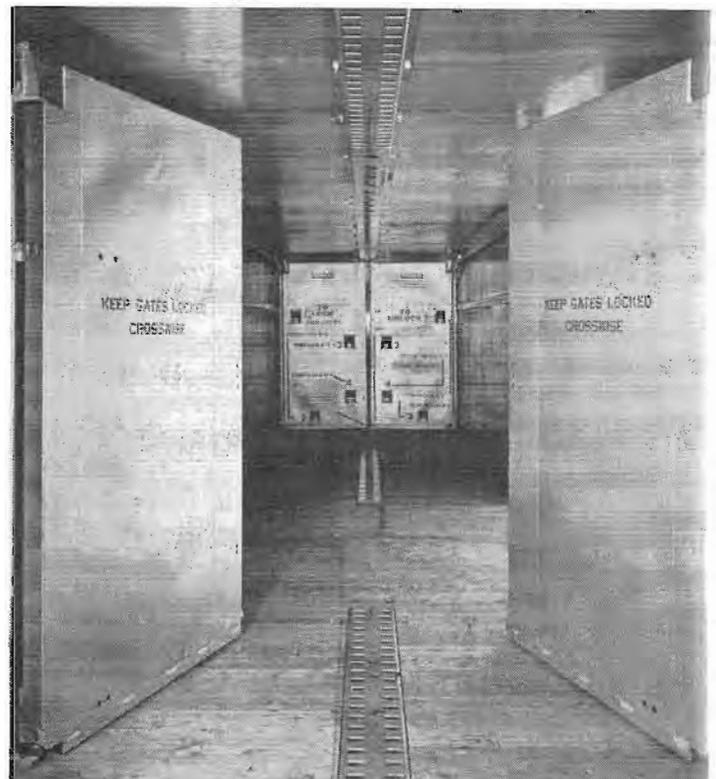
O. R. Powels, Milwaukee Road agent at Tacoma, provided not only the photographs but the details of an interesting success story involving the shipper, Marcus Nalley. Mr. Nalley, at one time a dining car employe of The Milwaukee Road, is the founder of Nalley's, Inc.

Mr. Powels relates that it was in the year 1910 that Mr. Nalley came to the railroad as a dining car chef, and the following year began running between Aberdeen, S.D., and Tacoma over the newly-built coast extension. The young chef was aboard the new Olympian when



Agent O. R. Powels of Tacoma (right) explains the door mechanism of a compartmentizer car to Marcus Nalley, center, as Guy Montgomery, Tacoma city freight agent (left) looks on.

Interior, looking through partially open bulkheads at one end of car to bulkheads in position against the wall at the other end, showing tracks and slots on floors, sides and ceiling. The cars are also equipped with refrigerator flush type doors which spring out and then move sideways on tracks to clear the doorway. The movable bulkheads perform fine service in separating loads, reducing the backward and forward thrust, and eliminating damage.



it made its maiden trip from Tacoma to Chicago on May 28, 1911.

Mr. Nalley was with the Milwaukee for six years, having charge of the kitchen at Longmire Lodge on Mt. Rainier for one season while it was operated by the railroad. He never dreamed in those years that he would one day head a company which would be a valued customer of the railroad which was then his employer.

### Business Begun in 1918

Mr. Nalley started his business in 1918 when, as chef of a hotel in Tacoma, he found spare time on his hands which he put to use making potato chips and selling them out of a market basket to the residents. Not long afterward, stores in Tacoma also became customers. Cap-



Nalley company employes load a compartmentizer car with cases of salad dressing.

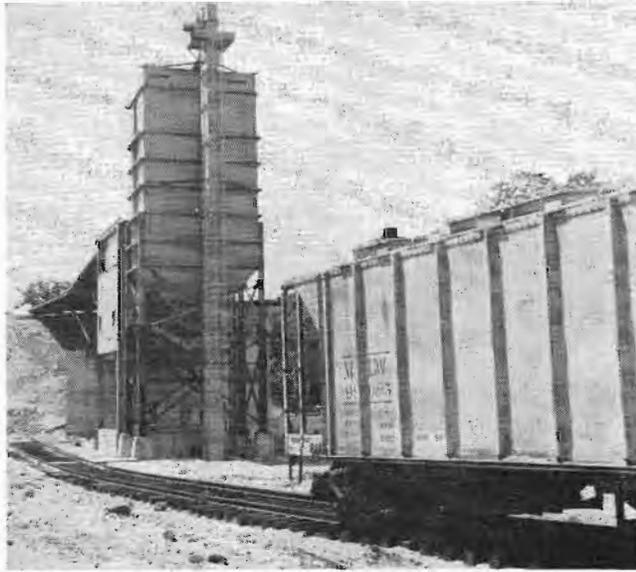
ital was limited, the product was new, and a demand for it had to be created, but persistence won out, and soon the young chef took off his tall white hat for good and established one of the West's fine food companies.

In relating the story, Mr. Powels points out that a lot of struggle and hard work separate the humble beginning from the present accomplishment, which is a plant employing 850 persons, including a sales force located throughout the Pacific Northwest.

It is altogether proper, Mr. Powels feels, that the five brand new compartmentizer cars should have made their first trip under load for a one-time Milwaukee Road man.

September, 1956

## Speaking of Rolling Stock...



The Milwaukee Road has received and put into service this year 100 steel covered hopper cars similar to the one pictured here, and expects delivery of 100 more early in 1957.

THE MILWAUKEE ROAD's compartmentizer cars described on the facing page are but one of a number of new or improved types of freight cars which this railroad has acquired this year, or will receive from the manufacturers soon.

The Road has already this year taken delivery of one hundred 70-ton steel covered hoppers, fifty 70-ton mechanical refrigerator cars, and most of the 100 new steel cabooses described in the August issue of this magazine. During the fourth quarter of 1956, fifty 50-ton Airslide steel covered hoppers will be delivered, with one thousand 50-ton steel box cars and one hundred 70-ton covered hoppers scheduled for delivery in the first quarter of 1957.

Of all the new equipment received or on order, the mechanical refrigerator cars are among the most interesting. Carrying their own diesel plants for generating the power needed in the refrigeration process, these cars can maintain below-zero temperatures in 70 tons of food for as long as required, either in a

train or standing on a siding. They are intended primarily for that kind of service, and have already proved highly satisfactory for such delicacies as crabmeat, strawberries and many other frozen foods moving from the Pacific Northwest to Midwestern and Eastern markets. They have likewise proved their worth in the handling of other commodities, such as lily bulbs, which require controlled temperatures.

The Airslide car is also unusual, being a new type of covered hopper car specifically designed for the efficient and economical bulk transportation of dry, granular, powdered and pulverized commodities, such as flour or sugar. The designation "Airslide" has to do with the self-unloading feature of the car. Naturally, cars of this type which are used for the transporting of bulk foodstuffs are never used for any non-edible commodities which would contaminate the inside of the car. Special attachments are provided to prevent contamination of the foodstuffs in loading and unloading.

Cutaway sketch of an Airslide covered hopper, showing special bin design to speed unloading.



A mechanical refrigerator car of the type recently acquired by The Milwaukee Road. It has a capacity of 70 tons and can maintain below-zero temperatures for as long a time as required.



# did you know ... ?

A HOME TOWN SURVEY conducted by the National Travelers Aid Association developed that the more than 1,000,000 persons who were helped by Travelers Aid in 1955 came from nearly 7,300 American cities and towns, and places in 89 foreign countries. Sixty thousand travelers named cities in such far-off places as the Belgian Congo, Iceland, the Fiji Islands, Kenya, Nigeria and Samoa. Not included in the count were the home towns of approximately 500,000 service personnel who patronized the armed forces lounges conducted with USO financing throughout the country. The largest state aid total was achieved by Illinois whose two Travelers Aid operations (one in the Chicago Union Station) served 123,900 persons.

**THE LUSTY LIFE** of the railroads and the brawny, hard-working men who built them form the background for a book written by a former Milwaukee Road fireman now being published by Vantage Press in New York. Harry D. Lyons, the author, fired from 1909 through 1913 on the west end of the La Crosse Division, and has made that locality the scene of his plot. In a recent letter to the La Crosse Tribune he described his years as a railroad man with nostalgia: "Mill Street (now Copeland

Avenue) in north La Crosse was my area. Frank (Panicky) Allen ran a rail boarding house adjacent to the Mill Street crossing, and Foley's of similar status was up the street. And there was Vanay's, as well as Murphy's Saloon, where John Gund's lager was dispensed. Weber was chief of police; Captain Deneen ran the precinct. Louis Giroux was a switchman thereabouts, and Kiezbach Bau and his brother presided over another Mill Street juicery. Those were the great days!" Mr. Lyons now lives in Washington, D. C.

"RECENT presidents have traveled in U. S. Car No. 1 with no expenses other than the regular first class fares for themselves and their parties", writes Jack Maguire in an article on "Presidential Specials" in the May issue of Railway Progress. "But in Calvin Coolidge's time", the article continues, "the president had to lease a private car from the Pullman Co., paying the standard 18 first class fares, plus the per diem charge. President Coolidge, a frugal soul, thought this tariff too high. On Dec. 23, 1924, he and Mrs. Coolidge left Washington for Chicago, traveling in a drawing room aboard a regular train and insisted on taking their meals in the diner. The trip almost drove both



"But I tell you, Dad, he's not going to take your new ladder."

## APPOINTMENTS

### Traffic Department

Effective Sept. 1, 1956:

D. M. Wiseman is appointed district freight and passenger agent with headquarters at Salt Lake City, Utah. Mr. Wiseman started with the Road in the traffic department at Salt Lake City in 1950. Since January, 1953 he has been city freight agent in Minneapolis.

### Car Department

Effective Sept. 16, 1956:

C. M. McMullin is appointed district general car foreman with headquarters at Tacoma, Wash. Mr. McMullin, who started with the car department at Miles City in 1917, has been car foreman at Deer Lodge, general car foreman at Tacoma and district general car foreman with headquarters at Miles City. Most recently he had been district general car foreman with headquarters at Savanna.

V. L. Waterworth is appointed district general car foreman with headquarters at Savanna, succeeding C. M. McMullin. Mr. Waterworth was formerly assistant general foreman of the freight car shop in Milwaukee and since May 1 assistant district general car foreman with headquarters at Milwaukee's Davies Yard.

the Secret Service and the railroad to madness. When it ended, the White House was told that henceforth the president would be charged only for the space he occupied aboard a private car with no guarantee required—a practice that was followed until the railroads gave the president U. S. No. 1."

**KIM NOVAK**, beautiful actress daughter of Joseph A. Novak, I.c.I. tracing clerk at the Galewood freight office in Chicago, recently gave rail travel an unsolicited plug before a group of newspaper reporters. Upon arriving in Washington, D. C., for a personal appearance with the picture "The Eddie Duchin Story", in which she is starred, the famous Hollywoodite told reporters who met the train, "Actresses are so much on display that there's no time to think, to be alone. That's one of the reasons why I like to travel by train. There's time that way to get adjusted and to 'lock up' with myself." For the same reason, she added, she likes to travel by ship but not by plane. "Flying is too much of a strain on the nervous system", she said.

The Milwaukee Road Magazine

# here's how we're doing...

	JULY		SEVEN MONTHS	
	1956	1955	1956	1955
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passenger, mail, etc.....	\$20,744,768	\$19,393,053	\$143,571,267	\$137,956,583
<b>PAID OUT IN WAGES</b> .....	10,257,492	9,965,122	72,337,306	67,068,190
PER DOLLAR RECEIVED (cents).....	(49.4)	(51.4)	(50.4)	(48.6)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	740,777	625,706	4,980,575	4,099,612
PER DOLLAR RECEIVED (cents).....	(3.6)	(3.2)	(3.5)	(3.0)
<b>ALL OTHER PAYMENTS</b> .....				
for operating expenses, taxes, rents and interest	9,310,622	8,933,367	66,501,061	61,840,760
PER DOLLAR RECEIVED (cents).....	(44.9)	(46.1)	(46.3)	(44.8)
<b>NET INCOME</b> .....	435,877			4,948,021
<b>NET LOSS</b> .....		131,142	247,675	
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars.....	108,741	113,789	777,383	790,418
Decrease 1956 under 1955.....		5,048	13,035	

COMMODITIES	% of Total Revenue	Carloads			
		1956	1955	1956 + or - to 1955	
				Number	%
<b>INCREASES:</b>					
Coal and Coke.....	4.8%	9,840	9,254	+ 586	+ 6.3%
Cement, Brick, Lime & Plaster.....	3.4	3,886	3,648	+ 238	+ 6.5
Clay, Gravel, Sand & Stone.....	2.9	8,119	7,023	+1,096	+15.6
Merchandise .....	2.4	8,855	8,157	+ 698	+ 8.6
Fruit and Vegetables.....	2.0	4,835	3,324	+1,511	+45.5
Agri. Impl. & Tractors Incl. Parts.....	1.9	1,275	1,231	+ 44	+ 3.6
Beer .....	1.9	2,936	2,622	+ 314	+12.0
Live Stock .....	1.2	3,720	2,252	+1,468	+65.2
Ore (Excl. Pooled Ore).....	.5	1,118	887	+ 231	+26.0
Miscellaneous .....	25.9	32,065	31,211	+ 854	+ 2.7
Total Increases .....	46.9%	76,649	69,609	+7,040	+10.1%
<b>DECREASES:</b>					
Grain .....	17.0%	9,061	11,009	-1,948	-17.7%
Forest Prod. Excl. Logs & Pulpwood.....	12.2	9,613	10,207	- 594	- 5.8
Iron & Steel Incl. Machinery.....	6.9	6,196	7,799	-1,603	-20.6
Logs & Pulpwood.....	5.0	12,863	13,268	- 405	- 3.1
Petroleum & Products.....	4.4	5,205	5,244	- 39	- .7
Autos, Trucks, Parts & Tires.....	3.0	2,089	2,872	- 783	-27.3
Meat & Products.....	2.7	4,118	4,532	- 414	- 9.1
Flour & Grain Products.....	1.9	4,816	5,526	- 710	-12.8
Total Decreases .....	53.1%	53,961	60,457	-6,496	-10.7%
<b>TOTAL</b> .....	100.00%	130,610	130,066	+ 544	+ .4%

# retirements

The following employees' applications for retirement were recorded during August, 1956

## GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

CARGILL, WILLIAM P.  
Telegrapher ..... Chicago, Ill.  
CUSH, CLARA A.  
Clerk ..... Chicago, Ill.  
DIEDRICH, PETER J.  
Asst. Bureau Head ..... Chicago, Ill.  
EINBECKER, CECELIA C.  
Comptometer Oper. .... Chicago, Ill.  
ENNIS, WALTER L.  
Asst. to V. P. .... Chicago, Ill.  
FELTON, WILLIAM G.  
Porter ..... Chicago, Ill.  
FORTIER, HENRY L.  
Clerk ..... Chicago, Ill.  
GAY, HENRY F.  
Asst. Engr. .... Chicago, Ill.  
HESLICH, MARY H.  
Telephone Oper. .... Chicago, Ill.  
PERRY, GEORGIA  
Clerk ..... Chicago, Ill.  
STAHL, HARRY L.  
Clerk ..... Chicago, Ill.  
THOMPSON, EARNEST  
Waiter ..... Chicago, Ill.

## CHICAGO TERMINALS

KOZAK, NICHOLAS  
Helper ..... Chicago, Ill.  
NORTON, JOHN L.  
Coach Yard Clerk ..... Chicago, Ill.  
PAUCH, GEORGE H.  
Machinist ..... Chicago, Ill.  
PEARMAN, WARD C.  
Carman ..... Bensenville, Ill.  
PISCIONE, LEO  
Laborer ..... Chicago, Ill.  
SANDERS, ERNEST  
Switchman ..... Chicago, Ill.  
STACY, JOHN E.  
Switchman ..... Chicago, Ill.  
WEATHERHOLT, FRANKLIN  
Switchman ..... Bensenville, Ill.  
WOJCIESZEK, JOSEPH P.  
Inspector ..... Chicago, Ill.

## COAST DIVISION

BEIMBORN, LOUIS J.  
Blacksmith ..... Tacoma, Wash.  
FRAKES, LEONARD L.  
Sec. Laborer ..... Seattle, Wash.  
KIDD, ALBERT R.  
Gen. Foreman ..... Tacoma, Wash.  
KNOWLES, GEORGE W.  
Asst. Chf. Clerk ..... Seattle, Wash.  
McDONALD, BESSIE K.  
Telegrapher ..... Cedar Falls, Wash.  
PEEL, CHARLES  
Tug Engr. .... Seattle, Wash.  
SHIELDS, EARL C.  
Lumber Insp. .... Tacoma, Wash.  
VERHEEK, DANIEL  
Foreman ..... Raymond, Wash.

## DUBUQUE & ILLINOIS DIVISION

POQUETTE, TREFLE, J.  
B&B Carpenter ..... Savanna, Ill.  
RODRIGUEZ, SANTIAGO  
Sec. Laborer ..... Roselle, Ill.

## HASTINGS & DAKOTA DIVISION

WIEDEMAN, EDWARD G.  
Switchman ..... Aberdeen, S.D.

## IDAHO DIVISION

KENNEDY, FLOYD V.  
Car Foreman ..... St. Maries, Ida.  
MAXWELL, EDWARD  
Loco. Engr. .... Spokane, Wash.  
SWARTLEY, WALTER E.  
Sec. Foreman ..... Rathdrum, Ida.

## IOWA DIVISION

BARTLETT, MERRILL M.  
Sec. Laborer ..... Marion, Ia.  
KOROL, ALEXANDER  
Ex. Gang Laborer. .... Green Island, Ia.  
WASUKOVICH, ANDREW  
Ex. Gang Laborer. .... Keystone, Ia.

## IOWA & DAKOTA DIVISION

BOYLE, LOUIS A.  
Conductor ..... Mitchell, S.D.  
GAULKE, CARL H.  
Loco. Engr. .... Marquette, Ia.  
GLEASON, GORDON F.  
Ex. Gang Laborer. .... Clear Lake, Ia.  
LEITNER, PAUL B.  
Loco Engr. .... Sioux City, Ia.  
MATHER, LEO D.  
Conductor ..... Mason City, Ia.

## IOWA & SOUTHERN MINNESOTA DIVISION

BOWERS, GLEN G.  
B&B Carpenter ..... Austin, Minn.  
LETCHER, ERVIN R.  
Loco. Engr. .... Madison, S.D.

MOHR, FREDERICK M.  
Agent-Oper. .... Ramona, S.D.

## LA CROSSE & RIVER DIVISION

ASH, HENRY F.  
Carman ..... Wausau, Wis.  
BENTSEN, OTIS N.  
Loco. Engr. .... Minneapolis, Minn.  
DUNHAM, ALTON B.  
Loco. Fireman ..... Wausau, Wis.  
GORSKI, MARTIN  
Ex. Gang Laborer. .... Winona, Minn.  
HANSEN, HENRY L.  
Tr. Baggage-man ..... Milwaukee, Wis.  
HINTZE, RALPH E.  
Loco. Engr. .... Wausau, Wis.  
LOSIE, JAMES A.  
Loco. Engr. .... LaCrosse, Wis.

## MADISON DIVISION

CAMPBELL, FRANK L.  
Loco. Engr. .... Madison, Wis.  
COLLOVA, SANTO  
Crossingman ..... Racine, Wis.  
MERCER, DAVID L.  
Conductor ..... Milwaukee, Wis.  
NEUMANN, CHARLES E.  
Agent-Tel. .... Middleton, Wis.  
SLIGHTAM, ROBERT M.  
Loco. Engr. .... Madison, Wis.  
SOLLINGER, JAMES L.  
Conductor ..... Janesville, Wis.  
SYMONS, WILLIAM J.  
Agent ..... Edgerton, Wis.  
TINGLEY, LESTER A.  
Loco. Engr. .... Beloit, Wis.



(Answers on page 34)

1. Has railway freight service per capita in recent years been greater or less than it was before World War I?
2. Is a cribbing machine used in the construction of breakwaters and bulkheads, or for the removal of ballast between railway ties?
3. If a mile of track has 3,017 cross ties, how many tie plates does it require?
4. Is a rail anchor a device to hold rail firmly on a freight car while being shipped, or a device used to hold rail firmly in position in the railroad track?

5. Is creosote used for the preservation of steel, concrete or wood?
6. Is the force of impact of freight cars in railway operations recorded by a dynamometer, a speedometer or an impact recorder?
7. Which is usually the peak traffic month on the American railroads—January, May, July or October?
8. What is the standard unit used in the purchase or sale of electrical power—watt, volt, or kilowatt-hour?
9. What is the width of the railhead of a 115-pound standard steel rail—about 2¼ inches, 2⅔ inches or 3 inches?
10. Is the passenger conductor's tally card used to check the number of cars in the train, the number of pieces of baggage on the train, or the number of passengers on the train?
11. Is a lining bar used by track workers, surveyors, boilermakers?

The Milwaukee Road Magazine

**New in the Book Stalls,  
by Mrs. Evan Hall**



Mr. and Mrs. Evan W. Hall

A DEBUT in the literary field of interest to Milwaukee Road people is the release on Aug. 17 by the New York publishing house of Farrar, Straus & Cudahy, of a juvenile book entitled "Adventure at Table Mountain". The author, Edna Anne Hall, is Mrs. Evan W. Hall of Warden, Wash., wife of the Road's retired agricultural agent at Spokane, herself a former Milwaukee Road employe, and a former correspondent for The

Milwaukee Road Magazine.

Mrs. Hall's book is listed in the publishers' fall catalogue as an "Ariel", suitable for ages 12 to 16. The locale is Montana in the vicinity of Lewistown, where the Halls lived for several years, and the story is a Western having to do with horses, ranches, cattle rustling and so on. Some of this background information was gathered only through bitter experience, Mrs. Hall says, having in mind especially the disposition of the mare which her hero has to ride when first learning about horses. A nephew in the Marines was her adviser for an incident involving a demonstration of jujitsu, and Mr. Hall served as all-around critic on details concerning cattle, branding, and ranch life in general.

Some years back Mrs. Hall helped to compose the music for a book of religious songs entitled "New Age Songs for Your Inspiration". The book, denominational in character, was circulated widely at home and in several foreign countries. She has also collaborated on the composition of an oratorio, "The Word", consisting of 25 selections.

**The Milwaukee Road  
Women's Club  
Membership Report-1956**

The chapters listed on the honor roll below had, as of May 31, 1956, increased their membership over that of Dec. 31, 1955, thereby qualifying for prizes awarded by the general governing board.

Chapter	Membership on May 31, 1956	Increase Over 1955
*Aberdeen, S. D.	374	50
*Alberton, Mont.	179	21
*Avery, Ida.	160	28
Beloit, Wis.	212	4
*Bensenville, Ill.	512	100
Black Hills (Rapid City, S. D.)	180	2
*Butte, Mont.	124	6
Chicago-Fullerton Avenue	922	9
*Chicago-Union Station	958	221
*Council Bluffs, Ia.	145	8
*Davenport, Ia.	188	2
Deer Lodge, Mont.	192	22
*Des Moines, Ia.	88	12
*Green Bay, Wis.	244	21
*Harlowton, Mont.	197	29
Iron Mountain, Mich.	170	3
*Janesville, Wis.	468	3
*Kansas City, Mo.	220	3
*La Crosse, Wis.	441	2
*Lewistown, Mont.	195	8
*Madison, S. D.	81	5
*Madison, Wis.	212	20
*Malden, Wash.	156	2
*Marion, Ia.	235	1
*Marmarth, N. D.	55	7
Marquette, Ia.	227	4
*Milbank, S. D.	115	5
*Miles City, Mont.	435	43
Milwaukee, Wis.	1,132	10
*Minneapolis, Minn.	784	46
*Mitchell, S. D.	264	4
*Mobridge, S. D.	335	7
Montevideo, Minn.	146	9
*New Lisbon, Wis.	176	
*Othello, Wash.	85	4
Portage, Wis.	191	11
*St. Maries, Ida.	127	10
*St. Paul, Minn.	464	4
Sanborn, Ia.	121	3
*Savanna, Ill.	447	16
*Seattle, Wash.	388	7
Sparta, Wis.	98	1
*Spokane, Wash.	245	8
Tacoma, Wash.	492	22
*Three Forks, Mont.	93	20
*Wausau, Wis.	219	8
*West Clinton, Ind.	139	2
*Yankton, S. D.	115	8

Membership prizes awarded by the general governing board ..... \$4,440

\*Chapter exceeding its 1955 membership by Apr. 1.

**MILWAUKEE DIVISION**

- KUCHARSKI, PETER J.  
Brakeman ..... Milwaukee, Wis.
- LEAR, HERBERT C.  
Sec. Foreman ..... Crystal Falls, Mich.
- MILLER, JOHN F.  
Agent ..... Zenda, Wis.
- SCHMITZ, ANTON A.  
Machinist ..... Green Bay, Wis.
- STANCIK, GEORGE  
Ex. Gang Laborer ..... Edgebrook, Ill.
- TUOMEY, JOHN V.  
Train Dispatcher ..... Milwaukee, Wis.
- WARNKE, THEODORE E.  
Loco. Engr. .... Milwaukee, Wis.
- WESTPHAL, WILLIAM F.  
Agent-Operator ..... Grays Lake, Ill.

**MILWAUKEE TERMINALS & SHOPS**

- BECK, JOHN C.  
Inspector ..... Milwaukee, Wis.
- GROUB, PHILLIP  
Loco. Engr. .... Milwaukee, Wis.
- HEILMAN, ARTHUR J.  
Helper-Forge ..... Milwaukee, Wis.
- HUGHES, CHALMERS A.  
Yark Clerk ..... Milwaukee, Wis.
- PACZACHOWSKI, BRUNO  
Carman ..... Milwaukee, Wis.
- SCHOENBERGER, FRANCIS X.  
Clerk ..... Milwaukee, Wis.
- SIMON, HUBERT M.  
Helper-Forge ..... Milwaukee, Wis.
- STOECK, EDWARD F.  
Clerk ..... Milwaukee, Wis.

**ROCKY MOUNTAIN DIVISION**

- ALBERSON, FRANK P.  
Loco Fireman ..... Three Forks, Mont.
- BROWN, CLAUDE M.  
Agt.-Yardmaster ..... Great Falls, Mont.
- BUSCH, APPOLO G.  
Loco. Engr. .... Bozeman, Mont.

**ROZELL, CHARLES**

- Sec. Foreman ..... Bryson, Mont.
- SEIBERT, HUBERT C.  
Machinist ..... Deer Lodge, Mont.
- TANAKA, MORIKICHI  
Ex. Gang Laborer ..... Bruno, Mont.

**TERRE HAUTE DIVISION**

- BLAKE, AARON P.  
Machinist ..... Bedford, Ind.
- BUCHANAN, COLIN W.  
Switchman ..... Faithorn, Ill.
- COLEMAN, CECIL L.  
Boilermaker Helper ..... W. Clinton, Ill.
- SEEHAUSEN, RICHARD  
Switchman ..... Faithorn, Ill.

**TRANS-MISSOURI DIVISION**

- HICKS, ELLIOTT G.  
Ex. Gang Laborer ..... Mussellshell, Mont.
- RIEBE, LEONARD L.  
Mach. Welder ..... Miles City, Mont.
- SCHOONOVER, CHARLES B.  
Blacksmith Helper ..... Miles City, Mont.

**TWIN CITY TERMINALS**

- BROOKS, CHARLES S.  
Ex. Gang Laborer ..... Minneapolis, Minn.
- CRAWFORD, IRVINE R.  
Telegrapher ..... Minneapolis, Minn.
- DAHLSTROM, ANDREW  
Machinist ..... Minneapolis, Minn.
- GRANT, ELMER  
M & B Trucker ..... Minneapolis, Minn.
- PRIGLER, JOHN  
Mach. Helper ..... St. Paul, Minn.
- ROTHMUND, ALLEN C.  
Cashier ..... St. Paul, Minn.
- SEMANTEL, EMIL J.  
Carman ..... Minneapolis, Minn.
- SOLVERSON, OSCAR J.  
Timekeeper ..... Minneapolis, Minn.

**MOVERS!** If you have moved from the precinct or voting district where you were previously registered, you may have to register again. Check up on it!



Ruby Eckman, author of this article, admires the twin chests which Sanford Lones (right) and his son Lee are making for the latter's home.

## Three Generations Enjoy A Profitable Hobby

by Ruby Eckman, Magazine Correspondent, Perry, Iowa

WOODWORKING is not an unusual hobby for a retired railroad man, but when three generations of a family have the same interest, their workshop is bound to be a busy place.

That's the way it is at the Lones home in east Perry, Ia. Sanford Lones, a retired Milwaukee Road engineer, spends most of his time in the workshop and big garden. When his son, Passenger Conductor Lee Lones, is home on his layover days, he keeps busy there too, and when Lee's daughter, Mrs. Warren Hiatt of Keokuk, Ia., is visiting for a few days there is always something she wants to make in the shop for her home.

Working with tools was Sanford Lones' first job when he was a young man. His father was a bridge and building foreman who helped build the Moffatt Railroad in Colorado, and after his death Sanford inherited his hand tools. Some of the saws and planes are still

in use in the workshop. They have been supplemented, though, by a large number of power tools, such as a drill press, planer, joiner, 12-inch band saw, six-inch belt sander, 10-inch table saw, 18-inch bed shaper, electric hand saws, hand sanders, emery and grinder stones and numerous small tools, each of which is kept in its own niche in drawers under the work benches.

While the Lones' have never kept a record of the cost of their tools and machinery, they estimate that at present prices their equipment would inventory at approximately \$5,000. There is scarcely a tool or machine which is not used frequently. At the present time, for instance, Sanford and Lee are working on a bedroom suite for Lee's home. It consists of two sets of drawers which will be joined by either a dressing table or desk top, and a bedstead which will have a shelf for books and magazines. The

outfit is being made of native walnut, milled and seasoned in their shop. They buy walnut from local growers whose trees are 30 or more years old. Not a scrap is wasted, as there is always some project in work which calls for a small piece of seasoned wood. Even the shavings are used. Pine shavings are used to bed down the dog, and walnut shavings are saved to use as mulch when the tomato plants begin to bear. Surrounded by shavings, the fruit never touches the soil.

The Lones family formerly operated a greenhouse which was built by father and son. As the business—known as "Pansyland"—grew they enlarged the building and installed heating and other improvements, doing all of the work themselves.

When they purchased a 20-acre plot of ground at the east end of Perry, planning to live there when Sanford retired, one of the first things they did was erect the building which now houses their workshop and the family cars. With an assist from the women of the family, the men then started building the house which overlooks one of the main highways into Perry.

The workshop is constructed of cement blocks and has a big furnace to heat it in the winter. There is a separate motor for each of the big power tools, and the Lones' had their own transformer installed so there would be no question about sufficient power for the tools as well as the electrical equipment in the house. The latter is a two-level structure with a finished basement. The kitchen woodwork is white oak and in the other rooms it is native walnut. The Lones' designed and built all of the cupboards, cabinets and interior trim.

Mrs. Hiatt, Lee's daughter Patricia, is a woodworking hobbyist who devel-

oped her skill in high school where she studied manual training and built a complete suite of furniture for her bedroom. A while back, when she and her husband purchased an old house in Keokuk and started to remodel it, all other work in the Perry shop was put aside to make way for building wall cupboards and other modern fixtures. The project included a floor-to-ceiling cupboard to separate the kitchen and dining areas. When the work was finished, Lee took his vacation and he and his father went to Keokuk where, after removing partitions in the house and installing the equipment, they stayed on to finish the remodeling.

When the Lones' moved to their country home, Sanford figured that after he retired there would be plenty of time to do the things that railroad men never seem to manage when they are working. But with the workshop and the garden, there is still a lot to do, and scarcely a week goes by when he does not have a call to fix or build something for a home. He's almost as busy now as when he was running an engine.

Sanford enjoys it, though, and his advice to other retired people is to interest themselves in a constructive hobby. Incidentally, the rules of "safety first" are carried out by the Lones' in their workshop the same as on the railroad, and they are proud of the fact that no one has ever been injured in it.

Sanford Lones with the "island" cupboard which he made for his grand-daughter's home. The unit, separating the kitchen-dining areas, is arranged so that dishes are accessible from either side.



September, 1956

## School Lunches — keep them tempting



Lunch at home—tuna-apple sandwich, milk, soup with animal croutons.



A tempting box lunch—for "runny" foods, midget cups of paper, plastic.

SCHOOL children will always eat a wholesome lunch if the food is appetizing. Since sandwich varieties are important in keeping noon-day interest high, their mothers will welcome these new recipes to add to the list of lunch box favorites. Both may be prepared the day before using and refrigerated.

### Roquefort-Pecan Sandwich Filling

1 (3 oz.) pkg. cream cheese  
 1/4 cup crumbled Roquefort or Bleu cheese  
 2 tbsps. chopped pecans  
 2 tbsps. cream  
 Combine cheeses, add pecans and cream and blend. Makes 5 sandwiches.

### Pineapple-Ham Sandwich Filling

1 cup ground cooked ham  
 1/4 cup drained crushed pineapple  
 1 tbsp. brown sugar  
 1 tbsp. mayonnaise  
 1 tbsp. horse-radish  
 1/2 tsp. Worcestershire sauce  
 Combine ham and pineapple. Add remaining ingredients and blend. Makes 5 sandwiches.

Children who come home at noon should find waiting a meal that will help them to efficiency in their school work. This tuna-apple sandwich has an appealing flavor, carrot and celery sticks add a desired crispness, the soup with a float of clever animal croutons is special. Milk, cup cakes or cookies, and fruit that may be eaten or carried back to eat at recess time add up to a menu that furnishes one-third of the day's body building nutrient.

### Tuna-Apple Sandwich Filling

1 (7 oz.) can tuna, flaked  
 1 pt. chopped unpeeled apples  
 1 tbsp. lemon juice  
 1/8 cup mayonnaise dressing  
 Combine all ingredients. Yields filling for 11 sandwiches.

**Animal Croutons:** Cut 4 slices enriched bread into animal shapes with small cookie cutters, averaging six to a slice. Place cutouts on a cookie sheet in a moderate (350°F.) oven for about 15 minutes, turning to brown both sides. (*American Institute of Baking*)

## FALL TREATMENT FOR WEED CONTROL



CHICKWEED, and other broadleaf weeds such as dandelion, plantain, curled dock, wild onion, wild garlic and henbit may be controlled by fall applications of the following herbicidal mixture, according to the Field Crops Research branch of the U. S. Agricultural Research Service:

1 oz. (2 tbsps.) amine salt of 2,4-D

4 oz. (8 tbsps.) ammonium salt of DNBP\*

2 oz. (4 tbsps.) amine salt of DNBP plus

1 gal. water per 1,000 sq. ft. of turf  
 \*Potassium cyanate (KOCN) may be used to replace DNBP if DNBP compounds are not available. It should be applied at 3 1/2 oz. per gallon of water per 1,000 square feet.

## Make-It-Yourself Candy for Children

RAINY days which must be filled with indoor activities for children are problems for busy mothers. What better way to keep them busy than to let them make candy? Here is a fruit variety that even young children can make:

### Coconut Apricot Candy

- 3/4 cup dried apricots
- 3/4 cup thin flaked coconut
- 1/2 tsp. grated orange rind
- 1/2 tsp. grated lemon rind
- 1 tbsp. orange juice

Wash apricots, cover with boiling water and let stand 5 minutes; drain. Put through food chopper, add remaining ingredients and knead until blended. If mixture is dry add orange juice to moisten, if too moist, work in small amount of confectioners' sugar. Shape in 1-inch balls and roll in granulated sugar, coconut or chopped nuts.

\*

Some excellent recipes for uncooked candies have been developed by May Stanek, Extension Service nutritionist for the state of Colorado. They are simple to make and require no equipment other than a mixing bowl, measuring tools and, on occasion, a double boiler. These candies are good energy food for children, featuring dried fruits, molasses, peanut butter, graham crackers and non-fat dry milk:

### Molasses Peanut Butter Candy

- 1/8 cup unsulphured molasses
- 1/8 cup peanut butter
- 1/2 cup non-fat dry milk

Mix together molasses and peanut butter. Gradually work in the dry non-fat milk. Knead. Roll into a long rope 3/4-inch thick, cut into 1-inch pieces, and roll in dry non-fat milk. Wrap in cellophane.

### Short Cut Fudge

- 1 3/8 cups (15-oz. can) sweetened condensed milk
- 2 1/4 cups (14 oz.) pieces semi-sweet chocolate
- 1/8 tsp. salt



1 tsp. vanilla  
1 cup chopped nut meats  
Place milk and chocolate in top of double boiler, cook over rapidly boiling water, stirring frequently, until thick (about 10 min.). Add salt, vanilla and nuts and pour into 8x8x2-inch pan. Chill 3 hours, then cut.

### Bon Bons

1/8 cup unsulphured molasses  
2/8 cup non-fat dry milk  
1/8 cup fine graham cracker crumbs  
nut meats  
Combine first three ingredients. Knead. Shape into a long roll and cut to bon bon size. Press a nut meat on each.

### Cereal Bars

1/2 lb. marshmallows  
3 tbsps. butter  
4 cups dry ready to eat cereal  
1/2 cup coarsely chopped nuts  
1/2 cup moist shredded coconut  
1/2 tsp. salt  
3 oz. semi-sweet chocolate  
Melt marshmallows and butter over hot water. Remove from heat. Add cereal, nuts, coconut and salt, turn into buttered 9-inch pan and pat out mixture evenly. Melt chocolate and pour over cereal candy. Chill 1 hour. Cut into bars.

### Peanut Bars

2 pkgs. semi-sweet chocolate pieces  
2 cups peanuts  
Melt chocolate over hot water. Add peanuts and mix. Line square pan with wax paper over edges, spread with chocolate-peanut mixture and chill until firm. Cut.

## Handyman News Budget

LATE fall is the ideal time for setting new lilacs. Three of the finest varieties are Adelaide Dunbar, a fluffy red, Ami Schott, a lovely blue, and Esther Staley, a fine pink lilac. When planting lilacs this fall, give them plenty of sun and space to stretch their branches. . . Tomatoes exposed to temperatures below 60 degrees for more than four days will not ripen properly. Tomatoes gathered for storage in the fall should be picked as soon as possible after night temperatures begin to drop into the 50's. . . To quickly find your flashlight when the lights go out, paint a strip of luminous paint around the case, or wrap the flashlight case with a strip of luminous tape. . . Set out everbearing strawberries in September, and you'll have fruit next spring. Use vacant garden space, or set the plants along a garden path. . . Here's a way to help train children to find the right drawer for clothing, socks, handkerchiefs, sweaters and the like: Cut out pictures to correspond with the contents of each drawer and attach them on the outside. Then shellac or clear varnish them. . . Make lawn raking easier this fall by watering the leaves lightly before starting. Spraying them prevents their blowing and holds them in place while they are being collected. . . A puppy can be kept out of mischief when left alone if placed in an enclosure—a baby's playpen, for example. A late warm feeding and a ticking alarm clock will keep a puppy sleeping all night long. . . Apply oil stain over large areas with a cellulose sponge when a brush isn't handy. A sponge gives uniform coverage without spattering and lets you control the amount of stain you want. . . If you want to be sure you will hear the phone ringing while you're upstairs, put it on an overturned tin pan. (*Better Homes & Gardens*)

## HEADACHY? Just Calm Down

Few people are so fortunate that they have not suffered to some degree from an occasional headache. They may just work or play too hard, or again the basic cause may be fatigue, allergy, anxiety or emotional stress. Emotional attitudes are such an important factor in controlling head spasms that a Philadelphia physician, Dr. R. L. Hilsinger, recently compiled the following list of command-

ments for his headache patients:

1. *This is not a perfect world. Perfection is rarely attained, so be satisfied with less.*
2. *Tolerance makes understanding of the other fellow easier.*
3. *Do not be a slave to the clock. Work at your own pace. Trying to meet too many deadlines only creates tension.*
4. *You cannot please everybody, so stop trying.*
5. *Be efficient, yes, but not to the extent*

*that perfection becomes a burden.*

6. *Speak up if you want to. Honesty and directness break down barriers and make friendships easier.*
7. *Approve of yourself. You are as good as the next fellow. If you are given a compliment, take it and make use of it.*
8. *Stop feeling guilty. We are all human and we all make errors. Give a little and you will get a lot, maybe even a reduction of that pain in your head.*

# HANDY USES FOR SOAP and SUDS

CAN YOU use some help around the house? Here are some out-of-the-way uses for soap and soapsuds that you may find handy:

**Broken Glass**—Pick up bits of broken glass with a bar of damp soap. Later you can shave them off with a knife.

**Candles**—Coat candles, but not the wicks, with soapsuds. They'll last longer and burn without smoking or dripping. Let them dry in candle-holders before lighting.

**Creaks**—Quiet a creaking floor by working moist soap into cracks between boards.

**Drawers**—Make a sticking, squeaky drawer slide easily and quietly by rubbing the tops of both sides and the under surfaces with soap.

**Gas Pipe Leaks**—Stop up a sudden leak temporarily by pressing moist soap over the danger spot and letting it harden. This is only a temporary patch. For safety's sake, call a repairman right away.

**Heavy Moving**—Make it easier to move your refrigerator or other heavy equipment by wetting the surrounding floor and rubbing it well with soap. Then you can slide the piece along this slippery surface.

**Inner Tubes**—Locate holes in an in-

ner tube, hose, or gas pipe by applying soapsuds to the surface. Tell-tale bubbles will indicate where the leak is.

**Light Bulbs**—Press a bar of damp soap into the broken ends of a light bulb and turn left to remove it from the socket. But remember—*first turn off the current*. If you're in doubt, remove the fuse.

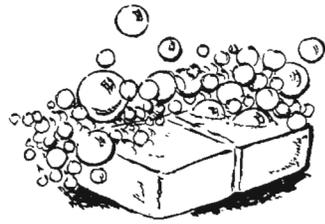
**Nails and Screws**—Lubricate nails or screws with soap to make them easier to drive into wood or plaster.

**Pots and Pans**—Protect the bottoms and sides of pots and pans for outdoor cooking with a thin film of soapsuds. Later the soot will wash off readily with the soap.

**Saws**—Coat both sides of a saw blade with soap to make it cut more easily.

**Wallpaper Paste**—Make wallpaper easier to apply, and also prevent the hardening that causes it to crack and peel, by adding a small amount of soap to the paste bucket.

**Window Panes**—Protect window-panes when painting the frames by coating each pane with a thick soap-and-water paste. Afterwards, paint splatters wash off easily with the soap. (*Association of American Soap & Glycerine Producers*)



## recipes for SOAP JELLY and "DRY" SUDS

A dense mixture of soap with very little water is convenient for surfaces and fabrics that should be washed but not saturated.

For *soap jelly*, dissolve one part soap in five parts of boiling water. Allow to cool and thicken for several hours.

For *"dry" soapsuds*, put a cupful of this soap jelly into a deep bowl and whip with a rotary egg beater or electric mixer to produce a stiff, light meringue-like lather.

Either the jelly or "dry" suds can be brushed or sponged directly on the surface to be washed.

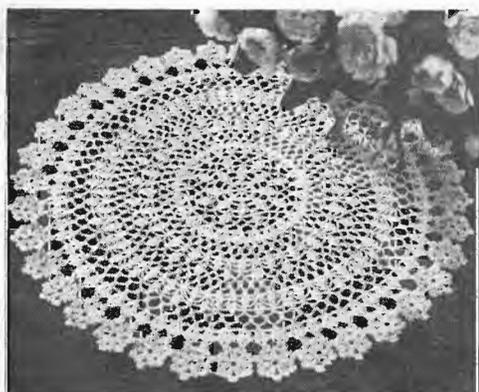
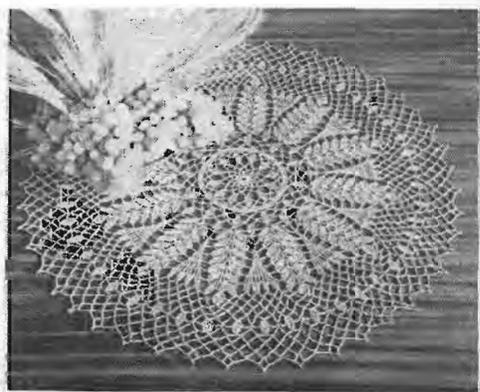
## A GOOD LAWN — now's the time to start

IF YOU want a good lawn, now's the time to get to work on it. Early to mid-September is best in most of the northern two thirds of the country. Sowing in the fall ensures a good root system for the following summer, important to prevent hot weather from burning out a lawn.

Before starting, poke a screwdriver into the ground to see if the soil is all right. It could be that rocks or debris just below the surface are preventing grass in those spots from making their full root development. Then start sowing the lawn. A good guide for this is a step-by-step routine recommended by the *American Home* magazine. This is how it's done:

1. Apply lawn food and turn soil to a 6-inch depth. Use a spade or fork, or a tractor for a large area.
2. Rake surface level and remove stones and debris. Don't pulverize the surface soil to dust.
3. Spread seed—half in one direction, half in the opposite direction—and fertilize surface.
4. Drag a chain mat, or the back of a broom rake, over the surface to mix seed with soil. Don't bury it.
5. Mulch the seedbed lightly with straw, hay, or dampened peatmoss. This is to check drying, washing and wind-blowing—and it pays off!

**TABLE TOP BEAUTY.** Crocheted doilies are favorite needlework projects for our readers who want something lovely to protect their polished table tops. The two patterns shown here are new and unusual in color and design. The floral doily is done in white and shaded pinks, with dainty clusters in the inner rounds and a delicate flower edging. It measures approximately 19 inches across. A pastel green is suggested for the wheat and grape pattern. This is a striking doily to make up in either a medium or a large size, depending upon the proportions of the table. Direction leaflets for FLOWER DOILY and WHEAT AND GRAPE DOILY may be had free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



**"I looked down into  
my open grave"**



FAC-SIMILE OF TICKET OF ADMISSION TO THE IMPEACHMENT TRIAL.

**"MR. SENATOR ROSS, HOW SAY YOU?"**

In the deathly silence of the Senate chamber, the freshman Senator from Kansas looked down, as he put it, into his own grave.

On deliberately trumped-up charges, the bitterly fanatic leaders of Ross's party were trying to vote President Johnson out of office—because Johnson stood between them and their revenge on the defeated South.

Ross, they knew, also disliked Johnson and wanted to punish the South. But, taking no chances, they had warned him to vote "guilty" or face political suicide.

And now, on that historic May morning in 1868, the verdict had come to hang completely on his vote. First falteringly, then loudly, he gave it: "*Not guilty!*"

That was sheer moral principle speaking. Edmund Ross refused to join a move he thought would wreck the historic powers of the Presidency. For this, he lost his future, lost his good name, and saved for himself only what he had saved for everyone: our democracy.

Into the whole fabric of American democracy is woven the steel-tough moral fiber of men like Edmund Ross. Braver even than battle courage, it has helped America become strong in many ways. So strong, that, today, one of the world's greatest guarantees of security is U. S. Savings Bonds.

For it is not American principal, but American principles, that back these Bonds. So, for yourself and your country, invest in United States Savings Bonds regularly. And hold on to them.

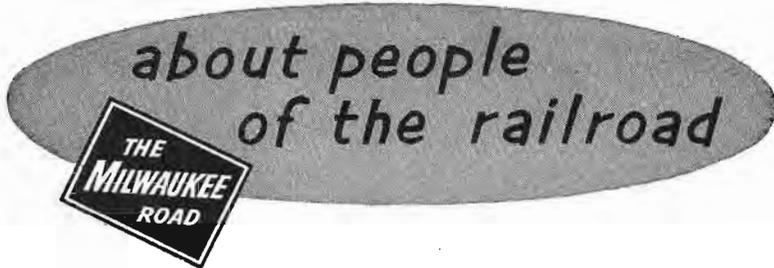


It's actually easy to save—when you buy Series E Savings Bonds through the Payroll Savings Plan. Once you've signed up at your pay office, your saving is done *for you*. The Bonds you receive pay good interest—3% a year, compounded half-yearly when held to maturity. And the longer you hold them, the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

## ***Safe as America - U.S. Savings Bonds***

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





## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Trainman James J. McMahon was married on Aug. 18 to Violet Irving. A large reception was held at the Falcon Hall. Brakeman C. J. Patz was best man.

For those who have been wondering whether or not they should go over to the Junior League Blood Center and make that donation of a pint of blood, the answer is yes, there is an immediate and continuing need. Trainman Len Letteer wishes to thank all who have or might contribute, as his wife was the recipient of some of this blood during her recent illness.

Time Revisor Vincent Freihoefer is the proud papa of a boy born Aug. 6.

J. V. Tuomey, Milwaukee train dispatcher, was presented with a Silver Pass last month.

## H & D Division

### EAST END

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

Conductor H. C. "Hi" Johnson of Minneapolis has retired. Agent W. D. Smith of Montevideo has retired also, after 45 years of service. He has bought a home in Buffalo, Minn., where he and Mrs. Smith will live.

Brakeman Bob Wallien, who served with the Army in Korea, is back on the job.

Engineer Steve Brophy tells about the reunion of the five Brophy brothers and their wives recently in Kansas City. There was so much talking and visiting that when the delegation pulled out for home a mighty silence settled over the city, so 'tis said.

Gold Passes have been issued to Mr. and Mrs. Frank Webster and to Mr. and Mrs. Barney Leadon. Agent Christ Dettle and his wife have a Silver one.

Brakeman Leon Hoskamer reports the arrival of his first child. It's a boy, and his name is Tommy.

Engineer Fred Happy and his wife enjoyed a vacation in Grass Valley, Calif., where the climate is ideal and there are no mosquitoes.

A clipping from the Arizona Republic brings news of Otto Heckert, retired H&D engineer who now lives in Phoenix. It shows a picture of Mr. Heckert and three other men completely absorbed in playing checkers, with Mr. Heckert furnishing the motif in a bright checkered shirt. The picture, entered in a camera competition conducted by the paper, won first prize in the "activities" class. In his new home Mr. Heckert has a hobby shop where he turns out interesting souvenirs made of wood, repairs antiques, and does various kinds of woodwork.

## Terre Haute Division

Christine Reichert, Correspondent  
Superintendent's Office, Terre Haute

Locomotive Engineer and Mrs. Orval E. Miller of St. Bernice spent July touring scenic and historical points of interest in the East. Going first to Niagara Falls, they proceeded through upper

New York, New Hampshire and Massachusetts, stopping at Concord, Boston, Plymouth and Salem, then along the coast of Maine into Canada and on into Nova Scotia. Highlighting their tour was permission to see the House of Parliament in session at Ottawa, Canada.

Harold Patton, retired storekeeper, and Mrs. Patton have sold their home in Terre Haute and are making preparations to move to Florida.

Mrs. Homer McCown, wife of clerk at the Crawford Street freight house, was hospitalized in Terre Haute last month for surgery.

Thomas Paton, instrumentman on this division the past two years, has been assigned to the engineering department at Marion, Ia. He is the son of Assistant Division Engineer Harry Paton.

The new arrival in the household of District Adjuster John Martin was a boy. This makes four boys for the Martins.

Lieutenant of Police Virgil Wilson



**GOLD, AND GOOD FOR A LIFETIME.** Conductor G. H. Riley of Channing, Mich., shown receiving his Gold Pass from Superintendent Martin Garelick of the Milwaukee Division last month, in the presence of, from left: E. G. Kiesele, superintendent of safety; J. F. Kennelly, retired Milwaukee Division conductor; and G. A. Fisher, Milwaukee Division brakeman. The presentation was made in the Chicago Union Station as he arrived to attend the Veterans' reunion. Mr. Riley marked up his 50th year of service on Aug. 21. His current run is on a time freight between Channing and Crivitz, Wis.



**VETERAN DISPATCHER RETIRES.** J. V. Toumey, train dispatcher at Milwaukee, is shown receiving his Silver Pass as he retired recently after 45 years of service. Presenting it is H. L. Martin, chief train dispatcher, who broke in as an operator on the former Kansas City Division when Mr. Toumey was a dispatcher there. Mr. Toumey was also dispatcher at Ottumwa, La Crosse, Newport and Beloit before transferring to Milwaukee in 1939. In the future he plans to devote more time to gardening and reading and to entertaining his six grandchildren in Milwaukee.



**LOAFING AND LIKING IT.** C. A. Shoop, retired locomotive engineer from Elgin, Ill., and R. H. Patch, retired Chicago Terminals engineer, taking it easy at Hollywood, Fla., where Mr. and Mrs. Shoop have been spending part of their time during the past four years. Mr. Shoop, who retired in 1952 after 52 years of service, enjoys a reputation as a floriculturist, specializing in African lilies. Bob Patch moved to St. Cloud, Fla., in 1946 when he retired with a 43-year perfect safety record.

and family went to Florida on a vacation in July. Returning, they met with a slight mishap in South Carolina when a car stopped suddenly in front of their car, but fortunately the greatest harm done was a day's delay for repairs.

Vacationing in August, Time Revisor Leo Huberti and Mrs. Huberti took a short motor trip which ended up in Des Moines, Ia., where they located Harold Barry, a former member of the Terre Haute Division family. They had a fine

visit, they said.

After 40 years of faithful service, Conductor Sam McReynolds retired on Aug. 30. He and Mrs. McReynolds left immediately for Los Angeles where they will make their home.

Clair E. Faris, retired locomotive engineer, and Mrs. Faris of Terre Haute celebrated their golden wedding anniversary in August.

Bound for New Orleans and other points south, Engineer and Mrs. Warren White left on a vacation trip Sept. 1. Car Distributor George Scholl and family enjoyed a visit to the straits of upper Michigan and Mackinac Island.

## Madison Division

Engineer L. J. Dawes of Beloit and J. M. Brown, agent at Janesville, both received Silver Passes last month.

Madison Chapter of the Women's Club regrets to report the recent death of three of its oldest members—Mrs. Albert Moore and Mrs. Cathrine Kelly of Madison and Mrs. Julia Kleiner of Monroe, Wis.

Mrs. Olis Johnson was hostess recently at a garden party for members of the club's Madison Chapter.

Ralph J. Tomlinson of Stoughton, Wis., who was a member of the Veteran Employees' Association, died in the Stoughton hospital on July 18. He was 84 years of age. Mr. Tomlinson was with the Road 51 years, as a section man for six years, section foreman for 43, and the last two years of his service as crossing flagman. He retired in 1938. He is survived by three daughters, Mrs. Anna Mae Donnelly, Mrs. Oscar Solherm and Mrs. E. P. Smith of Stoughton, and a son, Joseph of Madison. Funeral services were held in Stoughton, and burial was in the Catholic cemetery there.

## Trans-Missouri Division

### WEST

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

W. D. Ostrom, chief carpenter at Miles City for the past three years, has been transferred to Chicago Terminals in the same capacity. H. W. McCall, formerly steel bridge inspector, is the new chief carpenter here.

John Gray has taken the position of roundhouse foreman at Raymond, Wash. Mrs. Gray and their five sons joined him there in time to start school in the new location.

A new Ground Observers Corps post has been established at Miles City. It will be located on the Federal Building, using facilities formerly used by the old weather station.

Herschel Riebe, former store department employe at Miles City, has re-



**HUSKY MUSKY.** While fishing at Walker Bay in July, Conductor J. E. Kohler of Dubuque experienced the thrill of catching this fine musky. It was 51 inches long and weighed 35 pounds. Conductor Kohler, who is in freight service on the D&I Division, is a 50-year veteran.

ceived his master's degree from Montana State College at Bozeman. He and his family have moved to Coeur d'Alene, Idaho, where he will teach in Northwestern Idaho Junior College.

Leland Richey, yard clerk at Miles City, is convalescing nicely after an operation last month.

### EAST END

Word has been received of the death of Melville F. Rollins at San Bernardino, Calif., on Aug. 30, at the age of 82. Mr. Rollins was a native of Bangor, Me. After graduating from the University of Maine with a master of science degree in civil engineering he worked in various locations before entering the employ of The Milwaukee Road as a rodman at Janesville in 1900. He was transferred to the Puget Sound extension in 1906, and worked as assistant and resident engineer in locating and constructing the Trans-Missouri, Rocky Mountain and Northern Montana Divisions. In 1926 he transferred to the water-treating department and worked until his retirement on Feb. 1, 1939. At that time he moved to California. Preceded in death by his wife in 1938, he is survived by two sons, Melville Jr. of San Bernardino, Roscoe H. of Butte, and two daughters, Mrs. Marian Martin and Mrs. Lorraine Zail, both of La Habra, Calif. Interment was in Whittier, Calif.

*Knowledge is proud that he has learned so much; wisdom is humble that he knows no more.—Cowper*

The Milwaukee Road Magazine

## D & I Division

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



W. F. Schuld

William F. Schuld, veteran D&I conductor, was feted recently by riders on his suburban run (Nos. 212 and 227, Chicago-Elgin) when he retired after 50 years of service. "Beanie"

Schuld started with the Road in 1906 at the Elgin freight house and transferred to train service in 1909. He was promoted to conductor in 1918 and had worked continuously on the D&I Division until his retirement. With Mrs. Schuld, he is enjoying his "golden years" on their small farm near Elgin.

Switchman J. C. Mulder, son of Jack Mulder, chief clerk to division master mechanic at Savanna, and Bobbie Ann McMillan of Brent, Ala., were married Aug. 25 in the Brent Baptist Church. Jack has his discharge after serving two years in the Navy, and his wife served in the Navy as a WAVE. Jack will attend college this fall.

Vacationers: Machinist and Mrs. O. C. Schmidt with their son and family went to Washington, D. C., returning via the west coast route . . . Car Foreman and Mrs. J. H. Fisher, Savanna, spent some of their vacation sightseeing through the Ozarks in Missouri . . . Yard Clerk Michael Cravatta and family visited the Wisconsin Dells.

Track Department Employee Henry Roberts and Mrs. Berta Notz of Savanna were married in the First Presbyterian Church recently.

Brakeman Howard G. Meyers met with a fatal accident at Bensenville on Aug. 3. Funeral services were conducted at Sabula, Ia., with burial in St. Peter's Cemetery there. Surviving are his widow, mother, two daughters, and his father, Diedrich Meyers of the car department.

Iowa Division Engineer H. C. Rinard and Mrs. Rinard attended funeral services for his father, L. C. Rinard, who passed away July 31 at Marion, Ia.

Mrs. Walter Graham, widow of Second District engineer, passed away Aug. 5 in the home of her sister in Savanna, where she had lived for the past six years. Surviving are a son, the sister and four grandchildren.

A Gold Pass, token of a half century of service, has been presented to Conductor D. E. Chambers of Ottumwa. Silver Passes were presented to Engineer H. J. Broich of Ottumwa and Switchman H. S. Kehoe and Engineer J. D. Myers of Savanna.

Retired Agent A. J. Reinehr passed

## A VISIT WITH UNCLE JOHN



"Uncle John" Sweeney (second from left), the oldest retired engineer from the former Kansas City Division, and probably the oldest on the railroad, with his visitors, left to right: R. T. Cawby, Carl Orey and J. H. Antrim.

*Eunice Stevens, the Magazine's division editor for the Dubuque & Illinois Division, sends along the following letter from J. H. Antrim, of Kansas City, Mo., a Milwaukee Road locomotive engineer and local chairman for the Brotherhood of Locomotive Firemen and Enginemen in Kansas City.—Ed.*

"SOME of the old timers on the old Kansas City Division no doubt wonder sometimes about our oldest retired engineer, John T. Sweeney, so I would like to make a report on him.

"On Aug. 14 the writer, accompanied by retired Engineers Carl Orey and Roy T. Cawby, drove to Manhattan, Kans., to visit Uncle John. We took him and his daughter out for a smorgasbord luncheon, and I might say that although Uncle John was 98 years old last Apr. 30, he still has the appetite of a young man who does hard labor. After the luncheon we toured the town and went to his home where the entire afternoon was spent talking over old times. Uncle John's memory is keen.

"He recalled several instances that happened to each of us when we were firing for him . . . things that we had forgotten. He still possesses the good humor, the bright and kind personality that will live forever in the minds of all of us who have had the pleasure of working with him.

"Uncle John makes his home with his daughter, Mrs. Daisy Hills at 1419 Humboldt St., Manhattan, Kans., and I know that he would be glad to hear from some of the boys on the railroad. He is still quite a writer of verse.

"I am sending you a photo of the group who total 183 years of service on the old C.M.St.P.&P. All are retired engineers except the writer, who is still in active service and has had the pleasure of firing for all three of these very fine gentlemen."

away in his home in Savanna on Aug. 20, following a long illness. Mr. Reinehr started railroading in the rail mill in April, 1897, transferred to engine service in 1899, and in October 1909 became chief clerk in the Savanna roundhouse. In 1910 he began service in the freight house and in 1914 was promoted to agent, which position he held until his retirement on May 1, 1949. He had been very active in various civic enterprises throughout his years in Savanna. Surviving are his widow, daughter Mary (Mrs. Thomas Gilroy), two grand-

daughters and a sister. Funeral services were held in St. John's Catholic Church with burial in St. John's cemetery.

Two retired track department employees passed away in August. Phillip Amesquita, who passed away in Sterling, Ill., Aug. 29, was employed in the track department from May, 1928 to August, 1954 when he retired. Surviving are his widow, five daughters and four sons. Funeral services were held in Savanna; burial in St. John's Cemetery, Savanna.

Daniel J. Barber, retired section

## G. C. Harder, New Mag Correspondent



G. C. Harder

GEORGE C. HARDER, who joined the staff of The Milwaukee Road Magazine recently to cover operating department news in Chicago, is known to almost every operating man on the system, having been with the department since 1919. For employes who have come on the scene lately, however, here is a profile of our newest reporter.

Mr. Harder started with the Road as a statistician in the office of assistant general manager in Chicago and was employed there continuously until 1950. At that time he became statistician to vice president-operation, the position he now fills. A bred-in-the-bone commuter, he was for many years a resident of suburban Deerfield, but now lives in Park Ridge, Ill., where he built a home in 1954 and indulges in hobby gardening.

At one time Mr. Harder had another hobby in which he rated more as a professional than an amateur. A skilled performer on the clarinet and saxophone, he played in night clubs all around Chicago and had his own band. W. R. McPherson, superintendent of transportation-passenger, whom George succeeds as Magazine correspondent, was the drummer, and other officers and employes played in the band at various times. Mr. Harder also played with an employe band that furnished music for dances held by The Milwaukee Road Women's Club and at home in Deerfield gave lessons on the saxophone. He gave up his band, however, in 1932.

This is not the first time Mr. Harder has been identified with the Magazine. Contemporaries may remember that he served as a correspondent for a while in the early 1920's.

laborer of Leaf River, passed away Aug. 23. Funeral services were held in Oregon, Ill., with burial in Lightsville cemetery. Surviving are two daughters, two sisters and a brother.

Victor L. C. Haaskarl, father of Switchman Victor Haaskarl of the Tri-Cities, passed away in Mechanicsburg, Pa., recently.

Retired Switchman W. Brose, Savanna, passed away Aug. 6. Mr. Brose began his railroad service as a switchman in Savanna Yard in 1913 and retired in October, 1954. Surviving are his widow and a stepson, two brothers and a sister. Burial was in Oak Hill cemetery, Mt. Carroll.

### SECOND DISTRICT

Dan Cupid has been shooting his arrows pretty straight at Dubuque freight house clerical employes lately. Rate Clerk Clarence Council deserted bachelorhood on July 7 and Check Clerk Clarence Hallahan followed suit on Aug. 18.

G. J. Schnee, locomotive engineer at Dubuque, and Mrs. Schnee have been presented with their Silver Pass.

A. A. Miner, secretary of the Railroad Retirement Club of Dubuque, reports that the club held its annual picnic Aug. 8 at Eagle Point Park. Approximately 60 members attended. The afternoon was devoted to card games, and a picnic supper was served later. Prizes were awarded to Mrs. Shortell, Mr. Weidmeyer and Mr. Davidshofer.

## I & S M Division

### EAST END

Erle Jorgensen, Division Editor  
Office of Agent, Austin

I. R. Crawford, on leave from the agency at Minnehaha to serve the ORT as general secretary-treasurer, has retired. N. C. Christian has been appointed agent-telegrapher at Minnehaha. Mrs. Clemens has taken her permanent assignment at Lyle, Minn., but at this writing is on a leave of absence. J. D. Johnson succeeded N. C. Christian to the agency at Castle Rock, and has also been granted a leave of absence. K. C. Sexter has been appointed swing operator at Northfield-Farmington, succeeded by D. J. Malek as agent-telegrapher at Northfield. On the Second District, J. E. Lasley and H. S. Lewis Sr. each has been granted a leave of absence on account of his health. R. W. Barker is relieving Mr. Lasley at Sherburn, and L. B. Johanssen is relieving at Madison, S. D. On Sept. 1 H. S. Lewis Sr. was appointed agent-telegrapher at Ramona, S. D.

We noted the death of Retired Engineer P. J. Burns at his home in Austin on Aug. 11, and of Retired Roundhouse

Foreman H. J. Keck at St. Olaf Hospital on Aug. 26. Each of these men was well known on the I&SM. They were true railroad men.

Retired Conductor Henry Bushman is confined to his home on account of ill health.

Sadie Lou Monson, custodian of the welfare rooms at the roundhouse, has returned to work after undergoing surgery at Rochester.

Mrs. H. M. Cocklin, file clerk and steno in the superintendent's office, is on a leave of absence. Russell G. Peterson is relieving.

Mrs. Will Holm, wife of retired yard clerk, Austin, passed away July 6 at St. Olaf Hospital. She and Mr. Holm will be well remembered on the I&SM, as many of the men roomed at their home during their layover periods.

Retired Engineer Robert Lauffe recently underwent a leg amputation and after recovering from surgery at St. Olaf Hospital will go to the Olson Rest Home at Austin, where his brother Carl is also a patient.

Richard F. Hogan, chief dispatcher's and trainmaster's clerk, has accepted the position of chief clerk at Wausau, Wis.

Time Revisor Rose Krulish attended the Business and Professional Women's convention at Miami Beach, Fla., during her vacation.

Income tax deductions were increased with the birth of a boy to Agent and Mrs. J. T. Malek of Blooming Prairie. Conductor and Mrs. N. B. Hildebrand also report another deduction, along with Operator and Mrs. E. L. Groh at Northfield; a son.

Kenneth Wenzel, while on leave from



**ELGIN WEDDING.** Mr. and Mrs. Frank Deutsch whose recent marriage at St. Mary's Church, Elgin, Ill., had the best wishes of many friends in the Chicago Union Station, where the bridegroom is secretary to assistant general manager. Mrs. Deutsch, an airline stewardess, is the former Anna Mae Rachner, who was employed as a stenographer in the same office several years ago. They spent their honeymoon in California and Hawaii.

the armed forces, relieved Agent P. M. Minnick for his vacation. We will be waiting for Ken's return from service.

Recent visitors at the superintendent's office included Ben. J. Heidtke, retired section foreman of Brownsdale, who now is making his home in Tacoma, and Dennis O'Marro, retired conductor now living in Noel, Mo.

Vernon DeFore has been appointed clerk at Hollandale during the vegetable loading season.

Dwight Kneeskern, OS&D clerk, has returned to his job after being off on account of ill health.

William G. Ott, agent at Preston, has been in the limelight recently through receiving his Gold Pass. Mr. Ott started his half century of service at Preston under his father, the late Peter Ott, a Milwaukee Road pioneer who went there as agent in 1880. Bill Ott served as a relief agent until 1919 when he returned to Preston and stayed on to become agent when his father retired in 1923. The Aug. 2 edition of the Preston Times carried a feature article about Mr. Ott's 50 years of service, illustrated with a picture taken at the depot when he started working in 1906.

Silver Passes, tokens of 45 years of service, have been presented to R. A. Peterson, agent at Winnebago, and I. J. Beckel, foreman in the switch yard at Austin.



H. F. Gay, assistant engineer on the staff of the auditor of capital expenditures in Chicago, shown with other members of the force who wished him well as he retired last month. Front, from left: Nick Bell, Theodore Thompson, Joseph Kirchen (background), Henry Gay and Whipple Parrott. Rear, from left: Roy Johnson, Lloyd Staver, George Lowrie, Joseph Shemroske, William Bonnom, William Broberg, auditor of capital expenditures, and Loren Rice, assistant auditor of capital expenditures. Details are reported in the column of Correspondent L. J. Hogan.

## Chicago General Offices

### OPERATING DEPARTMENT

G. C. Harder, Correspondent  
Office of Vice President-Operation

A recent letter from A. F. Eberling, retired D&I suburban conductor, brought interesting news of one of our transportation department veterans. Bert wrote that on Labor Day he visited the U.S.S. Hornet which, anchored off Newport Beach, Calif., was holding open house for the public, and—but let him tell what happened: "To my surprise, the greeting officer was none other than Commander G. G. Smith, son of Granger Smith, our retired superintendent of transportation-passenger. And behold, just a few feet away was Granger! I learned that he had been aboard since the ship left Seattle. Well, we all felt like being at home. Commander Smith escorted us from top to bottom of the ship, and we also were his guests at the officers' mess. What a wonderful day we all had!"

We have other information that Granger was aboard the aircraft carrier at the invitation of his son to accompany him to San Diego on a seven-day cruise of sea duty, and that afterward he intended to visit in California. The reports we hear would indicate that he is getting around quite a lot since his retirement.

Miss Angela Kelly, who was night operator on the Road's Union Station switchboard for 37 years before she retired in 1955, died at a rest home in

Chicago on Aug. 17. Retiring because of ill health, Miss Kelly had been living until recently in Santa Barbara, Calif. Funeral services were held at Sacred Heart Church in Chicago and burial was in Mt. Carmel cemetery. She is survived by three sisters, a niece and three nephews.

### OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

William J. Cusack was appointed assistant auditor of investment accounts effective Sept. 1. Mr. Cusack has been head accountant in the bureau since 1947. He started service in the present office of auditor of capital expenditures in 1929. Previous to that he was employed in valuation work on the CB&Q, N&W and C&WI.

Other changes were the appointment of Roy A. Johnson to assistant engineer in charge of the Valuation Order No. 3 section, and of L. J. Hogan to assistant engineer in charge of the B.V. 588 bureau and depreciation schedule for taxes.

Henry F. Gay, assistant engineer in the Valuation Order No. 3 section, retired Aug. 31 after more than 29 years' service. He received his pre-engineering education at Lawrence College, Appleton, Wis., followed by the study of civil engineering at the University of Wisconsin. Afterwards he taught high school mathematics, physics and chemistry in Lancaster, Wis. In 1916, he entered railroad service in the engineering department of the C&NW, saw military

## Now, College on Your Own TV

STARTING this month, the Chicago City Junior College is launching a program by means of which an employed person can continue his education at the college level without leaving the comfort of his home. In cooperation with station WTTW (channel 11), it will offer four credit television courses—general biology, freshman English, social science and national government—to the viewing public.

It is anticipated that the program will be expanded over a three-year period until the college's entire curriculum will be available for home viewers. Under the expanded program a student may earn a Junior College diploma entirely by television.

Registration for credit is open to high school graduates and adults 21 or over. Legal residents of Chicago pay a service charge of \$5 to \$10, non-resident tuition is approximately \$42 additional. Those who wish to enroll *not for credit* may receive the work assignments for 50 cents. For more information write TV Courses, Chicago City Junior College, 3400 N. Austin Ave., Chicago 34, Ill.; or call SPring 7-7900.



#### RETIREES FROM INDUSTRIAL DEPARTMENT.

A sidewalk photographer snapped this picture of H. J. Fortier recently when the Chicago industrial department veteran and Mrs. Fortier were on a holiday in St. Petersburg, Fla. Mr. Fortier retired at the end of July after more than 45 years of railroading, five with the Burlington before coming to the Milwaukee in 1915. Starting in the land valuation office, he served on various positions, including that of chief clerk, while it developed into the real estate department and then the present industrial department. Three of the Fortiers' four children have also been with the Road, daughter Lorraine (Reed) in the Fullerton Avenue accounting department in Chicago until World War II, Betty Jane (Lane) in the general manager's office before her marriage, and Henry Jr. in the Chicago engineering department during vacations from the University of Illinois. Department associates honored Mr. Fortier with a retirement dinner. For the past two years he has served as president of Lodge 1184, Brotherhood of Railway Clerks.

service in Europe in World War I, and returned to the C&NW at the end of the war. He was subsequently employed by the CB&Q and the Chicago-North Shore line and then entered Milwaukee service in 1927 in this office. He and Mrs. Gay will continue to reside in Elgin. Their son Henry Jr., an electrical engineer, is employed by the Allis-Chalmers Company and is a resident of Milwaukee.

#### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Jeanette Lach has left the service of the company to enter nurses' training school at St. Elizabeth's Hospital.

Irene Barry's parents celebrated their golden wedding anniversary Aug. 22.

Loretta Peters is back after a furlough. June Earll extended her furlough another month, as did Wanda Wlos.

Tom and Arona Puttrich are the proud parents of a son born Aug. 9; his name, "John Warren."

Cele Einbecker surprised us by announcing her retirement Aug. 17. She had been employed by this company 33 and a half years.

Vacations: Angie and Gloria Rogus, Colorado Springs; the Sam Weinstens, Howard Smith and Tony Rocco, Florida; Harry Simon and family, Miami Beach, where Harry was crowned king of the Versailles Hotel for a week—he received many useful gifts and was very proud of the honor; Pat and Ed Krywka, the Smokies; Elaine Gibson on a farm near Lincoln, Neb.; Tim Martin, Omaha; and the Lou Corsiglias, Niagara Falls and points east.

The LeMays have a new grandson, Michael, born Aug. 18.

The Distads moved into their new home last month.

Jill Zimmer has left the Road to return to college.

#### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

A bridal shower was given for Lillian Rodakowski who became Mrs. John Luszez at St. Hyacinth's on Aug. 11. The couple honeymooned in northern Wisconsin.

Steve Lukashevich left Aug. 16 to join the Marine Corps.

Marie Simpson and her daughter Earlene enjoyed a week's vacation at the Paradise Ranch, near Colorado Springs. Julia Feindt and Elsie Vehlów were delighted with their trip to the Smokies. Richard Drury toured Toledo, Cleveland, Detroit and Port Huron.

#### OFFICE OF FREIGHT AUDITOR

Betty Chiolak, Correspondent

New faces around the office are those of Bill Falkowski, Tina Sero who was with us last summer and is now with us permanently, Paul Jemmi, Coreen Grimm, Joe Garofalo, Patricia Neitzel, Douglas Taylor, Marion Argeno and Trudy Kerath. Richard Rubolino returned after four years in the Air Force and is now employed in the interline bureau. Bill Kischer, who worked in our office 10 years ago, has returned from Union Street and is now working in the revising bureau as a rate clerk.

At this writing Bob West has been home for two weeks with a severe eye infection. Hazel Hettinger is on a three-month illness furlough.

Sympathy was extended to Mrs. Steek and family on the death of her husband William on Aug. 1. Bill, a review clerk in the review bureau, had been with us since Sept. 25, 1923 and had many friends here.

Beverly Anderson became Mrs. Michael Paull at the Lake View Mission Covenant Church on Aug. 11. The couple are both employees of the Road, Beverly as a keypunch operator in our office and Michael in the chief disbursement accounting office. They spent their honeymoon in Niagara Falls.

"Chuck" Woelffer, bureau head of estimated earnings, and his wife Louise, a coder, celebrated their silver wedding anniversary with their family at Math Iglor's Casino on Aug. 1. They first met while working for the Road.

Many interesting vacations were taken by our employees last month, some of which were: Carolyn Hartel and Nina Clark went way up to Churchill, Manitoba, Canada, only 600 miles from the Arctic Circle. They had waited a long time to make this trip, because only two tourist trains went up there in the last two years and reservations were booked solid. We were told that no vegetation is up in those parts, and the girls brought back some pictures to show us. Nina said one interesting experience among many was that she got to dance with an Eskimo. On the other hand, Roy Kling went down to the Caribbean countries and spent some time at Miami Beach. Harry Wallace went to Miami

### Oh Say Can You Sing?

IF YOU LIKE to sing, if you enjoy social get-togethers, if you appreciate the benefit of FREE class instruction in choral singing, here's an opportunity tailored for you.

The Milwaukee Road Choral Club, opening its 19th season this month, has room for singers in all sections. Any employee in the Chicago area or a member of his family—son, daughter, wife or husband—who is 17 years of age or over is eligible. The group, which presents concerts for church, service and lodge organizations, has scheduled a well-rounded list of engagements for the 1956-57 season, in addition to a varied program of social activities for its members. Glenn Jorian, radio singer and voice teacher at Wright Junior College and the Chicago Musical College, who has directed the club since 1950, will again be wielding the baton. Rehearsals, formerly held on Monday, have been changed to Tuesday, 5:30 to 7:00 P.M. in the Fullerton Avenue office building.

For further information contact any member of the club or one of the following: At Fullerton Avenue, W. H. McDonald in room 64 or Harry Wallace, room 31; Union Station, E. J. Stoll, room 286; and Western Avenue, Frances Walker, sleeping and dining car department.

after the Shriner's convention in Detroit, Stella and Joe Bialas were also in Florida, Earl Aldin in the Smokies and Virginia, and Venice Fay in New York and Washington, D. C.

Ottilia Mayer, correspondent in the revising bureau, has returned from a three-week vacation trip to Denver, the Pacific Northwest and the Canadian Rockies. Her itinerary called for 5,575 miles of travel by rail. She was accompanied by her 11-year-old niece, Nancy Mayer of Chicago, who enjoyed the thrill of making snowballs on Mt. Rainier in July.

To the West went Tony Dandre, to Denver; Jennie Coffill to California; and Laura Kristensin and daughters Sylvia and Norma to Washington and down through California with Ruth DiMenna, a former employe. Ann Roshko visited her brother in Detroit, and Herb Mueller with George Christ, retired review clerk, at Merrimac, Wis. Otto Hartung traveled to Arizona and brought back some beautiful slides, proving the old saying that "Seeing is believing."

#### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Elizabeth Schmoeller and Robert J. Skibicki were married Aug. 25 at St. Josephat's Church. They honeymooned in Colorado. I understand Robert intends to return to school to complete his studies.

Sally Brodd has announced her engagement to Don Devitt.

Julia and John Mavrogianis proudly announced the arrival of Dorothea on Aug. 3.

A welcome was extended to Kurt Schaefer and Homer Johnson as new members of the Milwaukee Road family.

Peter Church has been promoted from clerk to adjuster.

Marilyn and Michael Monaghan proudly announced the arrival of Susan Lynn on Aug. 13, their first anniversary.

Mal Spurling is still hospitalized in Minneapolis at this writing.

Don Devitt has accepted a call from the Army. His fellow employes presented him with a parting gift. Bill Ausland has also left for service in the armed forces. Louie Arnone has received an invitation to join the armed forces in October.

#### CHORAL CLUB NEWS

Theresa Glasl, Correspondent

Plans for the 1956-57 season were discussed at an executive committee meeting in the Union Station on Aug. 22.

Chicago was a good stopping off point for Bob Weber who came all the way from Arizona to do some fishing in northern Wisconsin. He also planned

to attend the reunion of the Veteran Employees' Association while in this area. Bob has an excellent hobby. He has been experimenting with Texas watermelon, and in order to develop its growth to the fullest extent, he discovered the seeds must be planted in Arizona soil. Bob's home is situated in a rural area of Phoenix and has a lot of garden space, so he has vines all over the place. He is also growing muskmelon, citrus fruits, apricots, peaches, soft shell almonds and seedless grapes, so you can see he is a busy man.

After a visit with his friends here, Bob drove back to Phoenix with relatives who were to deliver a new car out that-a-way, and en route stopped at many points of interest. As you know, Bob was a charter member of the choral club in the bass section, and before his retirement was employed as chief clerk in the claim prevention, refrigerator and merchandise department.

Another surprise visitor was John Morrissey, former tenor. He, too, took in the Veterans' reunion. Since last winter, John has been living in California.

#### GENERAL

William Krucks, assistant to comptroller with headquarters in the Union Station, resigned last month to accept the new post of assistant comptroller in charge of taxation of the Chicago and North Western Railway. Mr. Krucks, a native Chicagoan, is a graduate of Northwestern University School of Commerce and a later student of advanced accounting at Loyola University. He had been with the Road since 1942, starting as a special accountant in the comptroller's office. Specializing in tax accounting, he was made tax accountant in 1945 and appointed assistant to comptroller in February, 1955. He is the son of the Road's former general auditor who retired in 1950.

#### AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Sympathy was extended to the family of Eleanore Grutzmacher, clerk in the bill and voucher bureau, who passed away Aug. 14. Also to Emily Dougherty, assistant comptroller's office, on the sudden death of her brother Roy, assistant manager of claim prevention, refrigerator and merchandise service.

Johanna Herron, formerly of the bill and voucher bureau, is the proud mother of a boy born Aug. 23. Evelyn (Strong) Allen, formerly of the fuel bureau, surprised everyone with the announcement of the arrival of twin girls Sept. 5.

Wedding bells rang for Mary Jane Schwachtje of the station timekeeping bureau and Fred Schmidt on Aug. 25 at St. Benedict's Church. Mrs. Adeline



**NORTHERN MONTANA RETIREMENT.** Chris Mathews, machinist helper at Lewistown, Mont., photographed by E. H. Mielke, Magazine correspondent for the Northern Montana branch of the Rocky Mountain Division, as he retired last month. Mr. Mathews was a veteran of the roundhouse force, having started there in 1915 when the shops were newly built.



**FROM GALLATIN WATERS.** E. H. Heidel, retired general boiler inspector-system, shown at the home of C. W. Baker, roundhouse foreman in Bozeman, Mont., with a fine catch of trout snared by him and Mrs. Heidel last month in the Gallatin River south of Three Forks. The big fellow in the center is a six-pound Loch Lavin. Mr. Heidel, an avid fisherman, now lives in Clearwater, Fla., and fishes about twice a week in the Gulf of Mexico or Tampa Bay.

Gotto of the material bureau was matron of honor. Mary Jane and Fred honeymooned in the West.

Mary Ann Turek of the keypunch bureau said "I do" to Nick Lazarus Sept. 1.

Harlyn Hansen of the machine room and Dorothy Zaddock of the police department both became engaged on Aug. 25.

Beverly Anderson of the keypunch bureau and Michael Paull were married

at the Lake View Mission Covenant Church on Aug. 11.

John Gross and John Wales are still ill at this writing.

The final standings of the Milwaukee Road Golf League are as follows: first place, William Ficht, traveling auditor; second place, L. Biggott, AFE bureau; and third place, Edward Vilella, B&V bureau. In the blind bogey the winner was John Mischke, Jr. There were three ties for second place—Fred Miller, Stanley Skutek and Steve Krumpack.

We have another suburbanite among us. Al Pieper, head of the bookkeeping bureau, moved to a beautiful new home in Itasca, Ill., Aug. 24. Mr. Pieper grew up in Itasca.

## Rocky Mountain Division

### NORTHERN MONTANA

E. H. Mielke, Correspondent  
Roundhouse Foreman, Lewistown

Claude M. Brown, Great Falls freight agent, retired recently with 41 years of service. He started railroading at Lewistown and nearly all of his services were on the Northern Montana. He went to Great Falls as agent in 1945. The Lewistown Rotary Club designated Mr. Brown "most courteous public servant." We agree that he was.

D. W. Amick comes to Great Falls as

agent in Mr. Brown's place. He was formerly agent at Bozeman, and has held various positions with the company.

Fireman and Mrs. Art Jersey of Harlowton are parents of a daughter, Janell, born July 27 at Harlowton.

Night Roundhouse Foreman Arnold Running and family of Harlowton have moved to Othello, Wash., where Mr. Running is now roundhouse foreman.

Lineman and Mrs. Russell Lane of Harlowton are the parents of a son, David Russell, born at Harlowton July 27.

Billing Clerk Bob Porter and family of Lewistown have moved to Deer Lodge, where Bob has bid in a job.

Miss Gaye Reid, daughter of Engineer Harold Reid of Harlowton, was united in marriage on July 8 with Lane A. Walker of Blackfoot, Idaho. The ceremony was in Harlowton American Lutheran Church and was performed by Miss Reid's grandfather, the Rev. George Reid of Whitehall, Mont.

Assistant Master Mechanic D. A. Radabaugh has transferred to Tacoma Shops as general roundhouse foreman. Mrs. Radabaugh was given a farewell party and parting gift at the home of Mrs. Tony Spatafore. Many wives of Milwaukee employes were present.

Leroy E. Stein, son of Engineer Ernest Stein of Harlowton, was married recently to Helen Bennett in the First Congregational Church at Paseo, Wash. Mr. and Mrs. Stein were at the ceremony. The bride and groom are living in Eltopia, Wash.

## Milwaukee Terminals

### FOWLER STREET STATION

Pearl Freund, Correspondent

Friends of Russell Kiekbush, traffic manager at the Pabst Brewing Company and our former co-worker, will be interested to learn that he is now with the ICC, having completed courses in transportation law at the University of Wisconsin in Milwaukee.

David Coerper, son of F. J. Coerper, cashier, has been operating a car messenger run during the summer, between semesters at Iowa Teachers College, Waterloo. David, now a senior, is majoring in social science, geography and physical ed, and intends to teach after receiving his degree.

Ray McGrath has been assigned to the Broadway run; James Mallas to a car messenger run.

Kenneth Stelzel, yard clerk at North Milwaukee, and Fred Stelzel, yard clerk at Grand Avenue, have been re-elected to offices in the Milwaukee Road Legion post.

Frank Vail, yard clerk at Chestnut Street, joined the ranks of grandparents when daughter Diane gave birth to



Sept. 1, 1859—First Pullman sleeping car left Bloomington, Ill., on overnight trip to Chicago; first Pullman conductor was Jonathan L. Barnes.

Sept. 2, 1945—V-J Day ended World War II. During 45 months of war the railroads moved 90 per cent of all Army and Navy freight and more than 97 per cent of all military personnel in organized groups within the United States. The latter included the operation of 113,891 special troop trains.

Sept. 5, 1774—George Washington and Patrick Henry were among 56 patriots from the American colonies who met, despite the royal governors' opposition, to form the Continental Congress in Philadelphia.

Sept. 14, 1638—Harvard College, named for clergyman John Harvard, its benefactor, instituted.

Sept. 15, 1904—Orville Wright made the first turn in the air in an airplane. Five days later his brother Wilbur made a complete circle.

Sept. 20, 1850—President Millard Fillmore signed first federal railroad land-grant act; last grant to aid in pioneer railroad development made in 1871; land-grant rate deductions on government traffic and mail continued until Oct. 1, 1946, resulting in savings to the federal government of \$1,250,000,000 from the time of the first grants in 1850.

Sept. 22, 1851—First recorded use of telegraph for train dispatching took place at Turner (now Harriman), N.Y.

Sept. 24, 1789—The legislative history of the U. S. senate began with a law creating the U. S. supreme court.

a boy recently.

Ray Gatzke, LCL bill clerk and key punch operator, is getting in his tax exemptions early. On Aug. 27 his wife presented him with a baby girl, for a total of three girls and a boy. They are Carol, Evelyn, Allen and the newest, not named as yet.

George Roessger, our chief clerk, and Mrs. Roessger enjoyed a three-week vacation in the Pacific Northwest, including a visit with relatives at Everett, Wash. A tour of Yellowstone Park was on their itinerary.

For over  
90 years

The Travelers has been providing protection for railroad men. See a Travelers Representative.

or address  
**THE TRAVELERS**  
Railroad Department  
HARTFORD, CONN.

The Travelers  
INSURANCE COMPANIES  
HARTFORD CONNECTICUT

## MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

### UNION STATION

Mrs. Vanita Marlow of Oconomowoc, formerly of our engineering department, was pinch-hitting during vacation time for Ivy Bockhop in H. C. Minter's office.

A note of sadness passed through our traffic department as well as many other of our departments here with news of the death of Mrs. Raymond Birchard, wife of our general freight agent. Mrs. Birchard, the former Esther Braun, passed away at Deaconess Hospital Aug. 15 after a short illness. Survivors include her sister, Mrs. Mabel Hungelmann, and brother Chester (Chet) Braun, formerly employed by us and now working with the A. O. Smith Corporation. Mrs. Birchard was a former employe in our car record department. Burial services were from the Mother of Good Counsel Church and interment at Calvary Cemetery.

Adele Hedding, telegraph operator, had an interesting vacation visiting Aberdeen, Md., and Washington, D. C. and spending some time in her old home town, Waterloo, Ia. Telephone Operator Betty Schwantes took a trip to the Black Hills.

### MUSKEGO YARD

Retired Switchman E. A. Brown who spent many years around our Reed Street yard and has been retired since 1940 is in Milwaukee for a visit, coming here from Tacoma.

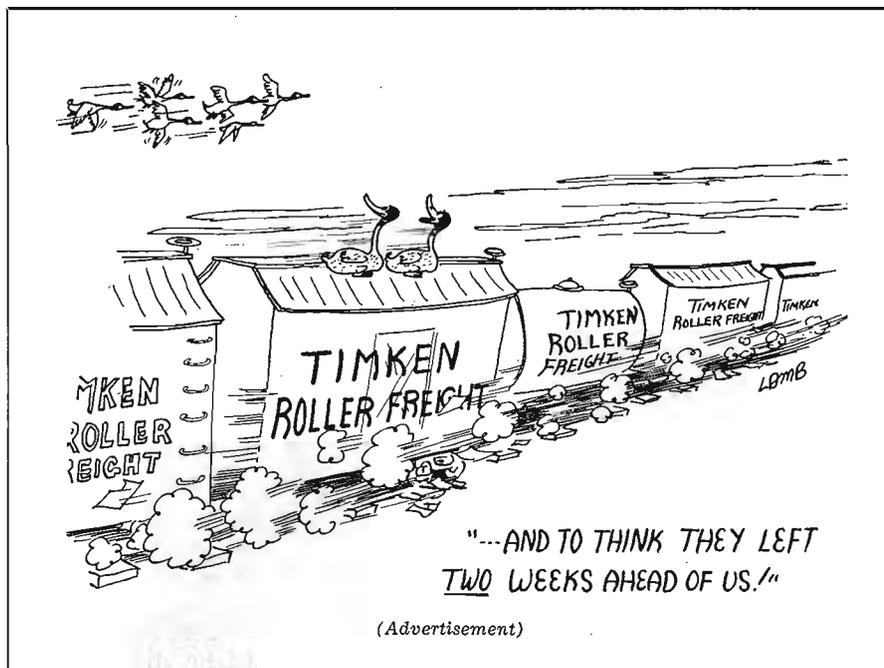
George Goelz, chief clerk in the car record department, is confined to St. Francis Hospital at this writing.

Glendale Yardmaster Owen Gore was married to Miss Betty Foley on July 20 in Milwaukee. They spent their honeymoon in northern Wisconsin.

Brakeman James McMahon was married on Aug. 18 to Miss Violet Irving

### ENGAGEMENT NOTEBOOK.

L. W. Palmquist, general superintendent with headquarters in Chicago, and Mrs. Palmquist last month announced the engagement of their daughter Patricia to Dr. David A. Brockway, the son of Dr. and Mrs. Arthur W. Brockway of Waukesha, Wis. Patricia is a graduate of La Crosse State College with a bachelor of science degree in education, and Doctor Brockway has a practice at Pewaukee, Wis. The wedding will take place in the First Congregational Church at Waukesha on Oct. 14.



at St. Catherine's Church in Milwaukee. They honeymooned at Niagara Falls.

Pat Casey, car record department, has been ill for several weeks at this writing.

Yardmaster Dalton Brooks became a grandfather for the 11th time with the birth of grandson, Ronald James, on July 26.

John Chambers had a letter from Retired Switchman John McGhee who now lives in Corning, Ark. John says "Friend McGhee" is enjoying retirement to the fullest and says "Arkansas for me!"

Ed "Bucky" Wroblewski and Switchman Arvid Bakke are at Wood veterans hospital at this writing. Letters or cards would be welcome, we know.

Switchman Henry Swiedarke has been confined to Misericordia Hospital for some weeks at this writing.

We have a whole hatful of congratulations to offer this month to proud and happy parents. Mr. and Mrs. Al Zachow have a baby girl, Maureen Ellen, born Aug. 6; Mr. and Mrs. Walter Bergles a new baby boy, Robert Alan, born July 22; Mr. and Mrs. Robert Huebschen, baby Ellen Louise, born Aug. 18; and Mr. and Mrs. Don Riffer, a baby girl, Cindy Marie, born Aug. 17.

Understand the Huebschens are "doghouse" with my favorite news-gatherer, Virginia McCarthy, as certain promises were made to name the new baby "Virginia." Virginia, by the way, was on the sick list last month but certainly did her share in the way of gathering news items.

Sympathy was extended to the family of Clarence Axtell who passed away in Milwaukee after a short illness on Aug. 17. Mr. Axtell, who was 50 years of age, started as switchtender on our

railroad in January, 1929 and in July of that year was promoted to switchman, in which capacity he was employed at his death. Funeral services were held in Milwaukee and burial was at Elmhurst, Wis. He is survived by his wife Hattie.

### DAVIES YARD

Charles Pikalek, Correspondent

Albert Reich, retired carman, passed away at veterans hospital, Wood, Wis., on July 28.

Mr. and Mrs. Sim Porter are the parents of a baby girl born July 30.

Sympathy was extended to Mr. and Mrs. Sylvester Kluck on the death of their four-month-old son who passed away Aug. 5.

## Coast Division

### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

We are sorry, indeed, to report the death of Ronnie Koube, son of Dispatcher Rex Koube of Tacoma, who passed away at the age of 20 on July 28.

Henry L. Hitchcock, dispatcher at Tacoma, passed away Aug. 23 at the age of 69 after a long illness. He began railroading in 1906 as an operator and station helper for the C&NW, then worked for various other lines, and was with the Milwaukee briefly in 1928. Later he did other work and at one time owned his own business in Worland, Wyo. He returned to the Road in Tacoma as an operator in May, 1942 and was promoted to dispatcher in April, 1944, working continuously in Tacoma until July, 1955 when he retired because



## CARTER BLATCHFORD CORPORATION

80 E. JACKSON BLVD.  
CHICAGO

### RAIL JOINTS

Reformed and heat treated  
to meet specifications for  
new bars.

### Still Greater PROTECTION for CARS and LADING

CARDWELL WESTINGHOUSE  
FRICTION DRAFT GEARS

to absorb horizontal shocks

CARDWELL FRICTION BOLSTER  
SPRINGS

to absorb vertical and lateral shocks

CARDWELL WESTINGHOUSE CO.  
CHICAGO  
CANADIAN CARDWELL CO., LTD.  
MONTREAL

T-Z PRODUCTS ALWAYS GIVE UNEXCELLED  
SERVICE

T-Z "CLINGTITE" DUST GUARD PLUGS

MW JOURNAL BOX LIDS

DUO-THERM FUEL OIL HEATERS

T-Z PIPE CLAMPS for all type cars

T-Z "AB" BRANCH PIPE TEE BRACKETS

T-Z RETAINING VALVE BRACKETS

T-Z Products, As Standard Equipment, Prove  
Their Merit

T-Z RAILWAY EQUIPMENT CO.  
CHICAGO, ILL.  
G. S. Turner

of illness. He was a member of the Blue Lodge, Eastern Star, The Chapter, The Commandry and the Shriners, in Tacoma. He leaves his wife and grown sons and daughters.

N. P. "Nick" Yost, sectional stockman at the Tacoma Store, was called to Medford, Wis., recently due to the death of his father, Michael Yost, who passed away after a five-week illness in a nursing home where he had lived for the past three years. The senior Mr. Yost was born in Germany on Jan. 26, 1863 and came to the United States when he was about nine years old. The family lived at Medford until about 23 years ago when they moved to Rib Lake. Surviving Mr. Yost, in addition to Nick, are sons Bernard, William and Francis of Detroit, and three daughters, Mrs. Theresa Seidel of Rib Lake, Mrs. Celia Lehman Jr. of Glendale, Calif., and Mrs. Ann Schroeder of Milwaukee, all of whom attended the funeral services; also 17 grandchildren and 35 great-grandchildren.

Engineer J. C. Ruff died Aug. 16 at the age of 60. He began his service at Everett as a car repairman in March, 1916, was promoted to fireman in January, 1919, and to engineer on the Coast Division in August, 1942. He leaves his wife and a son and daughter.

August agenda of vacations: Jack Sorse, sectional stockman in the store department, and wife went to Los Angeles and San Diego. Arnold Hale, counterman in the store department, and wife drove to Reno, Nev., then on to Los Angeles and San Diego, returning via San Francisco. A long anticipated vacation for Bernice Clark, hubby and daughter-in-law was a motor trip to California, stopping at Fresno to visit her sister, then on to Hollywood, Disneyland, the famous Knott's Berry

Farm and the California missions. Bernice says this was a dream for the past 30 years. Mrs. Doris Hescox, stenographer in the store department, drove down the coast route to San Francisco and Santa Cruz and also camped in Yosemite Park. Louis P. Seaman, chief clerk in the store department, and wife took a motor trip to Springfield, Mo., with stopovers at Butte and Reno. Car Distributor Robert Huntsman and wife motored to Los Angeles, stopping at Fort Ord to visit Mrs. Huntsman's brother, George Jurich, former Tacoma yard clerk.

Ruby Tiffany, stenographer in the chief dispatcher's office, is reported to be doing well since her third operation, due to an automobile accident several years ago. Mrs. Caroline Jensen is relieving temporarily on her position.

A. B. Benson, outbound revising clerk in Tacoma, is back in Auburn on the H&R desk; Stella Wadkins taking over on his desk in Tacoma.

Larry O'Neill, son of James O'Neill, storehelper, has started working in the Tacoma yard office.

Carol Munro, daughter of R. A. "Doc" Munro, sectional stockman, was married Aug. 2 to William Peete and is now living in San Luis Obispo, Calif.

## Iowa Division

### MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Retired Boilermaker and Mrs. William Sheets of Perry left Aug. 1 for a trip through the West. Their first stop was with the Hans Nath family in Tacoma, from where they went to Coeur d'Alene, Idaho, to visit Mrs. Sheet's sister.

Retired Engineer George Starlipper,

## UNION REFRIGERATOR TRANSIT LINES

4206 N. GREEN BAY AVE.

Milwaukee 12, Wisconsin

## H. R. Calehan

DEATH claimed Harry Russell Calehan, a charter member of the Veteran Employes Association, on Aug. 1 at the age of 90. Mr. Calehan, a retired Seattle engineer, was also the oldest member of the Puget Sound Pioneers, the thinning group of employes who worked on the construction of the Pacific Coast extension and were in active service when it was completed in 1909.

Mr. Calehan, who was known as "Squeek," was born in Taunton, Mass., Mar. 31, 1866 and started railroading in 1882 as a machinist apprentice in the Road's Dubuque shops. He became a fireman in 1884 and was promoted to engineer in 1890, working between Savanna and Council Bluffs.

Signing up with a track laying outfit in 1907, Mr. Calehan worked on the construction of the lines from Miles City to Harlowton and from Plummer to the summit of the Bitter Roots. He transferred to passenger service again in May, 1909 and was on runs between Seattle and Othello, and after the line was electrified to Tacoma, until he retired on July 1, 1937. He terminated 51 years of continuous service on the Milwaukee with a clear safety record.

Mr. Calehan continued to be active in brotherhood affairs, and was the possessor of a 60-year honor pin for long and faithful service to the Brotherhood of Locomotive Engineers. He was a past chairman of the General Committee of Adjustment, which he organized on Lines West in 1909, served several terms as local chairman and also on the legislative board of Division 801, and was otherwise active in the brotherhood until shortly before his death.

who took a job as custodian of a business building following his retirement, was ill at home during July and August.

When school opened in September the students at Wentworth Military Academy included two boys from Perry railroad families, Gary Lyons, son of Conductor Dean Lyons, and Michael Costello, son of Engineer Merle Costello.

Mrs. Gertrude Johnson, 83, passed away July 30 following a six-week illness. She was the mother of Brakeman Merle Johnson and grandmother of Engineer Homer L. Johnson and Mrs. Howard Donelson, wife of a conductor. Burial was at Ferguson where Mrs. Johnson was born and where she had made her home before coming to Perry to live with Merle and another son, the late Conductor Barney Johnson.

September, 1956

A son born July 31 to Mr. and Mrs. Howard Montgomery at the University Hospital in Iowa City makes one more grandchild for Warehouse Foreman Earl Bills. The baby was named "Gilbert James."

The retirement of A. K. Fullerton at Bagley in July and the closing of Jamaica station in August tied in just right for R. E. Burns who had been agent at Jamaica a long time. Gene was the oldest applicant for the Bagley agency and since the towns are close together the family can live in Jamaica until they dispose of their home. Incidentally, Gene's daughters, Barbara and Bonnie, had a pleasant vacation trip with their uncle and aunt, Agent and Mrs. R. J. Burns of Dedham, on a motor trip through the West. The folks visited in Seattle before going on to California.

E. L. Shral of the Lohrville section has been getting some experience as a foreman this summer. His first job was at Jefferson when V. F. Reed took his vacation.

Floyd Rodewald of Rockwell City is a new member of the Milwaukee Road family, having started in train service recently on the Des Moines line.

Brakeman J. J. Santee of the Des Moines line received his notice to report for military duty on Aug. 8.

Gene Frederick, son of Section Foreman John Frederick of Boone, was killed in an auto accident at Garnett, Kans., in July. He was a civil engineer for the Phillips Petroleum Company, working out of Bartlesville, Okla.

Operator Hilsabeck, who has been working as relief agent on the division, was married on July 14 to Frances DeGrado of Marshalltown, Ia., at St. Mary's Catholic Church there. They spent their honeymoon in Milwaukee.

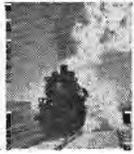
Harold Jorgenson of Rake, Ia., is a new man on the division seniority list of agents and operators. He made his date working at Herndon in August while Gary Reed, the regular night operator, attended the encampment of the Iowa National Guard.

Fireman Lloyd Moss, who had been living in Kingston, N. C., while on a leave of absence, has returned to work and moved his family to Perry.

Engineer and Mrs. Charles Stromquist have their daughter, Janine Campbell, with them for the present. Her husband has started two years of service in the Air Force and is currently in basic training at Parks Air Force Base, Calif.

C. L. Huffaker, yard clerk at Manilla, ran into bad luck on his vacation. He and Mrs. Huffaker went to San Diego to see their son who is in the Navy and en route home Mr. Huffaker became seriously ill and was hospitalized at Albuquerque, N. M., until he could be moved

## HOW DRY YOU ARE!



In any weather, you stay dry in U. S. Industrial Raynsters. Every seam is vulcanized for complete waterproof protection. And each item of apparel is cut freely for roomy comfort.



U. S. SWITCHMAN COAT

- ventilated cape back
- corduroy-tip collar
- deep pockets • ball-and-socket fasteners

u.s. Raynster®

U. S. WORKSTER SUIT

- rugged, heavy-coated fabric • full-length jacket • high bib overalls
- adjustable suspenders • in black or safety yellow



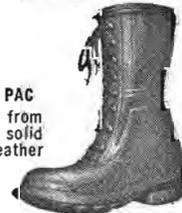
U. S. FOUR-BUCKLE BOOT

- tempered rubber • net lined • Black Royal tread design



U. S. INSULAIR PAC

- InsulAir-lined from sole to ankle • solid comfort in cold weather



U. S. INDUSTRIAL RAYNSTERS®  
U. S. ROYAL RUBBER FOOTWEAR

Sold only through industrial and retail stores



United States Rubber

Christopher Columbus averaged 2.8 m.p.h. on his voyage which discovered America.

## Time Is Our Business

CHAS. H. BERN

Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN

29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH

322 W. Wisconsin Ave.

Milwaukee, Wis.

Official Watch Inspectors

for

**The MILWAUKEE ROAD**

Specialists in railroad watches, fine jewelry and personal gift items.

*Always at Your Service*

Grain Doors

Railroad Cross Ties

Hardwood Lumber

Timbers

Webster Lumber Company

3410 University Avenue S.E.

Minneapolis 14, Minnesota

to a hospital nearer home.

Switchman Thomas McMahan of Perry yard has been making frequent trips to Green Bay, Wis., as his mother has been seriously ill there. Mrs. McMahan has been staying in Green Bay to assist with her care.

At Nemaha, Ia., which is in an area that has been hit by some severe wind storms, Mr. and Mrs. Ward Locke have had to make some repairs on their home. It happened during a storm the fore part of August that they heard a crash at the side of the house, and when it abated they found a stick of wood about an inch thick and 18 inches long had been driven through one side, emerging on the porch. The siding had to be replaced.

Retired Car Inspector John Reel and wife had a family gathering during August when their son William, who is employed in Bakersfield, Calif., was home for a vacation. The group included their daughters, Mrs. Harold of Perry, Mrs. Pearson and her family who came from Sedalia, Mo., and Mrs. Harold Gilligan, wife of the general chairman of the B. of R. C., who came from Milwaukee. It was the first time the family had been together in six years.

Raymond Kimmen, who lives near Marshalltown, is a new relief agent on this division. He made his date at Panama when Agent E. L. Zeiser took his vacation.

W. E. Fetrow, a Milwaukee Road brakeman and conductor for many years, passed away recently in Oakland, Calif., where he had made his home since he retired. He was 77 years of age. Death was due to a heart attack.

Charles Prowse, who had been working as relief yardmaster for some time, was appointed yardmaster at Perry during August after Yardmaster George McLellan went back to train service. E. O. Heenan, third trick man, took the

second trick vacated by McLellan, and Prowse is the new third trick man.

Engineer Fred W. Sies passed away at the Dallas County Hospital in August following a three-week illness. Fred was 65 years of age and had been with the Road since he was a young man. He had made his home in Perry since 1929. Masonic rites were conducted at the graveside. His wife, a son and daughter and five grandchildren survive. When Fred was a young man firing on one of the Road's branch lines he climbed out on the pilot of his engine and saved a child playing on the tracks from injury and possible death. He was awarded a Carnegie Medal for the act.

Engineer Floyd Lutze and wife took their annual trek to Minnesota for their vacation. Floyd, who suffers from hay fever, has found a place near Ely where he is free from the discomfort.

Your correspondent's vacation in August and September consisted of a trip to Alaska. Stops were made at Banff and Lake Louise before boarding the Princess Louise at Vancouver for the trip up the Inland Passage to Skagway, start of the trip to the interior.

### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

The Verto Reicherts have a new granddaughter, Ann Louise, born to Mr. and Mrs. Emil Iverson of Chicago on Aug. 7. The mother is the former Muriel Reichert.

Mr. and Mrs. Victor Zobl have a new grandson, John Anthony, born to Mr. and Mrs. Charles Zobl on Aug. 21.

Mrs. J. L. Vavra, wife of roadmaster, who was a surgical patient in St. Luke's Hospital in Cedar Rapids in July, is recuperating at home in Marion.

Mrs. Kenneth K. Taylor, wife of claim adjuster at Des Moines, received a Bachelor of Arts degree from Drake University Aug. 24. She will teach school in Des Moines starting this month.

H. T. Paton, who was graduated in June from Indiana State Teachers College has returned to work in Marion for the engineering department. He will move his family there as soon as a home is available.

John G. Newlin, clerk in the Marion ticket office, has purchased a new home on Twenty-Fifth Street in Marion and moved his family from Albert Lea.

Edward D. Failor, son of the W. E. Failors of Marion, and Miss Maureen Julius of Dubuque, daughter of Mr. and Mrs. G. H. Julius of Moorland, were married Aug. 4 at the Westminster Presbyterian Church in Dubuque. Parents of the bride entertained at a reception in the Jacob Conzett Lounge at the University of Dubuque, of which the new Mrs. Failor is a graduate. Mr. Failor, a

**GENERAL MOTORS**  **LOCOMOTIVES**  
help railroads win  friends and  
influence  shippers by running  
faster schedules  on time

Electro-Motive Division  
GENERAL MOTORS

GENERAL MOTORS  
LocoMOTIVES

La Crosse, Illinois. Home of the Diesel Locomotive. In Canada, GENERAL MOTORS DIESEL LTD., London, Ontario.





**PROFITABLE RETIREMENT HOBBY.** Always a top notch handyman, Patrick McManiman, retired Chicago Terminals yard conductor, is shown with samples of some of the novel curios he makes and sells. In the foreground are lamp bases of polished cypress knee, lamps of wood, sea shells and coral, spirits bottles decorated with shells, and candle holders (he is holding a pair) made of shells, coral and colorful stones. The picture was taken last month during a visit with Dorothy Lee Camp, Magazine correspondent for the Bensenville Yard, at River Grove, Ill. After Oct. 1 Mr. McManiman's address will be Naples, Fla.

graduate of the University of Iowa College of Law, is associated with the law firm of O'Connor, Thomas, McDermott and Wright in Dubuque.

Peter J. Dvorak of Fairfax, Ia., died July 12 after a long illness. He was born in Bohemia on June 15, 1874 and arrived in Fairfax in 1880. From 1905 until 1925 he farmed in Minnesota before entering the service of the Road as a section laborer. Burial was in the Czech national cemetery in Cedar Rapids.

Trainmaster W. F. Bannon, wife and young sons Bill and John visited recently with relatives in Falls Church, Va.; Ticket Agent W. H. Robinson Jr. and family vacationed in Ann Arbor, Mich., in August—W. P. Downs served as relief agent; Dispatcher W. J. Westmark,

on vacation with his family in late July, was relieved by John Thompson; Mr. and Mrs. John Cone spent a month in Estes Park and Manitou, Colo.; Assistant Engineer R. M. Low and family of Marion visited points in North and South Dakota, Minnesota and Canada; Mrs. H. E. Jones spent her vacation with her parents, the A. E. Fairhursts, at Amherst, Mass., and with her grandmother, Mrs. Addie McCulloch; Mr. and Mrs. O. R. Ness and son Cleo took a three-week tour of the West, visiting Glacier and Yellowstone National Parks, Salt Lake City, Cheyenne and the Black Hills; William Chadima, rate clerk at the Cedar Rapids freight house, and Mrs. Chadima also toured the West.

Mrs. R. M. Emerson of Marion recently attended the wedding of her nephew, Wayne Bentley, and Doris Redding at Polk City. Assistant Division Engineer L. R. Boettcher and wife attended the wedding of Mrs. Boettcher's niece, Miss Marilyn Praedel, and Daniel Floyd in Milwaukee on Aug. 18.

Retired Auditor George Halsey of Seattle visited with Retired Agent Ray Failor in Scotch Grove during August.

Lieutenant William Fisher and his wife, with their daughter Sharon, recently visited their parents, the Elmer Fishers of Marion and the Wendell Untiedts of Cedar Rapids. They have since left for Moody Air Force Base at Valdosta, Ga., where Lieutenant Fisher will be an instructor in all-weather interceptor jet piloting for the next three years.

## Chicago Terminals

### GALEWOOD

Norma Gunderson, Correspondent

Joseph White of the car record department, who was confined to Hines Hospital for some time due to a spine condition, is recuperating at home.

Lottie Lackage, miscellaneous clerk, became a little mother to Robert John on Aug. 16.

Best wishes for the years ahead were extended to Harry Willison, assistant chief clerk who retired on Aug. 31 after 54 years of service, and to Inbound Car-

Founded 1854

**RELIED ON**  
**—THE WORLD OVER**

# KERITE CABLE

THE VALUE AND SERVICE LIFE OF A PRODUCT CAN BE NO GREATER THAN THE INTEGRITY AND CRAFTSMANSHIP OF ITS MAKER.

**THE KERITE COMPANY**  
30 Church St., New York 7, N. Y.

Offices also at 122 S. Michigan Ave., Chicago; 582 Market St., San Francisco; 3901 San Fernando Rd., Glendale 4, Calif.; 31 St. James Ave., Boston

## Is Your ENGLISH Holding You Back?

Many intelligent people are actually holding themselves back from business success and new friendships because they can't speak or write effectively. They have good ideas and opinions, but they "freeze up" in a social gathering—they can't write a good letter—they make mistakes in English. Career Institute's amazing new method enables you to increase your vocabulary, stop making embarrassing mistakes, speed up your reading, improve your writing, acquire techniques of fluent conversation—quickly and easily, at home. Hundreds have successfully improved their English—learned the real power of words by low-cost home method. Send today for FREE booklet. No salesman will call.

### CAREER INSTITUTE

Dept. 779, 25 E. Jackson, Chicago 4, Illinois

*Specialties*  
**DELICACIES FOR THE TABLE**  
**Frozen Foods, Cheese, Poultry,**  
**Game, Fruits and**  
**Vegetables**  
**E. A. AARON & BROS.**  
**CHICAGO, ILLINOIS**

## MARSH & McLENNAN

INCORPORATED

### INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

Chicago • New York • San Francisco • Minneapolis • Detroit • Boston • Los Angeles  
Toronto • Pittsburgh • Seattle • Vancouver • St. Louis • Indianapolis • Montreal  
St. Paul • Duluth • Portland • Buffalo • Atlanta • Calgary • Washington • Tulsa  
New Orleans • Phoenix • Milwaukee • Cleveland • Havana • London

load Rate Clerk Art Ensor, who retired on the same date after 39 years of service. Both were presented with billfolds by their co-workers at Galewood. The billfolds were the handiwork of F. E. LaRue of the cashier's office.

Herman Hanson of the OS&D de-

partment will take over the position of assistant chief clerk.

Milton Johnson of the car record department is home at this writing, due to illness.

Luwana Burkey, bill clerk, has been granted a leave of absence to await a visit from the stork in November.

Thomas Piovesan, janitor and brother of Tony Piovesan, passed away in August after a long illness.

John Socha, freight house foreman, toured the West on his vacation. Checker Charles Brown visited points in Canada.

#### BENSENVILLE

Dorothy Lee Camp, Correspondent

Switchman William Robert Standard Jr., son of Switchtender Bill Standard Sr., was married recently to Kay Mowers of Wooddale, Ill., in the Wooddale Community Church. Best man was Yard Clerk Bob Sullivan. After a honeymoon at the Wisconsin Dells, the young folks are at home in their very own new house on Mason Avenue in Bensenville.

The wife of H. K. Fronk, retired conductor, passed away Aug. 2. Conductor Fronk was with the Road from 1912 to 1952.

Sympathy was extended to the family of Crew Caller G. Busch who passed away suddenly Aug. 28 of a heart seizure. He was a newcomer to the Milwaukee Road family.

John Morelli, brakeman on No. 108, who stopped in recently told us of some of the famous people he has seen riding recently on our trains. Among them were Sophie Tucker, singer Teresa Brewer and Mrs. Douglas MacArthur and son.

Gordon T. Peterson, son of D&I Conductor Peterson, is currently on a tour

#### QUIZ answers

1. Greater.
2. For the removal of ballast between railway ties.
3. 6,034 tie plates.
4. A device to hold the rail firmly in position in the railroad track.
5. Wood.
6. Impact recorder.
7. October.
8. Kilowatt-hour.
9. About  $2\frac{2}{3}$  inches ( $2\frac{23}{32}$  inches to be exact).
10. To check the number of passengers on the train.
11. Track workers.

of duty with the Navy in Africa, near French Morocco.

George Kelly, new IBM operator, is a welcome addition at Bensenville.

Chief Clerk Tony Martinek recently visited Bert Johnson, train clerk now on sick leave. Bert is improving, he says, and wants to thank the gang at the office for their nice gift.

Robert Reidel, son of Yardmaster Harvey Reidel, is home after being overseas with the armed forces for a long time. He last served in Japan. He is planning to attend the University of Illinois this fall.

Division Engineer Nate Smith and wife welcomed a fine bouncing boy in August. Little sister was reported to be very happy about the addition to the family.

#### WESTERN AVENUE

The Milwaukee Road was well represented at the wedding of Raymond Lange, machinist helper in the diesel house, and Miss Dagmar Knutsen at St. John's Church in Chicago on Aug. 25. A large group witnessed the ceremony and attended the dance and reception in the evening. The bride and groom took a honeymoon trip to Texas.

#### Twin City Terminals

##### ST. PAUL FREIGHT HOUSE

Gene Voje, Correspondent  
Local Freight Office

Allen Rothmund, our cashier who retired July 31, is at this writing in Midway Hospital where he underwent an operation. He is reported to be doing well and should be home soon.

The position of disposition clerk in our local freight office has been filled by "General" Van Luth. Van entered service here in June, 1949 and worked as yard clerk until recently.

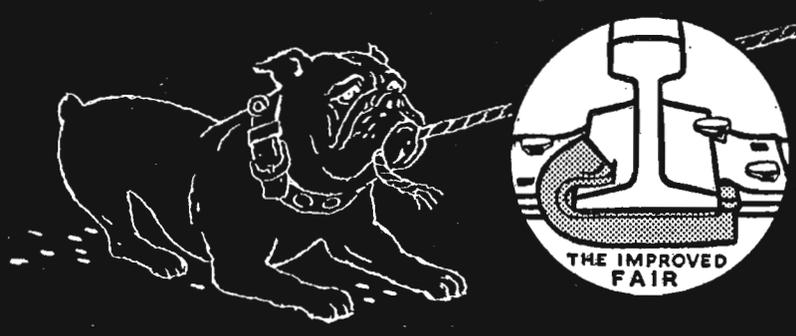
John Dybdal and family have just

*The Milwaukee Road Magazine*

**BUCKEYE**  
CAST STEEL PRODUCTS  
FOR RAILROADS  
*Truck Side Frames  
Truck Bolsters  
Couplers*  
Yokes and Draft Castings  
Miscellaneous Car Castings  
Six- and Eight-Wheel Trucks  
— THE —  
**BUCKEYE STEEL CASTINGS CO.**  
COLUMBUS 7, OHIO

**FOR ELECTRIC AND  
DIESEL-ELECTRIC LOCOMOTIVES:**  
AH-Cast Aluminum Directional-Finned  
Radiation Elements for most  
efficient heat transfer, as used in:  
  
COMPRESSED AIR AFTERCOOLERS  
AIR COMPRESSOR INTERCOOLERS  
FUEL OIL HEATERS  
  
**WILSON  
ENGINEERING CORPORATION**  
6 North Michigan Ave., Chicago 2

**THE ANCHOR WITH THE  
BULL DOG GRIP!**



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



**MARRIED IN MINNEAPOLIS.** William Bowerman, store helper in the Minneapolis store department, with his bride, the former Edna Martel. Their marriage was solemnized recently in the Lutheran Redeemer Church in Minneapolis.

moved into their newly purchased home on the west side. Hang up those water skis and grab the paint brush, John, you have just joined the ranks of the do-it-yourselfers.

Jim Casey, layout clerk in our freight house, spent another profitable vacation running a "hot dawg" stand at the Minnesota State Fair. Jim swears there is no connection between the fact that his stand and the horse barns are side by side.

#### ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent  
c/o General Agent

August found the St. Paul general agent's office in the midst of several changes affecting personnel. Dick Carlson, formerly chief clerk to A. F. Reuland, D.F.&P.A. at Aberdeen, S. D., returned to St. Paul as chief clerk, replacing Julius Swanson, who resigned. Don Lilledahl, tracing clerk in St. Paul, replaced Carlson in the Aberdeen post, while Curt Martinson, clerk in Minneapolis, came to St. Paul to replace Lilledahl. Carlson, former resident of St. Paul, was very happy to return to the Saintly City, and established new roots immediately by starting negotiations to

buy a home. Don Lilledahl was anxious to get to Aberdeen in time for the pheasant season, and to try out the new fishing reel which the St. Paul bunch gave him as a farewell gift.

Gene Liese's zinnias are just about used up. Of course, the fact that he has been bringing huge bouquets to the office every day and has also been supplying other offices on the fourth floor with flowers may have something to do with it.

J. E. Griller, general passenger agent, reports that The Milwaukee Road is handling the Shrine train to Madison, Wis., for the Midwest Shrine Association meeting, and that Thomas W. Baldwin, potentate, is a former Milwaukee Road engineer. There will be about 400 traveling to the meeting.

The Milwaukee Road was pleased to act as host to the Traffic Club of Minneapolis and the Transportation Club of St. Paul on a tour of our new retarder yard in St. Paul Aug. 23. Details of the tour are reported elsewhere in this issue. The general agent's office was represented on the tour by our four city freight agents—Liese, Kosta, Sutton and Young. General Agent Quinlan was on vacation at the time.

#### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Machinist Andrew Dahlstrom of the roundhouse retired on July 23 after 35 years of service.

James M. Cameron, retired machinist helper, passed away Aug. 9. He had 31 years of service in the Minneapolis roundhouse. He was the father of James F. Cameron, roundhouse caller.

Have a report that Charles Capon, retired chief clerk of the store department, is convalescing from his illness and feeling better each day.

WILL YOU REACH VOTING  
AGE by election day, Nov. 6?  
If so, be sure to register so  
you can vote.



#### FLORIDA MODEL TOWN AND RETIREMENT HAVEN



You pay NO Premium to buy, build, live in this 3,700-acre rolling, wooded highland Paradise on major highways convenient to everywhere, everything. Large, beautiful homesites plus modern-day planning unequalled at Popular Prices. Homesites \$795 up. Homes \$6970 up. Liberal terms available.

Ridge Manor Community  
Box M-8  
Dade City, Florida

Mail Me Complete FREE Information

Name.....  
Street.....  
City..... State.....

Present Day  
SAFETY Requirements  
DEMAND the Best  
Equipment

### LAKESIDE FUSEES

Fill the Bill  
Safe Dependable Efficient

LAKESIDE RAILWAY  
FUSEE COMPANY

Beloit, Wisconsin

## WEST COAST WOOD PRESERVING CO.

〔 We are proud to serve "The Milwaukee Road" 〕  
〔 in supplying treated ties and structural timbers. 〕

Office: 1118-4th Avenue, Seattle, Wash. | Plants: Eagle Harbor and West Seattle

**THE** *Nalco* **SYSTEM**

**RAILROAD  
WATER TREATMENT**

Chemicals • Equipment  
Blowdown Systems  
Laboratory Analyses  
Testing Kits • Field Service  
Research • Surveys

**NATIONAL ALUMINATE  
CORP.**

6216 West 66th Place • Chicago 38, Illinois

**EDWARD KEOGH  
PRINTING COMPANY**

*Printers and  
Planographers*

925 W. Jackson Blvd.

Phone: MOn. 6-0733

Chicago 7, Illinois

PROMPT AND EFFICIENT SERVICE

**L & R Division**

**THIRD DISTRICT**

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

Babies recently welcomed were a daughter born to Fireman and Mrs. Dennis Wolf, a son to Clerk and Mrs. Ralph Nilles, and a daughter to Operator and Mrs. Herbert Schremp.

The good wishes of many friends accompanied Chief Clerk Earl Hazelwood, recently promoted, when he left to take over new duties. He and Mrs. Hazelwood were entertained at several dinner parties, and Mrs. Hazelwood was the guest of honor at a farewell party given by the officers of the Women's Club, of which she has been treasurer, at the Felix Slomske cottage on Bass Lake.

R. F. Hogan took over the duties of chief clerk to assistant superintendent on Aug. 21. He was formerly clerk in the chief dispatcher's and trainmaster's office at Austin, Minn.

Ralph Hintze III, son of Engineer Ralph Hintze Jr., plans to enter the University Extension at Wausau this fall. Upon graduation from the Wausau Senior High School he received a Hi-Y scholarship award.

James O'Brien Jr., son of Engineer J. O'Brien, who was a freshman last year at Ohio Wesleyan College, Delaware, O., has been awarded a \$300 scholarship and will return to the school this fall.

Dispatcher Nels Frizzell and his son Harold, who are members of the Wausau Boot and Saddle Club, figured

**Credit to Section  
Foreman Kittler**

IN THE JULY issue the Magazine reported that James Garthwright, a farmer living near Jefferson, S. D., had performed a thankworthy service for the Road by notifying the local agent about a passing train which seemed to be in trouble. When the train was stopped, the trouble was revealed as a broken wheel on a hopper car. A 13-inch piece was later found along the route.

Since then it has been learned, however, that O. F. Kittler, section foreman at Jefferson, also had a hand in the deal. Foreman Kittler happened to be patrolling track at the time and had taken siding at East Wye while the train passed, headed for Westfield. Noting the broken wheel, he lost no time in signaling the conductor to stop. Foreman Kittler shared the commendation for alertness which prevented serious damage to our track and equipment.

prominently in several events in the recent Athens horse show. Harold took first in three events, stock horse class, pole weaving, and letter race.

Retired Conductor William Erickson, 77, passed away recently at Wausau where he has made his home since retirement. Pallbearers were former railroad associates, O. W. Larson, H. R. Johnson, H. J. Schaupp, D. E. Callahan, T. J. Shrake and A. R. McDonald. Mr. Erickson is survived by two sisters.

Ignatz Magrecki, retired roundhouse laborer, 84, passed away Aug. 2 at Milwaukee where he has made his home for several years with a daughter. Funeral services were held from St. Mathew's Catholic Church, with interment at Carrollville, Wis. Among the survivors are his son, Walter, a roundhouse employe at Wausau.

Henry Arntz, retired section foreman, 67, passed away at New Lisbon Aug. 29. Mr. Arntz retired in January, 1954 after more than 50 years of railroad service.

Merton C. Harris, retired train dispatcher, 71, passed away suddenly at his home in Merrill on Aug. 30. Mr. Harris retired in 1950 after 45 years of service. Immediate survivor is his widow.

Pfc. Howard Parker, son of Dispatcher Parker, was home recently on leave after completing 30 weeks of Marine Corps Electronics School. He has since reported to the Marine Air Station at Quantico, Va.

Roundhouse Foreman Paul Jensen recently attended a refresher course in construction and maintenance of modern

Youngstown Steel Sides for Freight and Refrigerator Cars  
Youngstown Corrugated Steel Freight Car Doors  
Camel Roller Lift Fixtures Refrigerator Doors & Fixtures  
Youngstown Steel Door Co. and Camel Sales Co.

OFFICES  
332 S. Michigan Ave. Chicago  
The Arcade Cleveland  
500 Fifth Ave. New York  
PLANTS—Hammond, Indiana • Youngstown, Ohio

OPERATING 161  
MOTOR TRUCKS  
TRACTORS AND  
TRAILERS

RECEIVING  
and  
FORWARDING  
POOL CAR  
DISTRIBUTORS

ESTABLISHED 1880

**P. D. Carroll Trucking Co.**  
CHICAGO, ILLINOIS



**SIoux CONDUCTOR RETIRES.** Making his last trip into Mason City on the Sioux Aug. 10, Conductor Leo D. Mather is shown being congratulated by Assistant Superintendent J. D. Simon upon his retirement. He started in 1904 as a brakeman on the west IGD when the line from Murdo to Rapid City was built by the White River Valley Railway. Since being promoted to conductor in 1909 he has been most of the time in passenger service between Mason City and Marquette.

diesel locomotives in Schenectady, N. Y. Machinist and Mrs. Ray Anderson have returned from a motor trip through the southern states, including Florida, as have Engineer Ray Kerr and his wife, son and daughter. Both families visited Bob Cadden, retired roundhouse foreman, at Lake Worth, Fla.

Operator Norbert Brost received considerable publicity in the Milwaukee Journal recently as one of the most skillful performers of the Min-Aequa Bats, a group of amateur water skiers who put on regular shows for visitors at Minocqua.

The Club Normandie at Eau Claire Dells was the setting for a dinner for 50 guests following the recent wedding in the First Methodist Church in Wausau at which Gayle Carpenter, daughter of Ticket Clerk Gaylord Carpenter, became the bride of Ralph H. Johnston Jr. A reception and dance for 175 was held later at the club.

## I & D Division

### EAST END

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

Bill Dovali, son of Section Laborer Antonio Dovali of Mason City, has been awarded a Student Aid scholarship for 1956-57 by the University of Iowa. The scholarship covers the basic undergraduate fee for two semesters. Bill graduated from Mason City Junior College in 1955.

Operator J. L. Burns was hospitalized recently with a severe case of bronchitis and recuperated at home before returning to work. R. R. Young relieved at Mason City.

Sympathy was extended to W. F. "Frank" Murphy, former roundhouse clerk at Mason City, whose wife passed away at their home in Milwaukee on Aug. 10. Funeral services were conducted at the Central Lutheran Church in Mason City.

Agent W. K. Peterson, Mason City, has returned from his annual training at 5th Army Headquarters in Chicago.

Mrs. C. E. Whitney, wife of a Mason City switchman, passed away Aug. 28 following a long illness. Funeral services were held in Mason City, with burial in De Soto, Wis.

### SECOND DISTRICT

Fay Ness, Correspondent  
Superintendent's Office, Sioux City

Congratulations were extended to Brakeman Frank Sopoci on the birth of a daughter July 20.

Mrs. Frank Griller, wife of rate clerk at the Sioux City stock yards, is in St. Vincent's Hospital at this writing.

Funeral services were held at Mason City Sept. 4 for Charles Whitham, age 80, who retired in 1945 after 41 years of service as an agent and operator on this division. At the time of his retirement he had been agent at Scotland for 31 years. Graveside services were conducted there.

Sympathy was extended to Switchman J. F. Foley, Sioux City, whose father passed away Sept. 3.



*Buy Spares*

**THEY STAY FRESH!**

**RAY-O-VAC COMPANY**

Madison 10, Wisconsin

## CREOSOTED MATERIALS

and

## COAL TAR PRODUCTS

Republic Creosoting Co.  
Minneapolis

## WEHR STEEL COMPANY

2100 South Fifty-Fourth St.  
Milwaukee 1, Wis.

Carbon and Alloy  
Steel Castings

Carefully Controlled  
Heat Treating

Pattern Making and  
Machining Facilities

## MARIGOLD

Originating on  
The Milwaukee Road

WASHED  
Capacity 3,500 Tons  
Daily

## INDIANA'S MODERN COAL MINE & WASHERY

## QUALITY COAL

6" Lump—6" x 4" Washed Egg—4" x 2" Washed Nut

Washed and Dried Treated Stokercoal

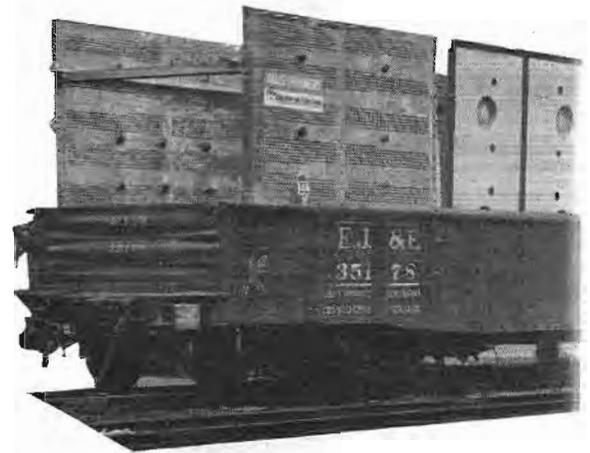
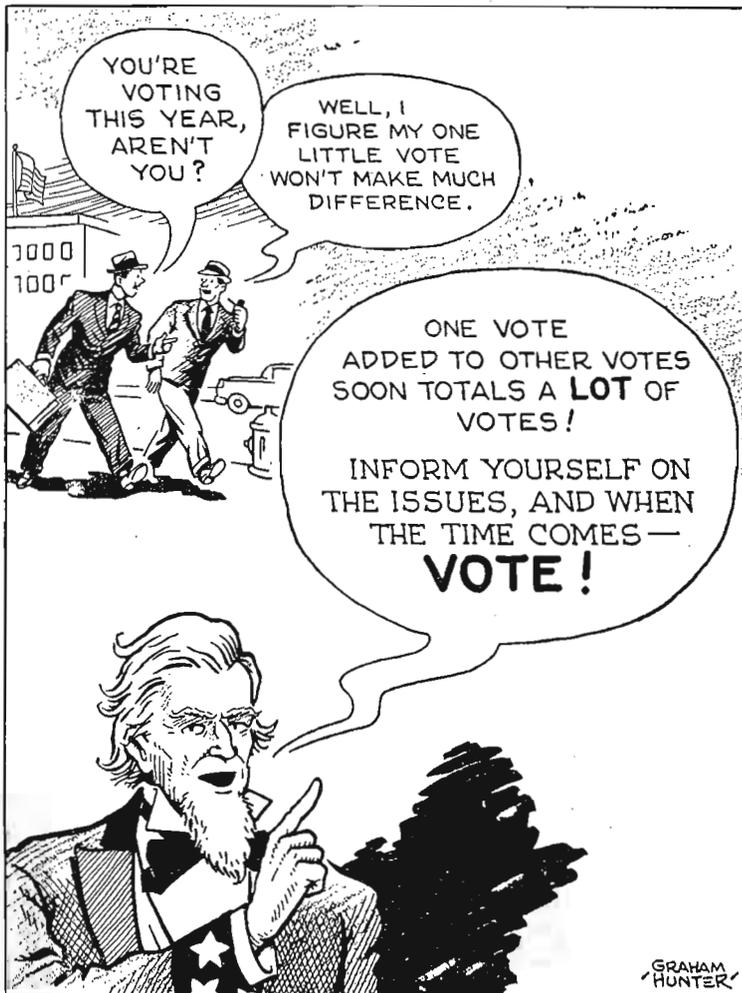
1 1/2" x 3/8" ——— 3/4" x 3/8"

The Perfection in Preparation and Size  
Low Ash—High Heat Content. Porous Pancake  
Clinker—Easily Removed

**Sterling-Midland Coal Co.**, 8 So. Michigan Ave., Chicago, Ill.



**TRAVELERS IN THE NATION'S NEWS:** Recent riders of note on the City of San Francisco were the Honorable Samuel King, governor of Hawaii, and Mrs. King. They are shown above en route from Chicago to the Golden Gate City. Other news-making figures who also traveled recently from Chicago to San Francisco on the domeliner are shown at the right—Mrs. Joseph Farrington (left), a delegate to the U. S. Congress from Hawaii, and a popular matron from Independence, Mo., Margaret Truman Daniel.

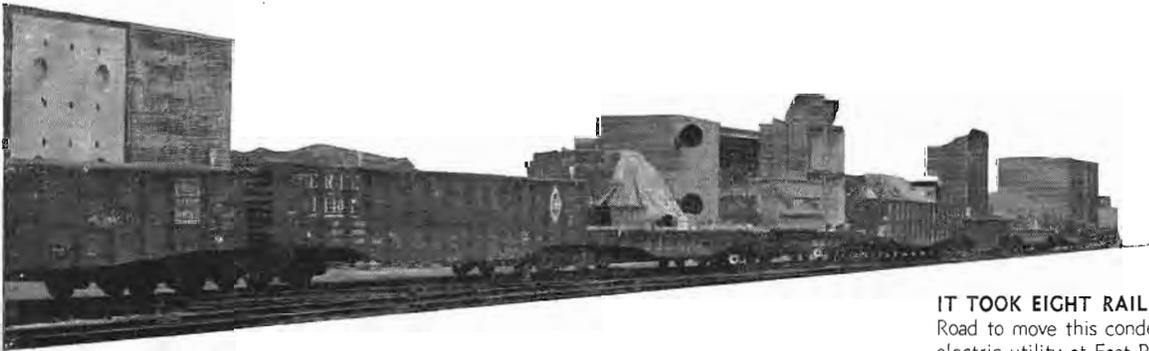
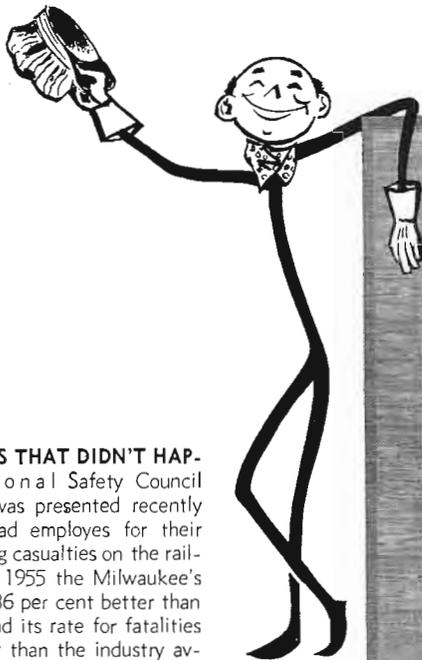


ONE of the shortest laws on the statute books of the United States government—only 52 words in length—was passed by Congress and signed by President Abraham Lincoln on Mar. 2, 1863. It reads:

"Be it enacted by the Senate and House of Representatives of the United States in Congress assembled, that the gauge of the Pacific Railroad and its branches through its whole extent from the Pacific Coast to the Missouri River, shall be and hereby is established at four feet, eight and one-half inches."

A few months earlier President Lincoln had decreed that the gauge of the Pacific Railroad should be 5 feet. The change to 4 ft. 8½ in. started a movement which ultimately led to the nationwide standardization.

**FOR 140 INJURIES THAT DIDN'T HAPPEN.** The National Safety Council Award of Merit was presented recently to Milwaukee Road employees for their success in reducing casualties on the railroad last year. In 1955 the Milwaukee's casualty rate was 36 per cent better than par for injuries, and its rate for fatalities 31 per cent better than the industry average. Also, the Milwaukee Road record of 221 reportable injuries for the 12-month period bettered by 140 its average for the past three years.



**IT TOOK EIGHT RAILROAD CARS** for The Milwaukee Road to move this condenser unit shipped recently to an electric utility at East Peoria, Ill. The Milwaukee moved the cars in a single group from the West Allis, Wis., works of the Allis-Chalmers Manufacturing Co. The condenser, part of a steam turbine-generator power plant, is designed to provide 50,000 square feet of condensing surface for converting steam back to water. By careful planning, the group of cars was loaded so the maximum height was 18 feet 8 inches and the width 13 feet.



**THEY WERE THERE.** The time, 1919; the place, Terre Haute, Ind.; the people, the office force of the general superintendent of the Chicago, Terre Haute & Southeastern Railway shortly before that line became a part of The Milwaukee Road. First row, from left: L. Huberti, messenger, now time revisor; F. G. Pearce, now retired chief clerk; J. H. Stewart, chief clerk, now general manager Lines West; and C. E. Nelson, superintendent of the Road's [then] Illinois Division. Back row, from left: T. I. Colwell, now retired (former Magazine correspondent); L. Allen, J. Cleary, F. C. Mancourt and A. Jones, all deceased; R. Johns; Catherine Pfeiffer; M. J. Griffin, superintendent, Indiana Division; Agnes Reilly, now Mrs. J. B. Dede, wife of traveling auditor, Spokane; Pearl Miller; R. Stevens; Edna Pfeiffer; Roberta Bair, deceased; and Catherine Correll.

## THE MILWAUKEE ROAD MAGAZINE

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

**THE VETS SIGN IN.** Scene at the registration desk in Chicago's Hotel Sherman as members of the Veteran Employes Association started registering for their 22nd biennial reunion on Aug. 29. Coming at deadline time, the reunion could not be reported in this issue of the Magazine but is being prepared for the October number. Watch for it!

