

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

AUGUST 1953

Movie Making along the Milwaukee

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THE MILWAUKEE ROAD MAGAZINE

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

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The Good Fortune Is Ours

ONE DAY last month it was my privilege to write a letter to a young member of the Milwaukee Road family informing him that this railroad will, in part, assume the cost of his college education.

When that young man enters school this fall there will be three sons of Milwaukee Road employes working toward college degrees on J. T. Gillick Scholarships. Each, in the course of his undergraduate work, will receive \$2,400 through this fund.

For me every aspect of the situation is pleasing to consider: In the first place, the idea of establishing the scholarship came from an employe; it bears the name of a man who symbolizes everything worth while and lasting in our work together; and the awards have gone to earnest young men of exceptional qualifications. I have every confidence that each of them will make a contribution in later years to the needs of society, which is, after all, the basic purpose of education.

But there is something beyond all this which pleases me. The number of well qualified young men who compete each year serves as an index to the character of the families making up our large industrial family. The very nature of railroading, it would seem, has attracted to our industry men and women of better-than-average ability and substance, people of a mature and responsible turn of mind. Thinking in this vein of the many individuals I know and have known on our railroad, I would say that The Milwaukee Road is fortunate in having so many people who measure up to that high standard. I can assure you that it is not so in every industry, nor even on every railroad.

Few things in the last three years have given me as much genuine pleasure as letting our scholarship winners know of their good fortune. And because they belong to our Milwaukee Road family, I feel that the good fortune is ours, as well.

J. P. Kiley



a face lifting for Old Maud

DIESELIZATION on The Milwaukee Road passed a milestone recently when engines 14-A and 14-B, the 2,000 h.p. Alco-built units which constituted the first passenger diesel purchased by the Road, went into the shop for a complete rebuilding.

"Old Maud", as the venerable units were known around the diesel houses, is being renovated from stem to stern, including a kind of face lifting operation. Altogether, it amounts to what is believed to be the most complete make-over of a diesel locomotive ever undertaken in a railroad shop.

Maud's principal need for overhauling lay in her age and the 3,000,000 miles of hard work she had put behind her. She was acquired from the American Locomotive Company in October, 1941 and for many years was assigned to Hiawatha train No. 101 and train No. 56 between Chicago and Minneapolis, making the 840-mile round trip daily with 99 per cent availability.

In April of this year the first of the two units, the 14-B, went into the shops at Milwaukee for the general overhauling. The second unit arrived in June. The first has since come out, looking like a brand new engine, and is performing extremely well. The second unit is still in the shop.

In overhauling the units, the roof and side panels are removed and the two engines and main generators are sent to



The men who designed and fabricated the new cab units for Nos. 14-A and 14-B are shown finishing the metal work on the first one. Standing, foreground: Carl Koch (left), layout man, and Hugo Schoenberg, boiler foreman. On the cab, left to right: Boilmakers Arthur Schultz, Joe Kosey and Henry Keller. At right: Roger Knotwell, apprentice boilermaker.



Each unit was reduced to its bare framework by Milwaukee shops forces. The picture at right shows work in progress on the 14-B.

the manufacturer for repairs. The rest of the internal and underneath equipment is removed and either repaired or renewed by our shop forces.

They receive a new cab and nose which is fabricated by our own shop forces to match newer locomotives in the passenger fleet, new side panels with body filters instead of windows, more water cooling radiation, new shutters with the Honeywell water temperature control system, larger capacity boiler water tank,

and complete low and high voltage re-wiring. The lubricating oil cooling is changed from air cooled to water cooled oil, the air brake equipment is modernized, and a number of other changes are made.

It is interesting to see that diesel locomotives, new as they are, have advanced so much in design in the past 12 years and have been utilized to such an extent on the Milwaukee as to make the rebuilding project necessary.

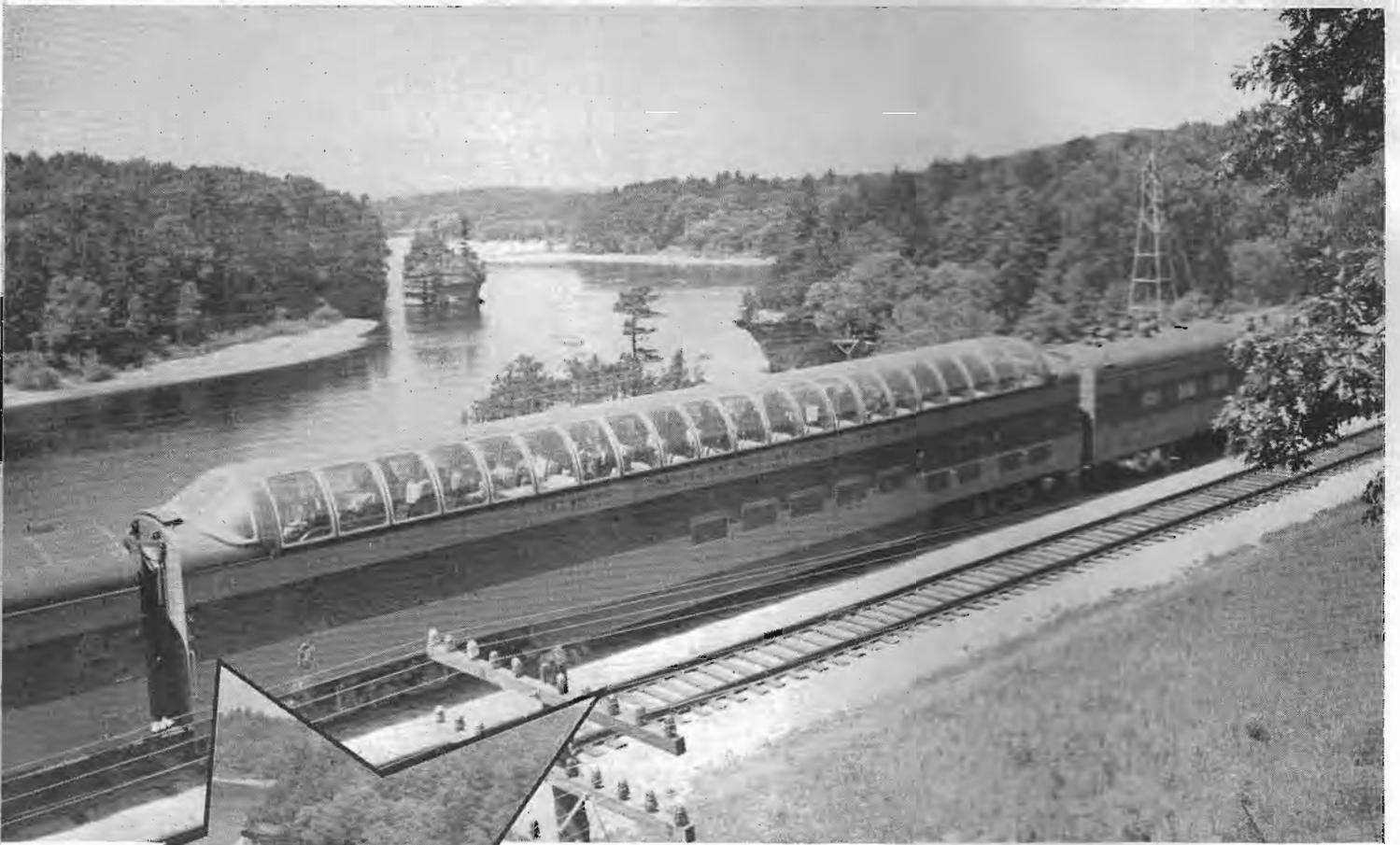
Old Maud while still fairly young, leaving Chicago at the head end of the Afternoon Hiawatha in 1942.



August, 1953

The new 14-B, ready for work. Among other conversions, the engines were modernized for greater efficiency.



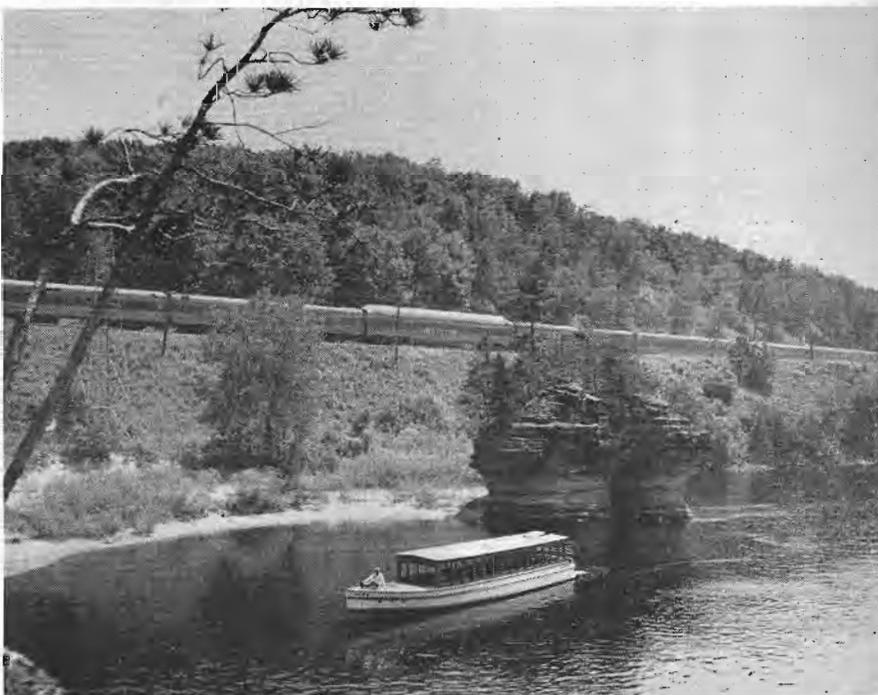


← At the lower Dells a still camera was set up overlooking the tracks and a bend in the river. The movie camera is on the rocky point in the center middle distance.

↑ Here's what the still camera got when No. 100 pulled in . . .

SUPER DOMES STAR in new motion picture

... and here's the view from the
↓ river side that was picked up by the
motion picture camera.



Two years ago The Milwaukee Road put in circulation a new 1600-foot sound movie titled "Pacific Northwest Holiday." While much of the footage was devoted to the scenic attractions of the Northwest, the real star of the picture was the Olympian Hiawatha. So what happened? The new Super Domes were placed in service and, to that extent, the film became out of date.

Now 45-minute color pictures don't grow on trees, nor are they inexpensive. Rather than undertake the costly job of completely remaking "Holiday," it was decided to shoot a new 400-foot film on the subject of the Super Domes alone—a picture which could be shown independently or in connection with the longer reel.

With a rough shooting script prepared showing the approximate sequence of scenes needed to make an interesting film, work was begun last November. A few construction shots were made in the Pullman shops. Then, when the first car rolled out onto the tracks, President

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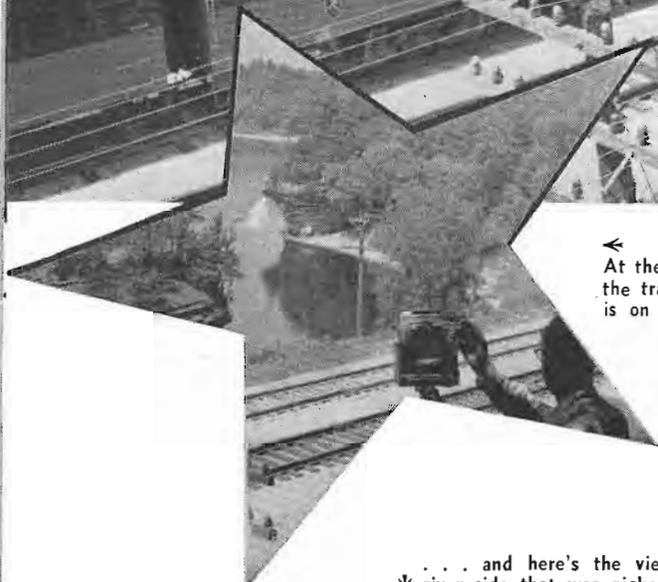
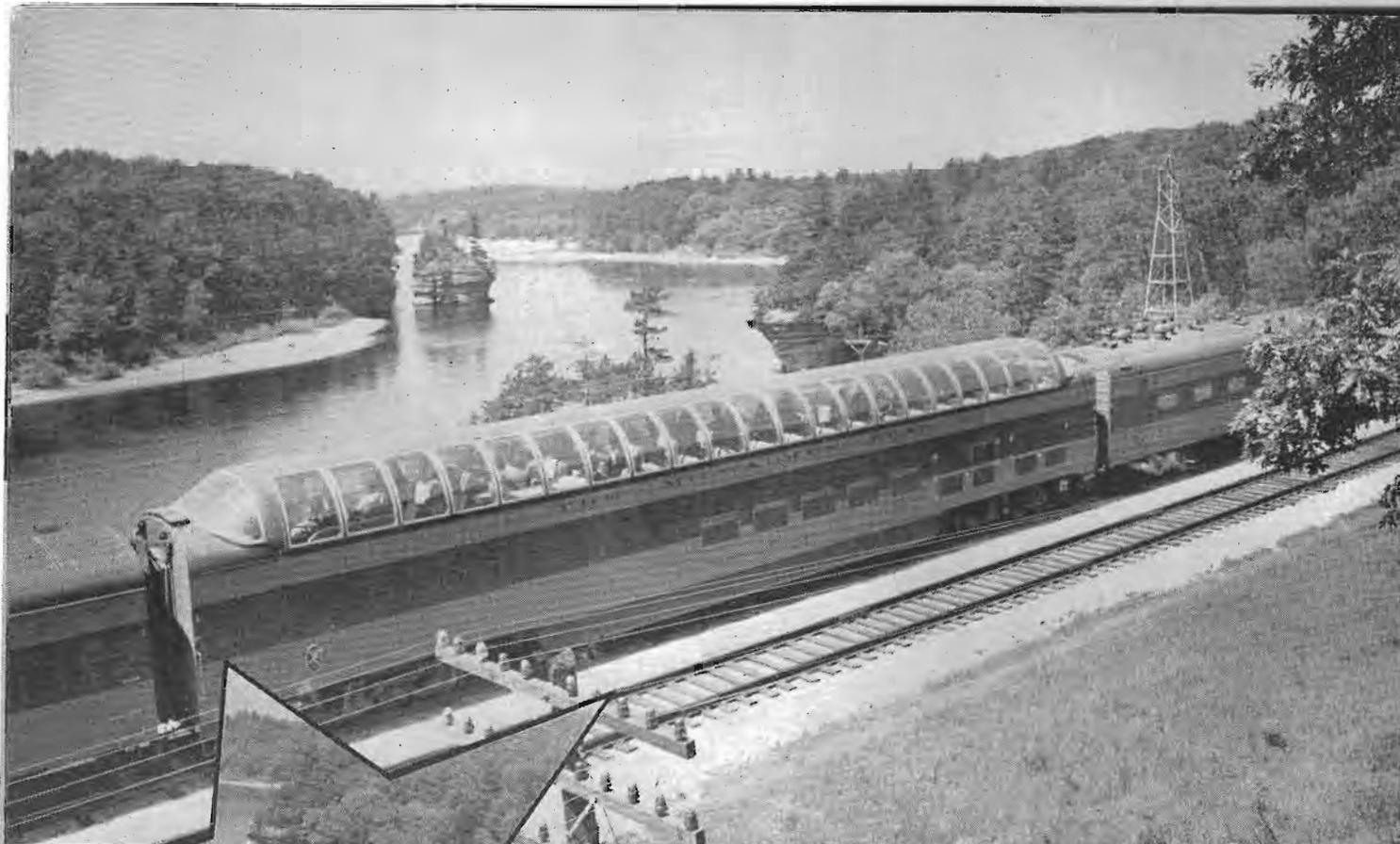
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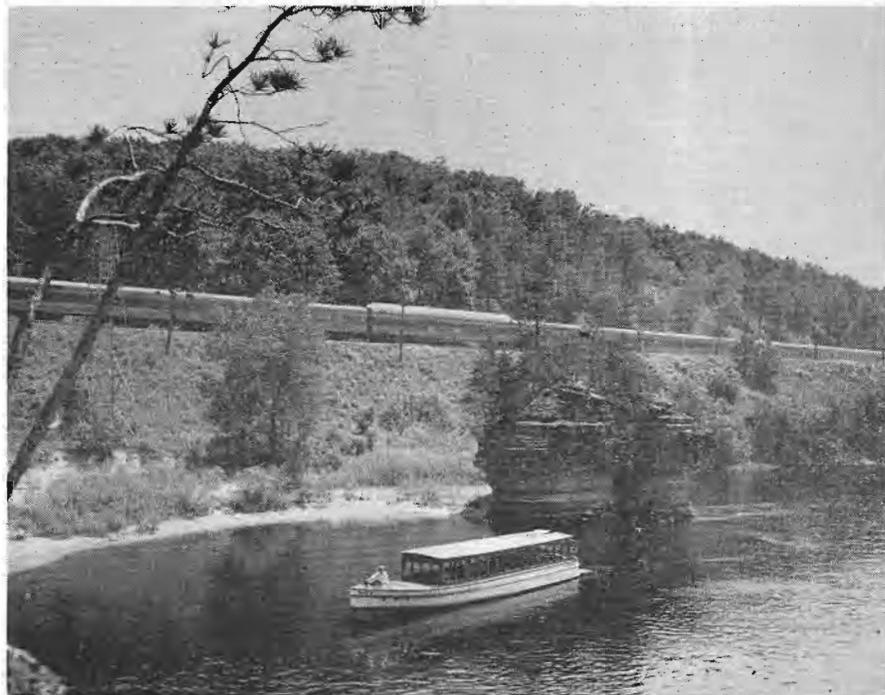
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Kiley and Mr. Bryan, president of the Pullman Standard Car Manufacturing Company, were pictured inspecting it.

In December, the cameraman rode from Chicago Union Station to Rondout on the "Ticket Agent Specials" that carried some 800 agents on demonstration runs. Scenes in the dome were shot en route, and also the christening ceremony at Rondout.

Interior scenes in the cafe lounge on the lower deck were shot at the Western Avenue coach yards with a group of professional actors and actresses. But the rest of the shooting had to wait for spring greenery and sunny weather.

In May, outdoor shooting began with C. C. Dilley, advertising manager, arranging the schedules with the operating department.

A camera crew worked at locations along the right of way at Lake Pewaukee, northwest of Milwaukee, at the Wisconsin Dells and along the Mississippi between LaCrosse and Winona. In addition to Mr. Dilley and men from Roche, Williams & Cleary, the railroad's advertising agency, various Milwaukee Road people got into the act—Traveling Engineer Ed McKenzie and Roadmaster Frank J. Herlehy at Pewaukee; Roadmaster L. H. Wohlert at the Dells and at Winona.

Next, four professional actors—a young couple and a middle-aged one—accompanied the camera crew on a trip on Nos. 5 and 6 between Chicago and St. Paul. During this round trip run, numerous scenes were shot in the dome showing the cast enjoying unobstructed views of the lovely Wisconsin



On the job at the lower Dells. From left: Advertising Manager C. C. Dilley, Section Laborers T. A. Johnson and F. E. Van Antwerp, Section Foreman George Zinke, Photographer Harold Kite, and Roadmaster L. H. Wohlert.

lakes and Mississippi River scenery.

The biggest remaining job was to give proper representation to the Pacific Northwest. Late in June, the cameraman rode the train to Three Forks, Mont. With headquarters there, he and the crew traveled by automobile or by the section foreman's motor scooter from Montana Canyon, through Jefferson Canyon to the western approach to the Continental Divide, picking up "run-

by" of the Olympian Hiawatha in the most scenic locations. Section Foreman Frank Austin was the guide in Montana Canyon, Lawrence McBride along the Jefferson and west.

Another cameraman was employed in Seattle to shoot additional footage of the train in the Cascade Mountains.

Did that complete the job? Well, not exactly. Some 2,000 feet of film has to be edited down to about one-fifth that length, a script written, titles prepared, background music selected, a narration recorded in the studio and then the entire job must be put together to make the finished film. This is now occupying the time of Mr. Dilley, people at our advertising agency and laboratory technicians. "Super Domes," or whatever the picture is titled, should be ready for showing this fall.



Left: Section Foreman Lawrence McBride, Harold Kite and Floyd McCall get ready for a shot in Jefferson Canyon.

Right: Loaded with photographic equipment, the track motor car goes onto the rail for a day's work as Ben Holstrom of the advertising agency and Photographer Harold Kite study the Jefferson Canyon location. At right, Section Foreman Lawrence McBride.



THE COVER . . .

Movie making involves a great many things besides taking pictures, not the least of which is the business of getting there. The cover shows Ben Holstrom of Roche, Williams & Cleary advertising agency and Section Foreman Frank Austin clinging to a rope as they ferry valuable photographic equipment across Sixteen Mile Creek in Montana Canyon.

it's easier when you have the HOBBY HABIT . . .

This is the second of a series of articles about the hobbies of Milwaukee Road people, the first having appeared in June. Another will appear in an early issue. The information for this article was furnished by the following Magazine correspondents: P. G. Lykken, freight claim department, Chicago; T. I. Colwell, office of superintendent, Terre Haute; M. G. Conklin, office of assistant superintendent, Wausau; F. J. Carney, passenger traffic department, Chicago; and K. B. Rugee, office of assistant superintendent, Mason City.



Although Lloyd Rugen, freight claim adjuster, Chicago, took up painting as a hobby, he sells almost everything he paints as soon as it is finished.



"The Mule Deer", a recent study by Lloyd Rugen. It was his first animal picture.

AROUND the White House it's being said that not since Theodore Roosevelt has any Chief Executive been so faithful about keeping fit, citing as evidence President Eisenhower's moderate living habits, his twice-a-week golf games and his hobby of painting. Like another premier statesman, Winston Churchill, Eisenhower took up painting in his middle years, and for the same reason—because he believes a hobby which provides a sharp change from the everyday routine rests the tired parts of the mind by exercising other parts. "Happy are the painters for they shall not be lonely", Mr. Churchill wrote some years ago. "We cannot aspire to masterpieces, but

we may content ourselves with a joy ride in a paintbox."

That just about expresses the way **Lloyd Rugen**, an adjuster in the freight claim department in Chicago, feels about it. Lloyd is a hobby painter, too, and while he is apologetic about his canvases, it almost always happens that as soon as he finishes one, there is an offer to buy it. Landscapes are his forte, but he also does murals and has decorated a number of halls, restaurants and rooms in private homes. Right now he has a spare-time commission to furnish

sketches of bottle labels for a well known line of cleaners and solvents. Lloyd's training consists of only a bit of commercial art at high school, but with the encouragement of his wife Shirley, who was a co-worker (daughter Jeanette, at 20 months, is neutral) he is planning to enroll in the "Famous Artists Course", the correspondence training which is directed by such nationally known art teachers as John Whitcomb and Norman Rockwell.

Ever since he was a young man **Fred Pearce**, chief clerk in the office of the superintendent at Terre Haute, has divided his hobby interests between art and music, and it's still a tossup as to which will win out. Fred grew up in the vicinity of Decatur, Ill., and attended the James Milliken School of Art there before becoming a railroad man—he was employed briefly by both the Wabash and the Pennsylvania before joining up with the Milwaukee at Terre Haute in 1910. During his young years Fred worked industriously at sculpture and completed several busts, including one of his father and one of himself. Beginning at the age of 11, he also studied the piano. For 38 years he has played intermittently with an orchestra,



A bust of his father which Fred Pearce made in his younger days is considered to be a very good likeness. His father was a locomotive engineer on the Pennsylvania for about 50 years. The small bust is of Fred himself at the age of 18.

and during that time conducted his own orchestra for about 15 years. When he retires he not only expects to continue his orchestra work, but to get back in the sculpture line. Hobbies may or may not account for the fact that Fred has never lost any time on the job due to illness during his 43 years of service.

The children of another Terre Haute employe, Yard Conductor **William W. "Bill" Hatcher** of Hulman Street, get as much fun out of his hobby as he does. Hatcher, who has eight youngsters, raises ponies and saddle horses. Currently he has a number of horses and nine registered Shetland ponies of the best Larigo stock. His home in southeast Terre Haute has about an acre of ground, but in addition he leases a 40-acre pasture nearby. Last year his stallion "Sure Boy" was grand champion of the Vigo County Fair, a big show which features many entries from surrounding counties. With a trailer to transport his stock, Hatcher has shown elsewhere and has won prizes at the Illinois State Fair. As a result of his hobby, he has a growing reputation as a judge of live stock and has been appointed assistant superintendent of the pony department for the Vigo County Fair of 1953.

When **Agnes Schubert**, stenographer and information clerk in the general agent passenger department office in Chicago, became the aunt of a twin niece and nephew 11 years ago, she decided to start hobbies for both of

Yard Conductor **Bill Hatcher** of Terre Haute puts his prize winning stallion **Sure Boy** through his paces.



August, 1953

Her own doll with which **Agnes Schubert** (general agent passenger department office, Chicago) started the collection for her niece is still **Mary Catherine's** first love.



Some of the unique dolls in **Agnes Schubert's** collection were obtained by fellow employes on their travels. The Japanese maid in the glass case came from **K. G. Neuman**, reservation bureau, Chicago, the **Brittany** couple in front of the case from **E. P. Schilling**, district passenger agent, Philadelphia, and the Irish colleen **Agnes** is holding from **H. J. Bryntesen**, station passenger agent, Chicago. The rarest doll is the **Seminarian** from the **North American College** in **Rome**, standing at the left of the case.



them. The collection of dolls which **Agnes** started then for little **Mary Catherine** now numbers more than 100. Some have been in the family a good many years, but a large number have been secured by relatives and friends in other parts of the country and by co-workers serving with the armed forces in far corners of the world.

The collection represents native dolls from Alaska, Australia, Bali, the Dutch East Indies, Bermuda, Brazil, Canada, China, Cuba, Czechoslovakia, Denmark, Ecuador, England, Germany, Greece, Guatemala, Hawaii, India, Italy, the Netherlands, Norway, Peru, Sweden, Switzerland, the Soviet Union and Yugoslavia. Several of the dolls are collector's items. **Agnes** considers a

Seminarian from the **North American College** in **Rome** to be the most unusual. These dolls are eagerly sought after, inasmuch as they can be obtained only through young men studying at the college and are outfitted by the tailor who makes their clothes.

The family of **Carl E. Swan**, train dispatcher at **Wausau**, know where to find him just about every night in the week. For the past several years **Swan** has been a member of a crew of neighborhood woodworking fans who meet almost nightly in an oversize garage at the home of a professional woodworking expert. The director of industrial arts at the Senior High School makes a valuable addition to their number. Members of this informal crew turn out an



When Carl Swan (train dispatcher, Wausau) has no project of his own in work, he helps other members of his crew. Here he is working on a kitchen cabinet for a fellow member.

astonishing assortment of work. A half dozen projects may be in progress at one time and scores of desks, cabinets, birdhouses, hand-turned lamps and other items are produced during a season. A complete set of power and hand tools is at their disposal. Swan adopted wood-working as a hobby with the intention of busying himself after retirement. His most recent work was building a knotty pine desk and remodeling an old studio couch for his den.

Yard Clerk **Ralph A. Anderson** of Mason City is better known as "Ole", but away from the railroad he answers

to yet another name—"Skipper". At 50, Ole has been with the Road 37 years, having quit school so he could save money to buy his own sail boat. The operator of a unique passenger service on Clear Lake since 1926, it is estimated that through the years he has given sailboat rides to some 25,000 landlubbers. His No. 1 boat, the Sea Fox, is one of the two largest sail-rigged units in use on Iowa lakes.

As one of the Midwest's foremost authorities on sailing craft, Ole was the subject of a feature article in the July issue of *The Iowan* ("Iowa's Own Magazine"). The article, called "People Trust *This* Sailor", emphasized the fact that although Ole can always be counted on to give thrill seekers the ride of their lives, never once in his 28 years as a pilot has a crewman or passenger required a life preserver. "Anderson's super-caution in carrying out his railroad assignments . . . is reflected in his unwillingness to take chances", it stated. "Even in his distaste for mechanical power he acknowledges the advisability of keeping an outboard motor on his boat in case of emergency. Perhaps it is for this reason that oldsters have given the most support to his nautical hobby".

Skipper Ole Anderson sails in his spare time. His job as yard clerk at Mason City provides the money to enjoy his hobby. (Photo by courtesy of *The Iowan*).



Anderson's Sea Fox can make 25 mph in a good wind. (Photo by courtesy of *The Iowan*)

"Good Old Hat!"



J. D. Day inspects the jagged cut in the hard hat which saved his life.

THE IMPORTANCE of wearing a hat on the job—a safety hat, that is—was impressed on Section Laborer J. D. Day by something which happened recently while he was working in Hellgate Cut between Oxan and Bearmouth, Mont.

Two crews under Section Foremen E. M. Wilcox and John Mentels had doubled up to scale down loose rocks from the face of the cut and thus remove the hazard of having them fall on the track. Suspended by a safety rope attached to a safety belt and wearing a hard hat of the wide brim fibre type, Day was working about 60 feet above track level when he heard the rumble of loose rock rolling down from above. With his movements restricted by the safety gear, Day was unable to swing clear of the falling rock and a piece hit him squarely on the head. The force of the blow jammed the safety hat down on his ears and split the hard fibre surface from the crown to the edge of the brim.

Upon being recovered, the rock which struck Day was found to be approximately six inches square and four inches thick. Due to the protection of the "iron derby," however, the only harm he suffered was a slightly stiff neck. The experience, though, convinced him thoroughly that "A hole in the hat is better any day than a hole in the head."

Harry S. Zane "Transfers to Dallas"

GENERAL Freight Traffic Manager Harry S. Zane, a railroader by inheritance and one of the best known and best liked personalities on The Milwaukee Road, retired at the end of July. He left with the philosophical remark that "Everyone has to retire, and I've always believed in not fighting what's going to happen anyway. I'm going to enjoy my retirement."

With Mrs. Zane, he moved directly to Dallas, Tex., where they will make their future home.

His leaving the railroad after 48 years and eight months of continuous service was an occasion which called forth a flood of friendly expressions from friends up and down this and other railroads, as well as among Milwaukee Road customers.

The several affairs held in his honor by various groups on and off the railroad was climaxed by a luncheon held at the Chicago Club on July 27 and attended by a large number of Milwaukee Road officers, including Chairman of the Board Leo T. Crowley and President J. P. Kiley.

Harry Zane is a native of Kansas City, Mo., who, like his brothers, went to work at an early age when his father, Joseph C. Zane, a Milwaukee Road conductor, became disabled.

"I've been at it for 52 years altogether," he recalled on his last day in the office. "I started shining shoes when I was 13, then worked as a candy packer and a telegraph messenger before taking a job as messenger in the Kansas City freight office in 1904."

He served in various capacities in the local office there before being made city agent on Jan. 20, 1917. Following a period as traveling freight agent, he became general agent at Tulsa, Okla., in 1926, advanced to general southwestern agent at Kansas City in 1932, and moved on to Minneapolis as general northwestern freight agent in 1938. He went to the general office in Chicago in 1939 as assistant freight traffic manager, and was advanced to the position of freight traffic manager—sales and service on Feb. 1, 1948. On Feb. 1 of this year he became general freight traffic manager—sales and service.

Mr. Zane's brother Clyde was division freight and passenger agent for The Milwaukee Road at Sioux City at the time of his death in August, 1952. Another brother, Robert, was an engineer for



H. S. Zane

many years on the Frisco before his death.

For a number of years Mr. Zane has been an active member of several business and social organizations, including the Union League Club, the Calumet Country Club, the Traffic Club of Chicago, the Milwaukee Traffic Club, and the American Society of Traffic & Transportation.

Asked what he regarded as the principal advances in railroading during his working career, his mind immediately flashed back to his years "on the road" as a traveling freight agent, and he said, with a grin, "Air conditioning!"

"Long trips into the territory during the summer months, riding behind a steam locomotive for days on end with the coach windows open . . . well, air conditioning on trains is a wonderful thing!"

"Actually," he said, returning to his

first and greatest interest, "diesel locomotives and push button freight classification yards are the big things in railroading now, as everyone in the industry knows. In my opinion, the latter is the greatest single factor in railroading today.

"Since Air Line Yard went into service, this office has received *not one single complaint* about delayed carload freight from Milwaukee, and I anticipate that we will have a similar experience at Bensenville when the new yard there is completed. As for what diesels are doing for us, here's an example . . . we're getting our meat trains from Savanna to Bensenville now in approximately three hours, which is as fast as passenger service."

Mr. Zane's plans for the future call principally for taking it easy at his home in Dallas, where his son, Harry Jr., is general sales manager for the Guiberson Corporation. His son, daughter-in-law, and a granddaughter rate with the climate in making Dallas a desirable place for a retirement home, he confesses. His address there is 4721 Irvin Simmons Drive.

In the spring Mr. and Mrs. Zane plan to make a two-month cruise to Japan.

All the other forms of transportation in the U. S. combined do not carry as many tons of freight as many miles as do the railroads of this country. And the railroads—without aid from the taxpayers—do their huge hauling job at a lower average charge than any other form of general transportation.

our safety score

reportable casualties on The Milwaukee Road through the first seven months of 1953, compared with 1952

Month	1953		1952		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	2	41	1	50	+100	-18
February		19	1	43	-100	-56
March	1	29	...	47	...	-38
April		26	2	33	-100	-21
May		28	1	32	-100	-16
June		29	...	36	...	-36
July		28	2	35	-100	-20
TOTALS	3	200	7	276	- 57	-28
Casualty Rates	.08*	5.38*	.17	6.89	- 53	-22

* Estimated

did you know?

The United States Government has sold the Federal Barge Line to the Federal Waterways Corporation, a newly formed subsidiary of the St. Louis Shipbuilding and Steel Company, for the sum of \$9,000,000. In announcing the sale, July 24, Secretary of Commerce Sinclair Weeks said that the government will also realize approximately \$2,700,000 from cash and unpaid bills. Secretary Weeks pointed out that the Federal Barge Line has incurred a net loss of \$9,749,000 in the last 4 years, losing money in all but 2 of these years.

On July 29 the Interstate Commerce Commission authorized the Railway Express Agency to increase its rates and charges an average of 15 per cent. The increase is expected to bring the agency about \$55,000,000 a year, according to the commission. An increase of about 23.5 per cent had been asked. The last express rate increase, effective Nov. 15, 1951, averaged about 10.65 per cent. The present one will become effective not later than Oct. 1 on 15 days' notice. Of interest in this connection is the fact that Postmaster General Summerfield has recently urged approval of increases in second class, third class and non-local first class mail rates as provided in a bill now pending. Such increases, he states, are necessary in order to bring the huge postal deficit into reasonable balance.

A German court has clarified for all time the exact nature and function of a railroad. The definition handed down by the court (quoted from the St. Thomas, Canada, Times-Journal) says that the German state-owned railway "is an enterprise aimed at repeated transportation of persons and goods over not quite unimportant distances on a metallic foundation which through its nature, construction and smoothness is meant to make possible the transport of large weights, as well as the attainment of a relatively great speed, and through this quality in connection with the natural forces used for locomotion (steam, electricity, animal or human muscular activity, in case of a downhill stretch even the own weight of the transport receptacles or their load, and

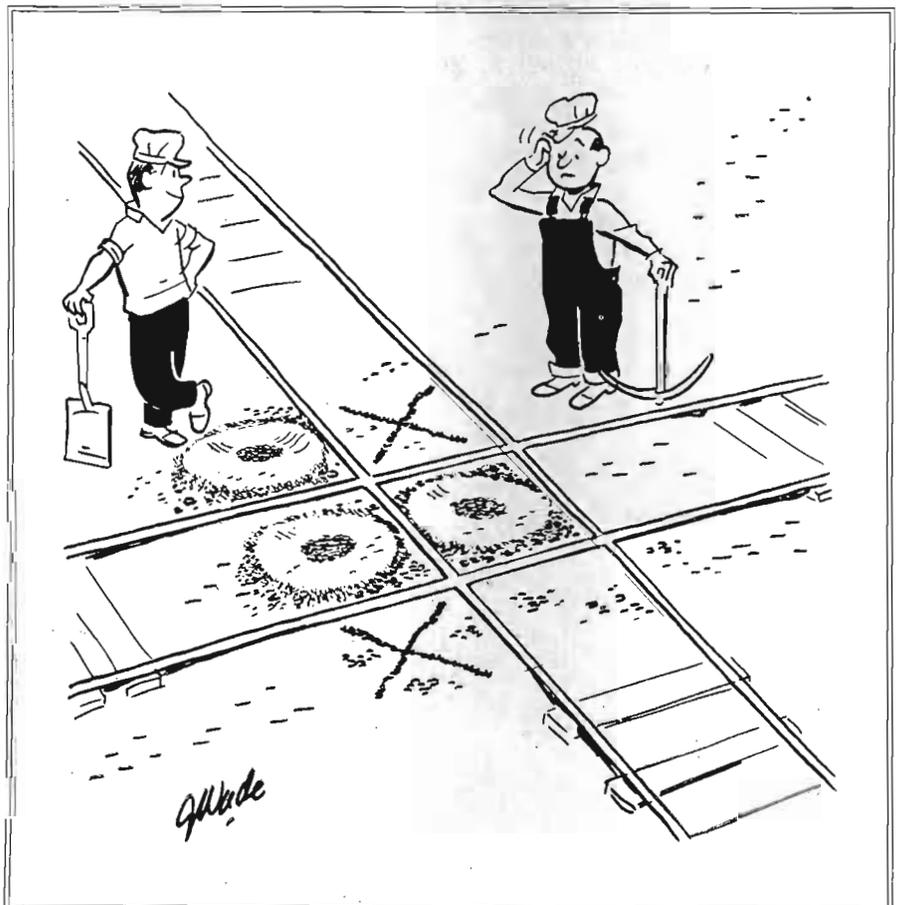
so on) is able, while in operation, to produce a tremendous—depending on the circumstances useful only in a limited way and sometimes also human life destroying or health impairing—result."

On July 24 the House of Representatives passed by a voice vote a bill to amend the Railroad Retirement Act to permit an individual who is entitled to benefits under both the Railroad Retirement Act and the Social Security Act to receive the full amount entitled under each act, even though the period of employment was prior to 1937. The Senate Labor Committee, is expected to consider the bill at the next session.

Before the introduction of railroads in the United States, standard first class postage was six cents for a one-sheet letter, 12 cents for a two-sheet letter and 18 cents for a three-sheet letter, for any distance up to 30 miles. For longer dis-

tances the rate was proportionately higher. In 1845, with railroads operating between the principal cities of the East, postage rates were reduced to five cents per half-ounce within 300 miles and 10 cents within 1,000 miles. In 1883 the first class rate was reduced to two cents per half-ounce and in 1885 to two cents per ounce. This all-time low continued in effect until 1932 when the standard rate was increased to the present three cents an ounce.

As everybody knows, a shortage of supplies on a railroad cannot be met by borrowing from the neighbors or a quick trip to the corner store, and consequently it is necessary to maintain at all times a huge store of materials. Operating a property the size of The Milwaukee Road, for instance, requires a stock of approximately 220,000 items of material. By comparison, one of the largest mail order and merchandising houses in the country catalogues 135,000 items and stocks 100,000.



how are we doing?

	JUNE		SIX MONTHS	
	1953	1952	1953	1952
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$22,059,415	\$21,687,666	\$127,614,577	\$128,138,284
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS).....	(51.4)	(51.7)	(50.3)	(52.6)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	657,177	669,197	3,703,183	3,962,013
PER DOLLAR RECEIVED (CENTS).....	(3.0)	(3.1)	(2.9)	(3.1)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest.....	10,008,874	9,682,177	57,311,435	56,036,536
PER DOLLAR RECEIVED (CENTS).....	(45.4)	(44.6)	(44.9)	(43.7)
NET INCOME				
	47,511	124,215	2,383,650	797,261
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	122,141	118,349	740,062	730,740
Increase 1953 over 1952		3,792		9,322

N. A. Meyer

NORVIN A. MEYER, retired superintendent of transportation Lines West, Seattle, passed away Aug. 7. Funeral services were conducted in Edmonds, Wash. He is survived by his wife Alice and a daughter.

"Norm" Meyer, as he was known to the industry, was one of the best known railway executives in the Pacific Northwest when he retired in 1946, due to poor health. His railroad career started early in life. As a youngster playing around the station at Germantown, Wis., where his father was agent, he "learned the key" and at 12 was a proficient operator. Until he was 16 he often substituted for the night man and relieved in emergencies. At 16 he went on the payroll as a relief agent and at 18 was a train dispatcher, an appointment which was unusual even for those days.

Starting in 1917, Mr. Meyer was chief dispatcher at Mason City, then trainmaster of the Milwaukee Terminals, and in 1919 was appointed assistant superintendent of transportation Lines East. He went to Seattle as superintendent of transportation Lines West in April, 1923 and continued to serve in that capacity until the time of his retirement. Many employes now with the railroad owe their start to Mr. Meyer's legendary kindness and his interest in aiding others

to get established in life. Outside of his duties he also did a great deal of unofficial public relations work for the company and in the years immediately before his retirement he helped to promote and establish the Milwaukee Road Ski Bowl at Hyak, Wash.

Right on the Job

TWO YOUNG men entered the station at Mt. Carroll, Ill., on a recent Sunday, motioned to F. D. Foster, the clerk on duty, that they were deaf and dumb, and proceeded with paper and pencil to tell him they were motorists whose car had broken down and that they had to get to Chicago. Picking up the pencil Foster wrote that the Midwest Hiawatha would soon be by, whereupon the two bought one-way tickets. Mindful of their handicap, though, when No. 102 put out the indicator light Foster took the precaution of escorting them personally across the track to the eastbound platform.

Foster had flagged the train and was busy with some baggage when he was aware of a commotion. As he described



F. D. Foster

it, "I looked up to see that one of the boys was standing between the eastbound rails looking into a camera—apparently he couldn't get the train in focus on account of the pitch of the rails. The other passengers were yelling at him and the engineer was holding down the whistle and had applied the air. His pal was watching the train coming in, and I don't think he saw at all what was going on. Knowing that the young fellow couldn't hear, I ran and yanked him off the track. It was a close shave for him."

Except for mentioning the incident to Agent D. C. Ficker, Foster thought no more about it, but one of the spectators made it the subject of a letter to J. J. O'Toole, general manager—Lines East. It was evident, wrote H. E. Linden of Chicago, that Foster had prevented a fatal accident; that when he pulled the photographer from the track it appeared to be too late for a rescue. Asked to tell his side of the story, Foster contended that anyone would have done the same. "It's just that I have always tried to be alert when trains are moving about," he said.

It is estimated that the Class I railroads will pay out \$1,183,000,000 in taxes this year. Of this huge sum, \$515,000,000 will be for federal income taxes, \$294,000,000 will be payroll taxes, and \$374,000,000 will be state, county and local taxes.

appointments

Operating Department

Effective Aug. 1, 1953:

R. T. Shields is appointed chief fire inspector with headquarters at Chicago, reporting to vice president-operation. Mr. Shields, who has been with the Road since 1921, has been engaged in fire prevention work since 1930.

Engineering Department

Effective Aug. 1, 1953:

B. J. Worley is appointed principal assistant engineer with headquarters at Chicago. Graduating from Iowa State University in 1939, Mr. Worley started in the engineering department as a rodman.

He was subsequently assistant division engineer at Butte, division engineer at Aberdeen, S. D., and since October, 1950 division engineer in Chicago.

N. E. Smith is appointed division engineer at Bensenville, Ill., with jurisdiction over the Chicago Terminals and Terre Haute Divisions, succeeding B. J. Worley. Mr. Smith, a 1947 graduate of the University of Arkansas, started with the Road as an instrumentman at Miles City. In 1952 he was assistant engineer on the construction of Air Line yard, and most recently division engineer in Minneapolis.



B. J. Worley



N. E. Smith



E. C. Jordan

E. C. Jordan is appointed division engineer at Minneapolis with jurisdiction over the Twin City Terminals and the Iowa & Southern Minnesota Divisions, succeeding N. E. Smith. Mr. Jordan,

who is a graduate of Purdue University (1939), has been rodman and instrumentman at various locations and assistant engineer at Minneapolis. He has been assistant division engineer in Minneapolis since October, 1951.

Mechanical Department

Effective Aug. 1, 1953:

E. L. Grote, district master mechanic at Minneapolis, in addition to his other duties will have jurisdiction over all car department matters on the LaCrosse & River Division Second District to, but not including, LaCrosse.

J. Hansen is appointed shop superintendent, Milwaukee car shop, with headquarters at Milwaukee, succeeding H. A. Grothe.

H. A. Grothe is appointed district general car foreman with jurisdiction over all car department matters at Minneapolis and St. Paul, with headquarters at Minneapolis, succeeding J. Hansen.

W. J. Weatherall is appointed assistant district general car foreman with jurisdiction over all car department matters in the Northern District and including Marquette, Ia., but not the River Division or Twin City Terminal, with headquarters at Minneapolis.

G. L. Wood, Jr., is appointed general car foreman at Minneapolis, succeeding W. J. Weatherall.

L. L. Lentz is appointed assistant general foreman of the freight car shop at Milwaukee.

V. L. Waterworth is appointed assistant general foreman of the freight car shop at Milwaukee.

The position of general foreman of the freight car shop at Milwaukee is abolished.

D. A. Radabaugh is appointed assistant master mechanic of the Rocky Mountain Division with headquarters at Deer Lodge.

Traffic Department

Effective Aug. 16, 1953:

A. L. Johnson, Jr., is appointed city freight and passenger agent at Boston, succeeding E. C. Mahoney, resigned. Coming to the Road in 1947 as chief clerk in the Boston traffic department, Mr. Johnson has been city freight agent in Detroit since March.

N. E. Ambli is appointed city freight

agent at Detroit, succeeding A. L. Johnson, Jr. Mr. Ambli has been passenger agent in Detroit since 1948.

G. T. Sims is appointed city passenger agent in Detroit, succeeding N. E. Ambli.

W. F. Miller is appointed city freight agent at Omaha, succeeding John Maun, resigned.



test your knowledge of railroads and railroading

(Answers on page 38)

1. How is a crosstie creosoted—by painting, spraying or pressure treatment?
2. What railway officer is known as the GTM?
3. Was Casey Jones a fictional character or a real person?
4. Which of these states are in "Official Territory" — Massachusetts, New York, Georgia, Iowa or Colorado?
5. Which one of these railway operations costs the most—maintenance of way and structures or maintenance of equipment?
6. In railway signaling, what is a block—a length of track of defined limits, a certain type of semaphore, or a system of red-and-green lights on a CTC board?
7. Can a locomotive with one or more cars attached be classed as a train?
8. Is a derail—a device for repairing rails, a device for removing rail from track, or a device designed for guiding rolling stock off the rails to avoid collisions or other accidents?
9. For statistical purposes, railroads are grouped into four categories. Three of them are Class I, Class II, and switching and terminal companies. What is the fourth group?
10. What is the approximate cost of a standard steel box car—about \$3500, \$6500, or \$9500?

The United States government owns two common carrier railroads—the standard-gauge Alaska Railroad, 539 miles in length, extending from Seward to Fairbanks, with branches; and the five-foot gauge Panama Railroad, 51 miles in length, paralleling the Panama Canal.

Attention— Chicago Area Golfers

THE Milwaukee Road Booster Club will sponsor a Milwaukee Road golf outing on Saturday, Sept. 26, at the White Pines Golf Club, Grand Avenue and Church Road, Bensenville, Ill. Teeing off will start at 11 A.M. and the entrance fee will entitle the players to play all day if they so desire. Prizes will be awarded on the basis of the blind bogey handicap system.

The golf fee is \$3, with dinner optional. Chicago district golfers who desire to play may send their entrance fee, payable to the White Pines Golf Club, to the Booster Club golf committee, Room 856 Union Station, Chicago 6, Ill.

Rail Excise Tax Threatens Defense, House Committee Told

AT A session of the House Ways and Means Committee in Washington on July 30, W. Mason King, vice president in charge of traffic for the Southern Railway System, urged the immediate repeal of the three per cent excise tax on the transportation of property by railroads and other common carriers. He described the tax as discriminatory and as having a serious effect on the national economy and defense.

The charges collected from shippers through the tax are increasing constantly and are now more than \$400 million annually, Mr. King stated. Private carriers, he explained to the committee, can readily avoid the tax. All a business man needs to do is to operate a truck for his own account. While farmers, merchants and manufacturers are not to be criticized for increasing their profits by avoiding the tax, the over-all effect on the national economy is serious, he declared.

Mr. King reminded the committee that during World War II the railroads, using their existing facilities, were able to expand their service to carry 90 per cent of the war freight. Because private carriers could not be depended on to carry the wartime load, the nation will continue to rely on the railroads in time of national emergency, he asserted, and that is why adequate facilities must be available. He warned them that the tax, by discouraging the acquisition of

Nancy Goes to Wausau . . .

AND IF she lives to be a hundred, Nancy will never forget her trip to Wausau. It wasn't as though she had never been on a train before, because only last summer Aunt Tilly (Otilia Mayer of the freight auditor's office, Chicago, who took these pictures) had taken her all the way to Milwaukee. But because she was only seven then and Judy was eleven, it was Judy who was invited to go with Aunt Tilly to Detroit for a vacation and who got to sleep on the train.

Of course, she had been promised that her turn would come when she was bigger, and Aunt Tilly never forgets a promise. So that's how it happened that Nancy Mayer, wearing her good Sunday dress and her best hat and shoes and with a brand new dressing gown in her bag, went to Wausau to visit her cousins this summer, an overnight trip on the Tomahawk.

Judy had told her how it would be, but all the same, Nancy was pretty excited when she handed her ticket to the conductors checking in the sleeping car passengers in the Union Station. They were very nice conductors though—they said their names were L. F. Voelsch and C. J. Buckholz (left to right) and wished her a good time on her trip. The porter who took her bag—his name was M. L. Williams, he said—smiled too when Aunt Tilly told him it was Nancy's very first time to sleep on a train and showed her the little hammock for her clothes and the bell to ring and the light to turn off and to turn on again if it happened that she was afraid of the dark. And then it was time to put on the new robe, and say her prayers and go to sleep.

But try as she would, Nancy couldn't imagine how her bed came to be made from the train seats, so early next morning she was up to watch Porter Williams at his work, and sure enough, the beds were really seats, just as Aunt Tilly had said. Then, all too soon they were in Wausau. Nancy would have been sorry the trip was over, except that she knew the cousins were waiting for her. And that was just exactly what they were doing when Nancy and Aunt Tilly came up the walk at the Andrae home—from the biggest to the littlest, Raymond, Bruce, Dorothy, Donn and Richard, standing in the window like in the picture below.



new facilities and by causing present facilities to be discarded through lack of use, is a real danger to national defense.

He said that the excise tax discriminates between short and long hauls in that the transportation costs of shippers

remote from their markets are artificially increased by a tax calculated on the basis of a percentage of the gross transportation charge. Continuance of the tax on shipments in a competitive economy cannot be justified by even the most urgent revenue needs, he asserted.

A. O. Tate Retires

A CAREER of importance in the building of Milwaukee Road freight traffic ended on July 31 when A. O. Tate, an industrial engineer in the Road's industrial development department, retired.

Although his headquarters were in Chicago, he had for a number of years spent the greater part of his time working with shippers in the locating of industrial sites either on railroad owned property or private property accessible to Milwaukee Road trackage. The territory under his jurisdiction included the states of Iowa, Missouri and Kansas, as well as northern Illinois and the southern part of South Dakota.

Mr. Tate came to the Milwaukee on Jan. 11, 1924, as a right-of-way engineer, prior to which time he spent about



A. O. Tate

nine years on the Santa Fe, from 1909 to 1918. He was with the CB&Q for the following two years and from 1920 until the time he came to the Milwaukee, did contract appraisal work both in Chicago and Texas, his native state. These assignments included appraisal work in connection with the widening of Ashland, Western and Damen Avenues in Chicago.

As industrial engineer his work included, in addition to the locating of industrial sites, the purchase and sale of right-of-way in connection with line changes, the building of new lines or other construction. Mr. Tate purchased all of the land in connection with the building of the Truman Bridge at Kansas City.

His retirement was marked by a luncheon on July 15, attended by 24 of his closest associates on the railroad.

Mr. and Mrs. Tate are now making their home in Pearsall, Tex., where Mr. Tate was born and spent his youth. He expects to engage in real estate and appraisal work there.

E. E. Haddock

ERNEST E. HADDOCK, the well known Hiawatha service conductor who retired in 1950, passed away on July 15. His death occurred in Garden Grove, Calif., where he and Mrs. Haddock had moved from Milwaukee following his retirement.

Mr. Haddock, who was known to thousands of employes and patrons as "Ernie," was the son of Peter Haddock, a veteran locomotive engineer on the old Chicago and Milwaukee Division. Ernie started with the Road in 1901, his first job being in the shops in Milwaukee. Transferring to train service in 1905, he was advanced to conductor in 1909 and entered passenger service in 1923. For 13 years prior to his retirement he was on Hiawatha runs between Milwaukee and Chicago. It was a matter of pride to him that none of his passengers had ever been injured.

Although no longer active with the Road, Ernie had continued to serve on the board of the Milwaukee Railroad Veterans Association, a post to which he was elected several years before he retired. He is survived by Mrs. Haddock and his daughters, and by a brother, Conductor John Haddock of the Milwaukee Division. Another brother, William, who was roundhouse foreman at La Crosse, passed away only a few months ago.

SUPERLATIVES

LONGEST stretch of straight track in the world is on the Transcontinental Railroad of the Commonwealth of Australia, which runs 328 miles across the Nullarbor Plain without a curve. The road is not on a dead level, however.

The world's longest stretch of straight track that is also on a dead level is between Junin and Mackenna on the Buenos Aires & Pacific Railway of Argentina, which is dead straight and dead level for 205 miles.

Longest stretch of straight track in the United States is 78.86 miles on the Seaboard Air Line Railroad between Wilmington and Hamlet, N. C.

Lowest point on earth reached by railroad is near the Sea of Galilee in Israel. At one point, the 3-foot 5 $\frac{3}{8}$ -inch gauge railroad, running from Haifa to Samash, is 807 feet below sea level.

Lowest point reached by railroad in the United States is near the Salton Sea in California, where the Southern Pacific Railroad runs for a short distance at



THE MILWAUKEE ROAD WOMEN'S CLUB GENERAL GOVERNING BOARD

The following is a list of the general executive committee members of The Milwaukee Road Women's Club, complete with appointments and changes which have been made since the last general election held at the biennial meeting in 1952:

Honorary President General	Mrs. J. P. Kiley	Chicago, Ill.
President General	Mrs. C. C. Steed	Milwaukee, Wis.
First Vice President General	Mrs. O. P. Catlin	Chicago, Ill.
Second Vice President General	Mrs. W. R. Dolan	Chicago, Ill.
Third Vice President General	Mrs. J. T. Hansen	Tacoma, Wash.
Secretary General	Miss E. N. Lindskog	Chicago, Ill.
Recording Secretary General	Mrs. E. M. Shortall	Chicago, Ill.
Treasurer General	Mrs. R. Vannella	Bensenville, Ill.
General Director - Chicago	Mrs. C. W. Loderhose	Chicago, Ill.
General Director - Chicago	Mrs. W. J. Whalen	Chicago, Ill.
General Director - Chicago	Mrs. J. L. Brown	Chicago, Ill.
General Director - Chicago	Mrs. E. Buchholtz	Chicago, Ill.
General Director Lines East Outside of Chicago	Mrs. R. E. Melquist	Minneapolis, Minn.
General Director Lines East Outside of Chicago	Mrs. O. D. Wolke	St. Paul, Minn.
General Director Lines East Outside of Chicago	Mrs. F. M. Ross	Milwaukee, Wis.
General Director Lines East Outside of Chicago	Mrs. W. T. Blackmaar	Mason City, Ia.
General Director Lines West	Mrs. R. O. Hawkins	Seattle, Wash.
General Director Lines West	Mrs. J. F. O'Dore	Lewistown, Mont.
General Director Lines West	Mrs. P. Bridenstine	Mobridge, S.D.
General Advisory Officer	Mrs. H. A. Scandrett	Chicago, Ill.
General Advisory Officer	Mrs. F. R. Doud	Minneapolis, Minn.
General Constitution Chairman	Mrs. A. O. Thor	Aberdeen, S.D.
General Welfare Chairman	Mrs. L. W. Palmquist	La Crosse, Wis.
General Annual Luncheon Chairman	Mrs. L. D. Phelan	Chicago, Ill.
General Safety Chairman	Mrs. J. L. Tarbet	Kansas City, Mo.

199.2 feet below sea level.

Widest gauge railroads in the world are located in India, Ceylon, Spain, Portugal, Argentina and Chile, where trains run on rails 5 feet 6 inches apart.

The world's narrowest gauge common carrier railroads are 1 foot 11½ inch gauge lines in Wales, India and certain countries of South America.

Highest point reached by any railroad in the world is 15,817 feet on the metre-gauge Antofagasta & Bolivia Railway at Montt, in Chile.

Highest point reached by railroad in the United States is 14,110 feet on the standard-gauge Manitou & Pike's Peak (cog) Railway in Colorado.

Highest altitude reached by a railroad in the United States east of the Mississippi River is 3,585 feet on the Norfolk & Western Railway, near White Top in Grayson County, Virginia.

Longest railway tunnel in the world is Simplon No. 2, 12 miles 1,677 feet in length, carrying the Swiss Federal and Italian State railways through the Swiss-Italian Alps. The tunnel was opened in 1922.

Longest railway bridge of any kind in the world is the Lucin Cutoff carrying the Southern Pacific Railroad over Great Salt Lake, Utah. This is a wooden pile structure 12 miles in length.

Longest steel and concrete bridge structure in the United States used by railroads is the Huey P. Long Bridge spanning the Mississippi River near New Orleans. Its total length is 23,235 feet. One river span is 790 feet long.

Oldest existing railroad in the United States is the Baltimore & Ohio line extending from Baltimore to Ellicott's Mills, opened for operation with horses as motive power in 1829.

Diamond Jubilee



Real tintage sports, Clerk Bill Nordgren, Relief Clerk Dale Stuber and Agent W. J. Beck (left to right).

DERBIES, vests and whiskers of the fancy type enjoyed a revival the latter part of June among employes at Olivia, Minn., while that community observed its Diamond Jubilee. To bring out the old pioneer spirit, Olivia males industriously cultivated Dundrearys and wore the mothballed haberdashery of their forefathers for six weeks prior to the main event.

The celebration, drawing attendance from all of the surrounding communities, was a three-day affair of antique displays, bazaar attractions and carnival stands. Bands from seven nearby towns took part in the 100-unit parade on the final day, which featured 15 old-time automobiles, together with numerous clowns and floats. Candidates for the title of jubilee queen, wearing old style garb, enjoyed a prominent place at all of the events. There were 25, all born in 1878 or earlier.

Olivia, on the main line to the coast, has grown from a population of 50 in 1878 to over 2,000 and is the seat of Renville County. Originally it was known as East Fork, a name conferred on it by two local yarn spinners who in their tales of derring-do located the town on the east branch of an imaginary stream. When the railroad went through it was known for a while as "the station on section seven". Its final name was a gallant tribute to the young daughter of Russel Sage, an early financier of The Milwaukee Road.

Chicago has an underground network of 47 miles of narrow-gauge electrically-operated railroads in the downtown Loop business district.

home department



For color, a real cistern. The house has inside plumbing, of course. Julia mans the pump while Helen holds the glass for a cold drink.

Salad From Their Own Garden

The barn, more than 50 years old, was part of an old estate.



Home sweet home, 1953.



LIVING in a barn isn't at all what it sounds like, take the word of two recent converts to commuting. Just a stone's throw from the Milwaukee Road station at Roselle, Ill.—straight through the station park and across the highway—Julia Lucas and Helen Roche of the auditor of capital expenditures office in Chicago are the chatelaines of a new and unique establishment. Their four rooms and bath, until recently part of an old barn, provide all the essentials for comfortable and gracious living.

Two years ago, deciding to give the suburbs a try, the girls moved to an apartment at Itasca, Ill., one of several modern units in a remodeled schoolhouse. It lacked one thing, however—a garden—and when word got about that the owner of a large property at Roselle was converting one of his farm buildings into duplex apartments, they were the first to place a bid. They have been "at home" there since May 1.

The barn is more than 50 years old and except for the fact that the owner and his wife are better than amateur handymen, present high building prices would have made remodeling very costly. As it was, H. J. Warnock, a fellow com-

muter on the Milwaukee who manages the Chicago branch of the Globe-Wernicke office supply company, made only simple structural changes. These he placed in the hands of professionals. Then, after the carpenters, electricians and plumbers moved out he and Mrs. Warnock moved in and finished and decorated both of the apartments, from the kitchens clear up the attic stairs.

Few of the exterior features were changed, the idea being to preserve the building's clean lines. Like the main house and other buildings on the grounds, it was painted traditional "barn red" with white trim. A crushed gravel driveway and some professional landscaping completed the outside work.

In the interior, though, all traces of its former use have been erased. The entrance to the girls' apartment (the two apartments have identical layouts) opens into a large and hospitable living room with an enclosed staircase leading to rooms above. Adding to its over-all size is an L-shaped dining unit which, in turn, opens into a well arranged kitchen. What appears to be a closet door leads to the utility room. Above, the landing at the head of the stairs fans out to a master bedroom and one slightly smaller, and a gleaming-with-tile bathroom. There is also ample closet space and—to the envy of city-dwelling friends—a huge, old fashioned attic for storage.

Furnishing the new apartment was no problem, for everything brought from the schoolhouse fitted perfectly into this setting. The color scheme of the living-dining room, chosen from the boldly patterned early American rug, is a combination of rose and green. Against this background the furniture, mostly reproductions of early American pieces of good design, is a harmonious blend of cushioned and rush bottom chairs, a sprawling divan and low tables. All of it is sturdy and meant to be used. A gay decorative effect has been created with hobnail and milk glass, china, pictures and other mementos of vacation travels, and with old pieces acquired from families and friends.

The kitchen is all any homemaker could ask for. Lime green walls and a fruit pattern paper contrast with white working units and the gleam of aluminum and stainless steel. Crisp plastic ruffles at the window allow plenty of



Call it beginners' luck or what you will, the fact remains that their tomatoes ripened before their neighbors'. In front, Julia Lucas (right) and a friend, Ruth Stolley. Standing, from left: Helen Roche, Mrs. H. J. Warnock and Mr. Warnock.

sunlight to enter.

In the bedrooms the girls expressed their individual tastes. Helen's maple bed has a candlewick spread and a built-in headboard. The color tone is green, light walls and deep green shag rugs. The keynote of Julia's room, lime and brown, is carried out in the walls, braided rugs, provincial bedspread and dressing table. White glass curtains in both bedrooms are easy to keep fresh.

Best of all, however, the girls enjoy the informality of country living, of sunning, of lazing in a hammock, of eating out of doors on warm summer evenings and the long week ends. There are always fresh flowers for the table and out back they have their own little "salad garden" of lettuce and tomatoes and herbs. Rabbits being what they are, the herbs are about to concede defeat. But the tomatoes—well, there they *have* something. Perhaps they happen to have planted a de-luxe breed, but the fact remains that theirs ripened before their friends', and for beginners that's not bad.

What was once the carriage and harness room is now the coziest room in the house. Julia (left) and Helen enjoy the view from their picture window.



August, 1953

COLD food for **HOT** days

JUST sandwiches and coffee, that's the answer to a no-cooking luncheon for hot weather entertaining. An entire meal can be tucked into a rainbow sandwich, and coffee, tall and frosty, can be prepared in the cool of the morning and refrigerated—no last minute fluster over a hot stove.

When heat-jaded appetites need tempting, individual sandwich loaves hit the spot. Light, tasty and surprisingly hearty, the sandwiches are as pretty as a cake. Each layer has a filling of a different color and flavor, carefully chosen to harmonize. The theme suggested here can be varied by substituting colorful combinations of chicken, tongue, corned beef, tuna fish, salmon, chopped nuts, jam and so on. The cream cheese frosting adds enough protein to make a nourishing luncheon dish.

The iced coffee, cooling and stimulating, looks its best in stemmed glasses. Incidentally, serve a simple sugar syrup with iced coffee. It goes into solution with one swirl of the spoon.



Rainbow Sandwich Loaves

1. Combine 1 cup flaked crabmeat, $\frac{1}{3}$ cup minced celery, $\frac{1}{4}$ cup mayonnaise, 1 tsp. prepared mustard, salt and pepper to taste.
2. Combine 2 cans deviled ham, $\frac{1}{4}$ cup mayonnaise, $\frac{1}{4}$ cup pickle relish.
3. Combine 3 hard-cooked eggs, chopped, 2 tbsps. chopped ripe olives, 1 tsp. curry powder and enough mayonnaise to spread.
4. Combine 1 jar pimento cheese spread, 1 small grated onion, and a few drops tabasco.

Cut crusts from 30 thin slices of bread. Put 5 slices together with 4 fillings. Cut each stack in half. Continue until bread and fillings are used. Frost top and sides of each "loaf" with the following mixture: Combine $\frac{1}{2}$ lb. cream cheese with 1 tsp. mayonnaise and 1 tsp. light cream; whip until fluffy. Garnish with olive and green pepper flowers. Yield: 12 loaves.

eliminating the bedtime battle

GETTING the young generation to bed is a nightly ordeal to many parents. They realize the importance of adequate rest, but Junior is often unwilling to cooperate. His tears, fussing or pleading frequently gain him late hours—which are detrimental to both his health and disposition. If his parents are firm he will ultimately give in, but not until he has worked himself into such an emotional state that he can't fall asleep.

The first step in eliminating the bedtime battle is to have a regular hour at which the children know they must go to bed. If they are restless it is good strategy to induce drowsiness by making the house dull—TV and radio off and parents reading or performing uninteresting household tasks.

A child's reluctance to go to bed is often due to the fact that he feels he will miss something. He hears the household clamor of conversation and laughter and wants to be part of it. Therefore, if within earshot, his bedroom door should be closed and safeguarded with felt or

tightly fitted rubber weather stripping. It may even be necessary to cover or plug the keyhole to produce adequate quiet. In addition his room should be dark, so that added hours of daylight do not make him feel he is being cheated out of playtime.

To get the most beneficial results from sleep once the child is in bed, his sleep equipment must be in good condition. A lumpy, sagging mattress, spring or pillow not only make it harder for him to go to sleep but do not provide true relaxation and may aggravate his reluctance. A firm mattress and resilient pillow are important from the standpoint of health, too, for adequate support must be given his developing muscular and skeletal structure.

Too little sleep favors mental and emotional instability and increases the liability to childhood diseases. When going to bed is made a normal routine and the child is provided with a quiet, dark sleeping place, bedtime battles are likely to vanish.

A Shoe That Fits



A CHILD'S feet require constant attention, yet doctors report that many parents who zealously guard their children's health are not careful when it comes to selecting a child's shoes or checking on whether they are outgrown.

A nationwide study reveals that more than 40 per cent of grade school children suffer from foot ailments and that a large proportion of these ailments are caused by outgrown shoes. Unfortunately, with young children particularly, shoes frequently will be outgrown before they are worn out. Never depend on a child to let you know when his shoes begin to pinch. Here is the aver-

age rate of foot growth:

Age	Size Changes Every
2 to 6 years	4 to 8 weeks
6 to 10 years	8 to 12 weeks
10 to 12 years	12 to 16 weeks
12 to 15 years	16 to 20 weeks
15 and over	6 months and up

Too short shoes which cramp the foot distort growth. One of the first effects is the appearance of "hammer toes." Even the slightest tightness in shoes will start bending the delicate growing bones of a child's feet.

To inform doctors and their patients what to look for when buying children's shoes, the Journal of the American Medical Association recently published the following instructions:

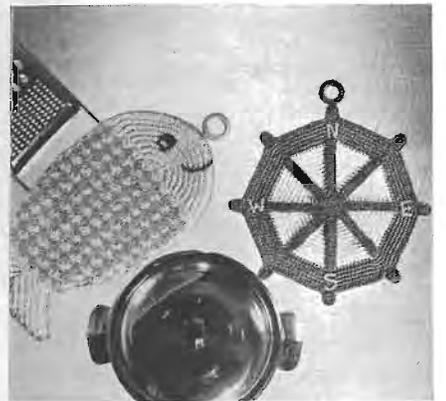
1—The eyelets through which the laces go should be parallel.

2—Press the toe of the shoe until you feel the tip of the big toe and the second toe. They should be one-half to three-quarters of an inch from the toe of the shoe.

3—The widest part of the foot should be at the widest part of the shoe—the ball of the foot and the ball of the shoe should meet exactly.

4—It should be possible to grasp a small fold of leather at the side of the vamp. If the leather wrinkles, the shoe is too wide. If the leather is tight, the shoe is too narrow.

5—The shoe should not gape at the sides or the back when the child walks. Make sure the child walks around for several minutes before deciding to buy the shoes.



BRIGHTEN UP THE HOUSE. Look what you can do with bottle caps. Here's the newest way to protect your table. Insert bottle caps in little crocheted covers, gather up the last round of crochet, and join the motifs together for hot plate and place mats. The gay and cheerful potholders are designed to give the kitchen a nautical touch. The fish is crocheted in yellow and flamingo shells, the ship's wheel in white and skipper blue. For free direction leaflets write to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

keeping the new home new

Since the end of World War II more than seven million Americans have bought new homes—probably the biggest investment of their lives. Most of them would be amazed to learn that a house contains more than 3,000 component parts. To help owners of new homes get the most satisfaction and service out of their investment the National Association of Home Builders offers the following professional advice:

A GENERAL working knowledge of some of the more important parts is essential to keep the new house looking new. It will enable you to understand more fully the normal results of heat, cold, humidity, expansion and contrac-



If items are discovered that have not been completed they should be promptly called to the builder's attention.

tion conditions which affect every new house.

Home Sweet Home

After taking title to your new house, inspect it thoroughly before moving in. See that everything has been completed as agreed upon. If items are discovered that through an oversight have not been

finished, promptly call them to the attention of the builder.

Should any repairs due to poor workmanship or defective materials be needed in the first few months of occupancy, report them to your builder immediately.

Now let's discuss some of the normal problems which develop in nearly all new homes. These are universal, so don't be upset if they occur.

The Foundation

Foundation, or basement walls expand with summer heat, contract with winter cold. Due to this, as well as to the natural shrinkage which takes place in concrete as it sets, it is easily possible that some cracks may appear. They do not affect the strength of the wall in any way! No matter how thick the foundation and how solid the ground upon

which the house is built, these cracks can occur.

Masonry basement walls are not waterproof in themselves and are subject to expansion and contraction under wide temperature changes. To reduce the possibilities of leakage, the outside of the foundation, underground, is covered with a coating which is impervious to water.

(Another article about the new home will appear in this department soon.)

It's an Idea!

To protect the teeth of your good hand-saws, make a guard out of a section of old garden hose. Slit one side of the hose with a sharp knife and place the guard over the teeth, securing it with innertube rubber bands.

Paint kitchen drawers with a hard enamel so that sticky spots or grease may be removed with a damp cloth. Just one warning—since paint will not dry on a waxed surface and some drawer interiors are waxed, it is advisable to stroke a few dabs of paint out of sight on the inside front of a drawer before going all out with the brush work. It should dry within 24 hours.

Oh, Those Steaks!

A RECENT luncheon order for 38 steaks in stages of done-ness varying from blood red to broiled-to-a-crisp failed to daunt Chef Earl Walker on No. 101. Without so much as batting an eye, he turned them out in record time and in such a state of perfection as to win the admiration and respect of a group of teen-age travelers.

The steak-eating party were members of Teen Tours, traveling from New York to San Francisco and return via St. Paul, Seattle and Vancouver. Their order for a club steak luncheon, placed in advance, was served on No. 101 prior to their departure from Chicago. A note handed to Steward W. J. Werner en route to St. Paul with instructions to pass it to the chef, expressed their appreciation; "It was very nice of you to be patient enough to cook so many steaks. The other courses only complemented the flavor of your cooking."

August, 1953

retirements

The following employes' applications for retirement were recorded during July, 1953

CHICAGO GENERAL OFFICES

BENSON, LAWRENCE J.
Asst. to President Chicago, Ill.
JACKSON, WALTER W.
Waiter Chicago, Ill.
LANDIS, RAYMOND F.
Dining Car Inspector Chicago, Ill.
PORTER, LESLIE B.
Supt. Tel & Signals Chicago, Ill.
STEVENS, ROE L.
Designing Detailer Chicago, Ill.

CHICAGO TERMINALS

BRUHN, FERDINAND H.
Carman Bensenville, Ill.
CRAWFORD, REGINALD S.
Checker Chicago, Ill.
ERNYEI, JOSEPH
Carman Chicago, Ill.
HALL, OGDEN R.
Switchman Chicago, Ill.
KELLY, DAVID J.
Pipefitter Chicago, Ill.
ZMUDZKI, MICHAEL
Blocker Galewood, Ill.

COAST DIVISION

ADLER, PETER J.
Carman Tacoma, Wash.
ANDERSON, JOHN J.
Section Laborer Rainier, Wash.
KRISWICZ, JOHN L.
Warehouseman Seattle, Wash.
POFF, ERIE L.
Section Laborer Seattle, Wash.
STEVENS, ALBERT C.
Sec. Laborer Chehalis, Wash.

DUBUQUE & ILLINOIS DIVISION

BIMM, HERMAN T.
Yardmaster Savanna, Ill.
MUIR, ALBERT E.
Conductor Dubuque, Iowa
ROBERTSON, JOSEPH H.
Boilermaker Ottumwa, Iowa
SHARP, PHILIP V.
Loco. Engineer Savanna, Ill.

HASTINGS & DAKOTA DIVISION

SMITHERS, EDWARD W.
Loco. Engineer Minneapolis, Minn.

IDAHO DIVISION

RACY, CORNELIUS S.
Conductor St. Maries, Ida.

IOWA & DAKOTA DIVISION

CLARK, ELZA J.
Conductor Rapid City, S. D.
GROSS, FRANK A.
Check Clerk Sioux City, Ia.
GUSTAFSON, HARRY C.
Loco. Engineer Mason City, Ia.
MEACHAM, MELVIN G.
Conductor Sioux City, Ia.
OLSON, OLE
Sta. Fireman Sioux Falls, S. D.
RAABE, ALBERT
Section Laborer Tyndall, S. D.

TODD, EDWARD C.

Loco. Foreman Sioux Falls, S. D.
YOUNT, CLARENCE E.
Conductor Rapid City, S. D.

IOWA & SOUTHERN MINNESOTA DIVISION

FARLEY, LAWRENCE M.
Chief Carpenter Austin, Minn.
KING, BENJAMIN A.
Local Storekeeper Austin, Minn.
PETER, ARNOLD H.
Loco. Engineer Austin, Minn.

LA CROSSE & RIVER DIVISION

EIRSCHELE, JOHN A.
Laborer Tomah, Wis.
HAINES, JAY
Crossingman Wauwatosa, Wis.
HENSON, HARRY R.
Carman Wausau, Wis.
JOHNSON, JOHN
Loco. Engineer LaCrosse, Wis.
JOHNSON, MARTIN
Sec. Laborer Merrill, Wis.
LOOMIS, SAMUEL J.
Conductor Wausau, Wis.
MARSH, ALFRED W.
Loco. Engineer Minneapolis, Minn.
SAINSBURY, EDW. J.
Train Dispatcher LaCrosse, Wis.
TERNES, MEINROD W.
Brakeman Milwaukee, Wis.

MADISON DIVISION

BRUNNELSON, CHARLES J.
Loco. Engineer Racine, Wis.
COHAN, JAMES T.
Conductor Beloit, Wis.

MILWAUKEE DIVISION

KEEPERS, BUFORD E.
Agent-Operator Fox Lake, Wis.

MILWAUKEE TERMINALS & SHOPS

BANSE, HENRY
Machinist Milwaukee, Wis.
LOFY, JOSEPH W.
Boiler Foreman Milwaukee, Wis.
MILLER, EDWARD F.
Loco. Engineer Milwaukee, Wis.
OWENS, EDWARD C.
Loco. Engineer Milwaukee, Wis.
RETKOWSKI, FRANK
Painter Milwaukee, Wis.
STUPPNIG, FRANK
Car Inspector Milwaukee, Wis.
TRIVILLIAN, HARVEY L.
Asst. Chief Clerk Milwaukee, Wis.
WALSH, JOHN W.
Loco. Engineer Milwaukee, Wis.
WALTON, HARRY H.
Switchman Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

HOLLENBECK, WALLACE B.
Conductor Spokane, Wash.
JONES, PERAL M.
Steno & Chief Clerk Butte, Mont.

MASON, MILTON
Electrical SupervisorButte, Mont.
STEPHENS, HELEN
Telegraph OperatorHaugan, Mont.

TERRE HAUTE DIVISION

BEDWELL, BAILEY
Section ForemanLewis, Ind.
BIDDLE, DANIEL E.
CarmanTerre Haute, Ind.
HAYES, ROSCOE
Section LaborerIndian Sprgs., Ind.
TAYLOR, JAMES W.
Sec. LaborerBrewer Sta., Ind.

TRANS-MISSOURI DIVISION

GAYTON, JAMES D.
Sec. LaborerSelfridge, S. D.

TWIN CITY TERMINALS

BONO, CALVIN M.
Boiler ForemanSt. Paul, Minn.
LEARY, DAFFORD M.
Reservation ClerkMinneapolis, Minn.
O'CONNELL, JOHN J.
Boilermaker HelperMinneapolis, Minn.
SKAAR, JOHN M.
SwitchmanSt. Paul, Minn.
YOUNG, JOHN T.
SwitchmanSt. Paul, Minn.

Motorist "Like a Beetle in Stampede of Elephants"

THE Baton Rouge, La., Advocate suggests that the truckers may be mistaken about railroads being responsible for truck control legislation.

"There is a public interest in this thing," comments The Advocate, "that is real and increasingly strong. The average motorist, and the great majority of us are motorists nowadays, is influenced by what he sees and experiences, and sometimes when he gets out on the highway he feels like a beetle in a stampede of elephants . . ."

"The average motorist does not want trucks run off the highways or taxed out of existence, but he is becoming convinced that rigidly enforced size and weight limits are absolutely necessary—and he is absolutely right."

The Railroad Hour Forecast

THE original musical dramas being presented by the Association of American Railroads on the summer Railroad Hour program include on Aug. 24 memorable music of the Gay Nineties. The production, "Hope Is a Woman," stars Gordon MacRae, along with Carmen Dragon's orchestra and a mixed chorus. The next five shows are:

- Aug. 31—"Lorna Doone," Blackmore's enduring romance
- Sept. 7—"Night Music," the life of Longfellow
- Sept. 14—"The Million Pound Bank Note," the Mark Twain yarn
- Sept. 21—"The Minstrel Boy," the story of Tom Moore
- Sept. 28—"The Familiar Stranger," folk music and Americana

**Personalities in
Railroad History
BUFFALO BILL**

OF ALL the heroic figures who have been connected with American railway history, none can surpass in romantic appeal that intrepid scout William F. Cody, known the world over as Buffalo Bill.

Cody was an Iowan by birth and at the age of 11 became a "cavvy" boy to a supply train crossing the plains and mountains. Later he joined the trek to Colorado in search of gold, but lost all his money, whereupon he quit gold mining and became a rider for the Pony Express. As if this were not exciting enough, he joined the Ninth Kansas Cavalry as an Indian scout. There he found that every day was a new adventure and the young daredevil won fame as an expert horseman and Indian fighter.

The Kansas Pacific Railroad (now the Union Pacific) was then under construction across the western plains. In 1867, at the age of 21, Cody entered into an engagement to supply buffalo meat to the construction forces of the Kansas Pacific. It was an exciting and hazardous job for which the company paid him \$500 a month, a princely compensation for that time.

In a period of 18 months Cody killed 4,280 buffaloes—probably an all-time record. It was on this job, performing innumerable feats of daring, that Cody won his famous nickname, Buffalo Bill. The man who in later years was to become a world famed showman was a heroic figure to the construction workers on the Kansas Pacific. He was the subject of many amazing tales, and it is not surprising that the railroad workers wrote poetry and songs about him, one of which went like this:



Buffalo Bill, Buffalo Bill,
Never missed, and never will.
Always aims and shoots to kill,
And the KP pays his buffalo bill.

Today on Lookout Mountain a few miles out of Denver the grave of Buffalo Bill and the Buffalo Bill Museum nearby attract thousands of visitors each season. Probably few of these visitors are aware that he got his picturesque nickname as a result of a contract to supply food to the men who built the first railroad into Denver from the east.

On his way to the train Glenn encountered his Bishop. "What's your hurry?" asked the Bishop. "There's plenty of time." Glenn told him he was trying to make the 10:20.

"That's what I thought. I am taking that one too. We have 20 minutes . . . why not walk?" replied the Bishop.

Upon arriving at the station they found that the 10:20 had departed. The Bishop's watch was 15 minutes slow. "Do you know, Glenn, I had the greatest faith in that watch," remarked the Bishop, comparing it with the station clock.

Commented Glenn solemnly: "Of what use is faith without good works?"

about people of the railroad

I & D Division

SANBORN—RAPID CITY

Albert J. Gall, Correspondent
Trainmaster's Office, Mitchell

The annual good will tour of the Madison, S. D., Service Club—this year a round trip between Madison and Jackson, Minn.—took place on Sunday, June 28. As in the past several years, the Madison High School band accompanied the tour and gave performances at the various stops. The band, which is directed by William Ireland, is the state champion and rates as one of the top novelty marching units in the Midwest. A train crew donated their services and thereby made possible the use of a special four-coach train which left Madison at 8:42 A.M. and returned at 7:20 P.M., stopping at Okabena, Jackson, Lakefield, Fulda and Pipestone. The train crew consisted of Engineers Frank Campbell and E. "Snap" Lincoln, Fireman Glen Erstad, and Conductors Lars E. Westby and his two sons, the latter two acting as brakemen. The 248-mile trip was supervised by J. T. Kaisersatt, chairman of the Service Club.

E. C. Todd, day roundhouse foreman in Sioux Falls, retired July 31, having completed 50 years of service. He started as a machinist apprentice in Milwaukee, transferred to Sioux Falls in 1932 and became foreman in 1938. The family will continue to make their home in Sioux Falls where Mr. Todd's retirement will provide more time to spend with his grandchildren and to continue his interest in golf, hunting and fishing.

Charley Forrest, retired engineer who has made his home in Rapid City for many years, has moved to Mitchell.

A. G. Enright, retired conductor, and

wife of Clinton, Ia., celebrated their 50th wedding anniversary June 28 at the home of their daughter and son-in-law at Tracy, Minn.

Engineer E. H. Kirch of Mitchell, after 50 years of service with the Road, retired on July 11.

The Congregational Church at Mitchell was the scene of a wedding July 5 when Miss Alice Joanne Treganza of Canton became the bride of Jefferson Dale Kruse, son of Chief Carpenter Harold H. Kruse of Miles City. They will make their home in the fall at Ames, Ia., where Jeff is a student at Iowa State College.

In a ceremony performed in the First Methodist Church at Mitchell on July 20 Miss Norma Broeker became the bride of AT/2 Richard Hatzenbuehler, son of Roundhouse Foreman Ed Hatzenbuehler. The couple will reside at Key West, Fla., where the bridegroom reported Aug. 1.

EAST END

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

James and Paul Conrad, twin sons of R. H. Conrad, DF&PA, have been visiting their parents at Mason City. James is a commercial artist with an advertising firm in Miami, Fla., and Paul is a cartoonist with the Denver Post.

Richard Evans, son of Marlow Evans, chief carpenter's clerk, left Mason City July 18 for Pensacola, Fla., for naval aviation cadet flight training. Dick has been a model airplane enthusiast for years and has also done considerable flying in the vicinity of Mason City. Mrs. Evans, Janet and Fred will join Marlow in August at Sioux City where they have purchased a home. Mrs. Evans was honored July 27 at a farewell dinner at the

Town House by members of the Piano Practice Club of which she was a charter member.

Frank C. Schuman, 63, section laborer at Lawler, Ia., passed away at Iowa City July 19, following several months' illness. He had been employed on the section since 1907.

Formulas and feedings have been taking up much of the time of O. H. Spencer, clerk at Mason City freight office. He thinks now that he has pulled his seven baby canaries through the critical stage. Understand Yardmaster C. H. Thoma is already trying to teach one of them how to sing.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Mrs. Jess Jamison, widow of I&D train dispatcher who divides her time between her home in Sioux City and her daughter's home in Richland, Wash., writes that she accompanied her daughter and family on a wonderful vacation trip to Honolulu.

Fireman Donald G. Keairns, who is now in the Navy, while home on leave after a tour of the Pacific was married July 12 to Miss Marilyn Sandusky at Sioux City.

Robert L. McDonald, operator for the C&NW at California Jct., Ia., and husband of Helen Deveny McDonald, Milwaukee Road custodian at Grant Center, Ia., was stricken with a fatal heart attack July 10. Our sympathy to Helen who is the daughter of the late W. H. Deveny, who served as our agent at Grant Center for many years.

Rehabilitation of the homes and businesses damaged by the Flood River is progressing. It is a tremendous task and it is gratifying to note how a community rallies and responds to the needs of the sufferers. Fourteen lives were lost and the property loss has been estimated at well over \$13 million. Of course many of the homes, as well as some of the business houses were a total loss and many will never be replaced.

Our roundhouse clerk, Marie Kvidahl, is spending her annual vacation on the west coast at this writing.

Passenger Conductor T. H. Calligan is recuperating at his home after being a patient in a Sioux City hospital.

I & S M Division

H. J. Swank, Division Editor
Superintendent's Office, Austin

Sorry our column was blank in July, but your correspondent was on vacation in June and unable to meet the deadline.

Sympathy is extended to Carl, Rudy and Pete Berg on the death of their sister Mary at Rushford, Minn., June 3. Mr. and Mrs. Carl Berg have moved from Madison, S. D., to the old homestead at Rushford.

Switchman A. E. "Butch" Thompson who was confined to St. Olaf Hospital is now convalescing at home.

Brakeman Bob Morgan who was injured in an automobile accident the latter part of



HONORED. A delegation from the Brotherhood of Locomotive Engineers paying their respects to fellow members H. C. Gustafson and H. J. Milness, Mason City, when they retired recently. Both were presented with billfolds. Engineer Gustafson had been in service since 1907 and Milness from 1910. This end-of-the-run group includes (from left) Engineer R. E. Wilkinson (committeeman), Engineer L. I. Walter (legislative board secretary), Engineer A. E. Peterson (committeeman), Engineer Milness, Engineer Gustafson, Roundhouse Foreman P. W. Hurley, Assistant Superintendent R. W. Graves, Traveling Engineer R. R. Replogle, and Engineer E. A. Walter (local chairman).

June is convalescing at his home in St. Paul at this writing.

Two newcomers to the I&SM are A. M. Glander, chief carpenter, who succeeded L. M. Farley who retired in June, and N. W. Soergel who succeeded Trainmaster J. W. Stuckey, who was transferred to St. Maries.

Sympathy is extended to the relatives of J. E. Leibel, agent at Mendota, who passed away June 1, and of Joseph J. Malek, agent at Cleveland, who also died June 1. Mr. Malek's sons Jack and John, also a twin brother James, are employed as agents on the division.

Sympathy is extended to H. S. Lewis, Jr., agent at Easton, whose family was involved



HOME STRETCH. Finishing his last run of 51 years of service, LaCrosse & River Division Engineer A. W. Marsh is shown being congratulated by Superintendent L. W. Palmquist. He had been an engineer since 1907 and in passenger service since 1935, the last four years on the Olympian and Afternoon Hiawathas. The Marsh family has lived in Minneapolis for 50 years. (La Crosse-Tribune photo)



KEEPING IN FORM. T. J. Strauss, on leave from the LGR Division Second District, is currently in basic training at Ft. Eustis, Va., after which he will work as a fireman on the Army railroad at Ft. Eustis. He writes: "As you can see, I am keeping up on my diesel studies. The book I'm holding is a manual on the F-7 freight and FP-7 passenger diesel.

in an automobile accident over the Memorial Day week end, which hospitalized the family. Mrs. Lewis later died from her injuries.

Two of our boys were passing out cigars recently. Mr. and Mrs. E. W. Anderson (lineman at Austin) announced the arrival of Dawn Louise on July 7, and on the same day Mr. and Mrs. Harvey Otterness (train dispatcher, Austin) announced the arrival of daughter Ronda.

Agent Ed Full, Austin, who suffered a heart attack in June is getting along nicely and should soon be "as good as new."

On July 13 the Women's Club held a picnic at Todd Park, Austin, for members and their families. There were over 50 present. Each brought a food basket and the picnic got under way at 6:30 P.M. This was also the occasion of a farewell to Trainmaster and Mrs. J. W. Stuckey. The men participated in a ballgame during the preparation of the meal, with final innings played afterwards. The club's next meeting will be Sept. 2, at which time it is hoped all members will be present.

William E. Tritchler, retired chief carpenter, was confined to St. Olaf Hospital in July due to a heart ailment but is now convalescing at home.

La Crosse & River Division

FIRST DISTRICT

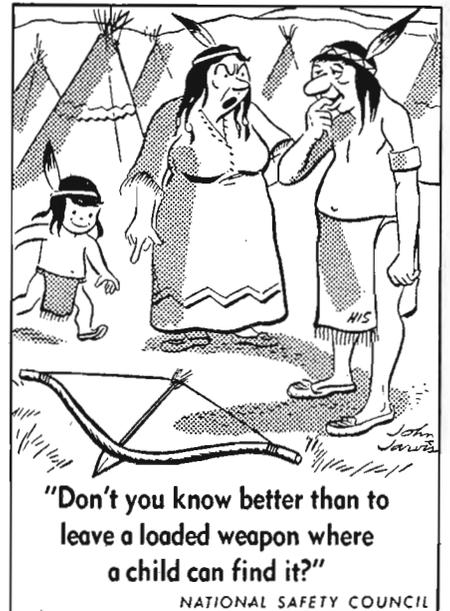
K. D. Smith, Correspondent
Operator, Portage

We have lost another veteran conductor, George W. Clemmons, 72, who passed away July 14 after being in poor health for two years. Known to all of us as "Spots", he was a faithful member of the Order of Railroad Conductors and raised a large family, his boys all being conductors like their dad. He leaves a host of good friends. Surviving are his wife; three daughters, Mrs. Walter Hess, Mrs. Merit Hibner and Mrs. William Welsh of Portage; five sons, Theodore, Roland, Donald, Irving and John, also of Portage; 25 grandchildren and four great-grandchildren.

Our community was shocked by the tragic death of brakeman Russ VanWormer, 34, due to an auto accident June 15 near Portage. He was a veteran of World War II, serving four years overseas, and a trainman for our road the past 15 years. He was a good citizen and fellow worker. Surviving are his parents, Conductor and Mrs. Merton VanWormer; three brothers and three sisters, Harold, Gordon, and John of Portage and Mrs. Phil Jacobs, Mrs. William Zamzow Jr. and Mrs. Bernard Morgan; and a half brother, Adrian VanWormer of Milwaukee. He was a member of the Elks, the American Legion and the B.R.T.

Ed Schindle, retired section foreman, is recovering from a major operation in a Madison hospital.

Visitors to the Wisconsin Dells this year will be treated to a miniature railroad known as the Riverside and Great Northern, complete in every detail; engines patterned after our F6s, the track 15-inch gauge. The road now being built is about seven-eighths of a mile long. C. J. Sandley is general passenger agent. The road runs alongside our right of way just west of the bridge crossing the Wisconsin River.



"Don't you know better than to
leave a loaded weapon where
a child can find it?"

NATIONAL SAFETY COUNCIL

G. J. Barry, our new trainmaster here, celebrated the arrival of a daughter, Maurine, born June 22 at Portage.

Gus Nieves, our signal maintainer at Portage, is on vacation at this writing; relieved by A. H. Tatu. We are watching the express office daily for some of the whoppers he claims he is going to send us, preferably walleyes.

SECOND DISTRICT

H. F. Ogden, Correspondent
Superintendent's Office, La Crosse

Two River Division telegraph operators, C. A. Richardson at River Jct. and F. W. Gibbons at the BK office, La Crosse, are ill at this writing. It is expected that they will be away from their jobs for quite some time.

The La Crosse Milwaukee Road softball team made a trip July 25 to Watertown, Wis., and played the Weber Beers' softball team there. The Milwaukee boys aren't too proud of the outcome as they lost with a count of 18 to 5. The team is made up of R. Rieber, pitcher; D. Ferries, shortstop; J. Yeager, third base; K. Frank, catcher; J. Ott, center field; D. Elder, second base; D. Flottmeyer, right field; L. F. Knutson, left field; C. Olson, first base. Runs were made by Ferries, Flottmeyer, Rieber, Frank and Knutson.

THIRD DISTRICT

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

William Fowler, son of Engineer Elgin Fowler, has been named captain of his flight at the Air Force officer candidate school at Lackland Air Base, Tex. Selection to this post gives him the OCS rank of captain and charge of approximately 60 men of his own class and a newly arrived lower class. A graduate of the University of Wisconsin in 1952, he enlisted in the Air Force last July.

Frank V. Hanousek, retired boilermaker, passed away July 7 at the age of 81. For the past several years Mr. and Mrs. Hanousek made their home in Schofield, Wis.

Charles Strassman, retired section foreman, age 68, passed away July 5. Funeral services took place at Merrill where Mr. and Mrs.

Strassman, who survives, have made their home.

Wesley Fowler, former conductor, who has been retired for the past several years on account of disability, passed away suddenly at his home in Wisconsin Rapids July 25.

Fireman and Mrs. Charles Conklin are at this writing in Boston where Mr. Conklin is attending the national convention of firemen's organizations. They will make a trip to Canada and Washington, D. C., before their return.

Engineer and Mrs. James O'Brien attended the national convention of engineers in Cleveland and visited in New York City and other eastern points before their return.

Harry "Russ" Henson completed 43 years of employment in the car department on July 15 and retired.

Charley Lattimer, retired engineer, and Mrs. Lattimer who have spent the past winter at their home in Texas, have returned to Wausau for the summer and are living in their apartment at 925 Jefferson Street. Mr. Lattimer, who has been ill, is considerably improved.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

This is the H&D month for hospital cases. Switchman Ed Weideman is convalescing at home after an operation. Switchman Byron Kelly is also convalescing at home following hospitalization at Aberdeen. Agricultural Agent O. G. Claffin has returned home following a week of hospitalization with a case of pneumonia.

Chief Clerk William Kane is still at St. Mary's Hospital in Rochester at this writing, but hopes to be released soon.

Dispatcher W. L. Mayer has bid in the position of dispatcher at Montevideo.

Vacations are in full swing. T. K. Williams, agent at Melette, is off and being relieved by Ronnie Cornell. Agent Beck at Linton is traveling around Minnesota, being relieved by M. M. Geist. Agent Mosser, Glenham, and family are taking it easy for a couple of weeks, being relieved by Gene Plummer.

Chief Clerk Dick Carlson is hobbling around on crutches following a sprained ankle he got playing softball. Another Hopalong Cassidy is B. E. Daniels, division engineer, who broke a toe while golfing. These South Dakota boys take their sports seriously.

EAST END

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

When the Les Natzels tell about the 123-degree temperature of Las Vegas, as they experienced it on their recent vacation, we're glad we're up here in good old Minnesota.

Duane Bucklin, former operator who is stationed in Germany, writes of the wonderful climate he's in—warm days and three-blanket and fire-in-the-stove nights. He sent a picture that gives us an idea for delivering freight to off the line customers. Over there they simply push the loaded box car on top of a rubber-tired chassis, block it,



PRESENCE OF MIND. Off duty at Aberdeen, S. D., last month, Conductor Ward Fishback was seated in his car at a crossing while No. 108 passed by when he noticed three cars of coal on a spur track rolling toward the main line. Jumping from his car he boarded the runaways and succeeded in setting the hand brake, thus reducing their momentum before they sideswiped the moving train. In the meantime Brakeman George Seanor had seen his mad dash from 108 and surmising that something was wrong had passed along word to pull the air. Their quick thinking has been credited for preventing more serious damage to track and equipment. Conductor Fishback is shown here explaining to Superintendent A. O. Thor how the cars rolled out from the coal track switch.

and the truck hauls the freight right in the car to its destination.

Paul Keintz, retired carman, died in Minneapolis recently. He and Mrs. Keintz had been making their home in Montevideo.

Engineer R. P. Nelson had a rough time with a ruptured appendix but now he's coming along fine, as is Conductor George Meyer who is taking a rest on doctor's orders.

Howard and Daisy Sheimo were in northern Minnesota during their recent vacation. They visited one of Howard's Army buddies at Two Harbors and there was much to go over since they hadn't been together since the World War II railroading days in Germany.

Section Foreman Harris Klefstad and wife made a 2,000-mile trip into Canada where the bears take over and select what they want from the tourist supplies. Harris came back with a wealth of beautiful colored slides.

Madison Division

FIRST DISTRICT

W. W. Blethen, Correspondent
Superintendent's Office, Madison

The employes at Madison were greatly shocked to learn of the sudden death of Roundhouse Foreman Joseph Tangen, age 48, of a heart attack on July 30, while at work. Mr. Tangen came to Madison from Portage a few months ago to take over the foreman's position. Funeral services were at Portage.

Doral Brady, equipment maintainer at Rockford, also passed away with a heart attack July 22.

Storekeeper and Mrs. Dempsey of Madison have received news of the arrival of another grandchild, a daughter, at the home of their son Frank.

Telegraph Operator William Hitter of Madison was inducted into the Army recently.

Mrs. Herman Haugen, wife of Engineer Haugen of Madison, recently underwent a major operation at the Madison General Hospital.

Gay Reinold, retired roundhouse foreman, recently paid a visit at Madison; said he had spent the winter in Texas. Signal Maintainer John J. O'Connor also called at the office. He spent the winter in Tucson, Ariz., then went to California to visit his daughter. He will return shortly to Arizona for the fall and winter months.

Charlie Robertson, retired lineman of Milton Junction, passed away July 15.

Fireman W. A. Westby announces the arrival of a son at his home.

Telegraph Operator Leo Thatcher and Mrs. Thatcher have returned from a trip to the west coast, having visited in Vancouver, Seattle, Portland and San Francisco.

Telegraph Operator G. J. Boerner of Madison has reported to the Army ROTC summer camp, expecting to enter the Army for two years at the end of the summer training period.

Walter P. Hyzer, chief clerk at Rockford, retired recently, completing almost 49 years of service.

Mrs. William Murphy, wife of assistant warehouse foreman of Madison, entertained the members of the Women's Club at a pot-luck luncheon at their summer cottage, "Heart's Delight," on Lake Waubesa.



ARISTOCRATS. Mrs. Odell Doyle, proprietor of the railroad restaurant at Mannheim, Ill., displaying a litter of her prize Boxer puppies to Joe Camp, train director at Bensenville. The mother is Lowell's Amber, owned by Bensenville Switchman Bob Lewin.



FIRST CAST of his annual fishing trip to northern Minnesota this summer yielded this fine specimen of a Northern for Edwin "Pee Wee" Elford, Chicago Terminals engineer. Making like Tarzan, the big one gave him a half-hour tug of war. It weighed 23 and a half pounds.

Leslie G. Hinkins, retired conductor of Platteville, passed away recently.

Mrs. William Brice, wife of retired conductor of Freeport, passed away June 29.

Agent Ralph D. Keppler of Albany and Miss Frieda Krauss were married recently in the parsonage of the Swiss Reformed Church at New Glarus.

Friends of John Vanderhie, formerly of the Madison Division and a former vice president of the B. of M.W. employes, will be interested in knowing that he has lost none of his punch since retiring. He and Mrs. V. are spending their summers at their summer home on Lake Minocqua close enough to the Milwaukee Road tracks to hear the trains go by. His town home is still in Madison. If you drop in at his place in Minocqua you'll get a hearty welcome and you'll be pumped dry about "What's going on on the railroad?"

"Mother", the new bride inquired, "what's the best way to protect a wedding ring?"
"Well", replied the mother wisely, "you dip it in dishwasher three times a day!"

Chicago Terminals

UNION STREET

Florence La Monica, Correspondent

Tim Lynch, checker in house 2, has become an active worker for the Chicago Parents of the Blind, a group which has received recognition in Life, Time, and other national publications. As the name implies, this is a non-profit organization of parents of blind and visually handicapped children who through a mutual exchange of ideas aid their youngsters to develop self-confidence and enjoy the normal experiences of sighted children. Tim's young son, Craig Michael, who will be four Aug. 31 and has been blind since birth is one of about 175 children of pre-school age who have benefitted from the program. During the past year the objective of the school has been to alleviate the transportation problem, to obtain more Braille teachers and to generally improve the existing educational facilities for the blind. Because the start of a blind child's education must begin earlier than kindergarten classes in regular schools—in the nursery school years—the organization is currently engaged in a drive to solicit funds for a school in which blind children will have early classroom contact with sighted children. Mr. Lynch is one of the group of parents who are supporting the drive, not only to help their own children but other children who cannot attend a nursery school without financial assistance.

Winfield Shaughnessy, caller in house two night crew, was vacationing in New York City when he was hit by a fire truck. When he did not return from his vacation, inquiries were made and we learned of this fatality. Burial was in New York City.

L. A. Winslow, checker in house two night crew, was laid to rest last month, having suffered a stroke. Sympathy is extended to his family.

Fred Alesi is still confined to Hines Hospital at this writing, due to an accident which occurred some time ago.

Stephan Thomas retired on disability and is now confined to the Oak Forest Infirmary.

Frank Weber is on the force at Union Street as comptometer operator. He was formerly located at Division Street.

We extend sympathy to Mathilde Nauheimer, notice clerk, in the recent death of her brother, Peter Knepper.

GALEWOOD

Norma Gunderson, Correspondent

The parting with some of our co-workers the past month brought sorrow to the employes at Galewood, each one in their years of service having made many friends.

Checker Charles Lehmann, with 30 years of service, passed away at Hines Hospital July 3 after a long illness.

Assistant Agent Herman F. Boeck with 33 years' service passed away suddenly July 12. Herman came to Galewood July 9, 1920, having moved up the ranks to hold various positions. He is best remembered as route clerk and chief clerk under Norman Bishop and A. E. Ward.

Demurrage Clerk Ethel Gibbs passed away at Wesley Memorial Hospital July 26 with 37 years' service. Ethel will also be missed as program chairman of the Women's Club, Fullerton Avenue Chapter.

Sympathy is extended to the family of John Ewing, stationery and record clerk, in the loss of their mother on July 10.

Switchman E. C. VanZandt underwent surgery July 9 at St. Anne's Hospital but is now convalescing at home and expects to be back on the job before long.

The welcome mat is out for Lillian Arenstein who transferred from the superintendent's office July 27 and to Minerva Sullivan who transferred from Union Street the same day.

Chief Clerk R. E. Chalifoux has been appointed to the position of assistant agent to A. E. Ward. Rolland came to Galewood as messenger Sept. 5, 1928, working on various clerical positions until 1943 when he took over the duties of night rate clerk. He served in that capacity until Jan. 1, 1948, when he was appointed chief clerk.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Pvt. Robert F. Sullivan (former yard clerk at Bensenville) finished his basic training at Camp Atterbury, Ind., and was home for a short visit before leaving for Japan and thence for Korea, where he is at the present writing. He would like to hear from some of the fellows, so get in touch with your correspondent or Bob's brother Bill at the Bensenville office for his address.

Bill Barbour, retired yardmaster formerly of Division and Kinzie Street, visited the Bensenville office and the new hump yard last month. He and his wife have a nice home in Carthage, Ind.

A phone call to Freddie Grund, retired train clerk, found him feeling a bit better. He said to say hello to the fellows on the afternoon trick at the Galewood train desk and to all at Bensenville.

Sorry to report that Switchman Bob Lewin was injured in a cab accident in Milwaukee.

Judging by the fine collection of golf trophies Jody White, chief caller at Bensenville, has been collecting over the years, it is no surprise to see some of the wonderful golf scores he is showing up with again this year.

Thanks to Ethel Block and Mae Graney of



FROM THE GIRLS. Retiring on July 17, Madge Haworth, abstract switching clerk at the Galewood freight house, Chicago, was presented with farewell gifts at a luncheon given by office associates. She was a veteran of 33 years of service.

the Fullerton Avenue Women's Club and to Mrs. Art Koch and Mrs. Vannella of the Bensenville Chapter for their letters and get well cards. They help a lot.

July found so many changes at the Bensenville office that it's hard to keep up with the news. Our superintendent, George Wilson, and his entire force in the Union Station has joined our staff. The new addition to the upper part of the office is their headquarters.

Terre Haute Division

REA BUILDING

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

Sympathy is extended to Storekeeper Walter Glass on the death of his wife on July 10; also to the relatives of Brakeman Paul Blue who died in a Terre Haute hospital on July 19.

Ed Talkington, our agent-operator at Westport, retired on July 16 after more than 45 years' service.

Dick Franzwa, of the traffic department, was on vacation during July, working on a new house which he has been constructing for the past several months.

Operator Pat Bailey and Mrs. Bailey, who are ardent fishermen, tried their luck up in Michigan during the latter part of July. If they had enough luck, they intended to throw a fish-fry for the Milwaukee Women's Club after their return.

From the Rea Building, vacationists include Dispatcher and Mrs. Harry Edwards who are touring as far west as Colorado, and Mrs. Christine Reichert and her husband who are touring in Maine and the Great Lakes states. Dispatcher Ed Bevington went to Kansas City to meet his wife who was returning from California. It seems that Ed accidentally left Terre Haute prematurely and was able to squeeze in a couple of baseball games before his wife arrived.

Our sympathy to the family of Caleb Benton, roundhouse laborer, who passed away in June.

Eugene I. Morris was in Boston during the last two weeks of July attending the B of LF&E convention.

Some of the above items were through the courtesy of Elizabeth Brown of our Hulman Street roundhouse.

HULMAN STREET YARD

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

Switchman and Mrs. R. L. Davis are the parents of a daughter, Sandra Joann, born in July. This is their first child.

Roundhouse Employee W. R. "Jesse" James and family spent two weeks of July in Missouri, Texas and Mexico.

Retired "rails" who stopped in to see us recently included Conductors E. L. Kenney, James M. Vincent, Ben Carr, "Doc" Craig (of Mexico) and Clay Spaulding of Texas.

Carman John Graam, wife and sister-in-law drove to Yellowstone Park during July. Switchman Clifford Stout and family were on a vacation in July and returned with some nice fish.

R. C. Grovesteen is the new welder at this terminal, coming to us from Tomah, Wis.

Welder Henry Howe has taken a position on the D&I Division.



"Wonderful news! We have to go through three cars filled with servicemen to get to the diner."

Switchman Ellis Effinger is in the hospital with pneumonia at this writing.

Engineer and Mrs. Earl Woolf sent cards from Daytona Beach, Fla., last month.

Crane Operator Ed Norenberg finished his assignment on this division the latter part of July and left for his home in Tomah, Wis.

Conductor M. F. Ernhart and wife made their annual pilgrimage through the West and Southwest during July.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Freight Claim Inspector F. L. Bender of Aberdeen, S. D., is on the North Montana at this writing, inspecting cars and elevators.

We were all saddened by the sudden death of Phil Kearney, retired dispatcher of Miles City on July 20. Phil was chief dispatcher at Lewistown for two years before his retirement. His many friends in Lewistown offer their sympathy to the family.

Jim Wier of Roundup has opened a furniture store in Lewistown. Jim is the son of Joe Wier who for many years was a machinist in Miles City.

Conductor E. G. Samuel is building a new home in Lewistown which is almost finished. Samuel is now holding the switch engine in Great Falls.

Machinist Jack Treadway relieved the night roundhouse foreman, John Brinkman, during his vacation. Mr. and Mrs. Brinkman went to Virginia City, also Yellowstone Park, and caught lots of nice trout in the Madison and Big Hole Rivers.

Dominic Grivetti, yardmaster at Harlowton, retired July 31 following 47 years of service. Mr. Grivetti started with the Road in locomotive service at Ladd, Ill., moved to Mobridge in 1907 and in 1910 was promoted

to engineer, running out of Marmarth. He has been in yard service at Harlowton since 1918, and for many years has also been deputy sheriff. The Grivetti family will make its permanent home in Downey, Calif.

EAST END

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

The Gallatin Valley line running from Three Forks to Bozeman is getting its face lifted. Section men are busy putting in new ties and raising low joints, while Jim Barta, bridge and building foreman, is tearing out the old wooden bridges which will be replaced by steel structures. Jim was busy on the bridge just west of Three Forks across the Madison River at the time this was written. After finishing this job he will move to Greenwood where he will tear out the bridge that crosses the West Gallatin River there.

Conductor and Mrs. O. J. Johnson spent their recent vacation touring Glacier National Park. They visited Waterton Lake, then on to Canada where they spent a little time on the shores of Lake Louise. From there they motored through Whitefish, Kalispell, and west to Bremerton where they visited relatives and friends.

Brakeman and Mrs. Kenneth Lane and family took a vacation trip to Calgary, Canada, where they attended the stampede on July 6.

Brakeman Jim Lingenfelter is home again after spending a week in the Bozeman Deaconess Hospital. Brakeman Spencer Heim is back on the job after being ill for some time.

Engineer W. H. Thompson is back as an engineer on the helper out of Butte. Mr. Thompson has been the general chairman of the engineers for several years.

Brakeman Dean Lamach has been laid up for several weeks on account of injury to his arm.

Vic O'dell, retired conductor, is a patient at

the Providence Hospital in Seattle, according to word received here.

Engineer Ross Hupert spent his vacation in Lewistown where he tried his luck at fishing in the nearby streams.

Melvin Alger and Mrs. Alger attended the firemen's convention in Boston. He was a delegate from lodge 770 of Three Forks. Mr. Alger is local chairman of Gallatin lodge 770 locomotive firemen and enginemen.

Peter L. Kirwin, retired conductor, passed away at St. Joseph's Hospital in Deer Lodge. Burial was in Deer Lodge. Mr. Kirwin was born in Bankston, Ia., in 1886 and came to Deer Lodge with the Road in 1919, serving as conductor. He retired on May 30, 1952.

Funeral services were held for J. Ross Odell, retired conductor, at Kelso, Wash., July 31.

Mrs. Pearl M. Jones, chief clerk in the engineering department at Butte, retired July 3. Pearl started her railroad service in the

Northern Pacific office at Deer Lodge and worked there until World War I when the NP force was consolidated with the Milwaukee Road office. After the war she was in the office of the chief operator for 15 years and later in the office of the chief dispatcher, subsequently becoming chief clerk in the office of the division engineer. Her many friends among Milwaukee and NP employes presented her with a generous retirement purse. Pearl is planning to travel and also pick up that violin she has not played for some years. A graduate of the Kuphal Conservatory, she was formerly a member of the Capital City Orchestra in Helena. She is also interested in ceramics. Pearl raised two sons—Frank, who is an assistant engineer in the engineering department, Chicago, and Norman, who is with the Union Oil Company and lives with his family in Deer Lodge.

D & I Division

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

Corp. R. T. Shrake, son of Conductor Irvin Shrake, Savanna, has been discharged from the Army after serving two years in the Infantry, having been stationed in Nuremberg, Germany, during the past year. He is resuming his position as clerk in the superintendent's office at Savanna on Aug. 1.

Pfc. Joseph Parker of Savanna was discharged from the Army on July 7 after two years' service, being stationed in Seoul, Korea, during the past year. He will resume his duties in the yard office at Savanna.

New arrivals in the Milwaukee family: Vickie Sue in the home of Mr. and Mrs. James Flickinger; first granddaughter in the family of PFI Donald F. Bolton, Savanna, and Switchman H. J. Flickinger. Scott Alan arrived in the home of Mr. and Mrs. Irvin Hartman at Madison, Wis., July 2. Mrs. Hartman was the former Patricia Georges, daughter of the Herman Georges, engineering department, Savanna. Janine Lee arrived in the home of Lt. and Mrs. C. Gilbert of Fort Ord, Calif., on June 4. Janine is the new granddaughter of H. D. Jess, accounting department, Chicago. Iowa Division brakeman and Mrs. Ray W. Drake, Savanna, are the parents of a son born July 20.

Dixie Geu, five-year-old daughter of Agent Henry Geu, Savanna, underwent major surgery at Rochester, Minn., on July 17 and now is convalescing at home.

C. W. Dickelman, First District engineer, died of a heart attack July 11 while attending the national Shrine convention in New York City. Funeral and burial services were held in Chicago. Mr. Dickelman entered service as a fireman on Sept. 19, 1912 and was promoted to an engineer May 20, 1922. Surviving are his widow and other relatives.

William Arnold, First District engineer, passed away at his home in Chicago on July 16. Mr. Arnold started his railroad service as a fireman on Sept. 15, 1912. Surviving are his widow and three children.

Operator Frank Riddle and mother, Mrs. John Riddle, sailed from New York July 29 on the Queen Mary for Cornwall, England, birthplace of Mrs. Riddle. This will be her first visit to her native country in 43 years.

Iowa Division Engineer and Mrs. Glen Gunn of Savanna vacationed in Wappinger,

N. Y., and New York City with their two sons and families during July. D&I Fireman and Mrs. Carl DeFranco and son Jay vacationed in Seattle during July, visiting with Carl's brother Louis and family.

Ruth Ann Olson, only daughter of Chief Dispatcher E. W. Olson, Dubuque, and David F. McGuire, son of Mr. and Mrs. Frank E. McGuire, were married in the Nativity Church in Dubuque on July 11. The bride is a graduate of the State University of Iowa and the bridegroom was graduated from Loras College and SUI College of Law and is a member of the Iowa State Bar Association. Their new home will be in Fort Dodge, Ia.

Sympathy is extended to Eileen Kane of the master mechanic's office, Savanna, and to John Kane, machinist at Harlowton, on account of the death of their sister Lela of Mt. Carroll, who passed away in St. Luke's Hospital in Chicago on June 25. She is also survived by her husband and mother.

Iowa Division

COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent
Perishable Freight Inspector

The following are among those reporting back from vacations: Trainmaster Earl Smith who spent his vacation in Los Angeles, Yard Clerk Ernie Geisler who reports a fishing trip up north, and Yark Clerk Willard Cook who reports that he and family took a trip through the south.

Operator Bill Hamilton reports a son, Joseph Anthony, born June 30.

Merritt A. Ford who retired June 1 as roundhouse foreman after many years of service, has purchased a farm near Glenwood, Ia. No doubt he will be listening to the cackles and moos instead of the chugging of the choos. Mrs. Ford, who is a clerk at the roundhouse, says her husband is an expert at preparing fried chicken. Mr. Ford's successor as foreman is John J. (Jack) Allavie.

Operator Floyd Lacey who has been in a local hospital for treatment is now home and doing fine.

Switchman Paul (Bodie) Stevens boasts a prize catch at Lake Manawa, a five-and-a-half pound bass.

Clyde (Corky) Williams, clerk at the freight house, reports that he and his brother Vern, a former Milwaukee yard clerk, spent their vacations at Walker in northern Minnesota.

We are sorry to report the death of Mrs. Frank Brughenhemke, wife of switchman, who died July 21.

Roy Witchael Sr., retired switchman, who has been living in Long Beach, Calif., has moved back and is now living in the Bluffs.

One of our new switchmen is Phillip Roonie, son of Howard Roonie, who retired after many years of service as clerk and yardmaster in the Council Bluffs terminal.

When Switchman Herold (Percy) De Vol saw his wife and two sons off on a trip to California recently he told them that on their return he would have a surprise for them. When they returned they found that Percy had gone on a vacation, but that wasn't the surprise. He had redecorated the house and put on new siding.

Floyd Parrack who has been working at Coon Rapids is now back at the Bluffs as yard clerk.



TRANSFERRED to Austin, Minn., as chief carpenter of the I&SM Division, A. M. Glander was honored by Sioux City associates with a dinner party at the Green Gables restaurant. He had been chief carpenter of the I&D Division for the past 18 years. Both he and Mrs. Glander were presented with farewell gifts.



SEND-OFF. I&D Trainmaster W. M. Freund, appointed trainmaster of the D&I Division July 16, is honored with Mrs. Freund at a farewell party in Sioux City; the Friends are shown here with Magazine correspondent Fay Ness (center) who served as party hostess. About 50 Milwaukee Road associates were present, including P. Bridenstine who succeeds Mr. Freund as trainmaster, and A. W. Hodgson, newly appointed chief carpenter for the I&D.

EAST END

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

Charles A. Gillen, retired Milwaukee boiler-maker, died in a hospital in Cedar Rapids on June 29 following a brief illness. For 30 years he had been a resident of that city. Surviving are two sons and three daughters, all of Cedar Rapids; one brother of Chicago and a sister living in Alexis, Ill. Burial was in Cedar Rapids.

On July 13 Ora I. Miller, who had been a roadmaster on the Iowa Division for 34 years at time of his retirement in 1942, died in a Des Moines hospital after a long illness. He began service with the Milwaukee in the track department on Mar. 28, 1898. Immediate survivors are Mrs. Vernon Lent of Marion and Mrs. Lyell Shellenberger of Roselle, Ill.; also, a stepdaughter, Mrs. Lewis Papes of Saint Maries, Idaho.

Pump Repairer E. L. Wink, his wife and sons Keith and Lynn visited in Manassas, Va., with their son S/Sgt. Richard Wink, wife and little son Steven, who is a newcomer in the family, his birthday being June 9.

Instrumentman J. A. Whalen of Ann Arbor, Mich., and H. T. Paton of Terre Haute, who joined the engineering force in Marion on June 8 have been called to military service. They left late in July, Jim having to report at Detroit and Tom at Terre Haute for induction into the Army.

Gale Moore, son of Mrs. Ida Moore, for many years file clerk in Marion office of superintendent, was married on July 22 to Miss Joan Stanek of Cedar Rapids. Gale has completed training at Brainbridge, Md., naval base and reports to Corpus Christie, Tex., on Aug. 5 for a temporary assignment. He is in the hospital corps.

A surprise farewell party was given Chief Carpenter A. W. Hodgson and wife at the home of Mr. and Mrs. E. L. Wink in Marion the evening of June 27. Approximately 50 co-workers and their wives were present. A briefcase and a purse were presented to Mr. Hodgson.

Mrs. Vera Reichert Oxley and her daughter, Janice Kay, have moved to Marion from Des Moines, where they have been located for several years. Mrs. Oxley is the daughter of Mr. and Mrs. Verto Reichert.

Mrs. N. J. Gorman, wife of train dispatcher, was a member of the winning nine-hole team at the annual state women's golf tourney held at Elmcrest Country Club, Cedar Rapids, in July.

Mr. and Mrs. Hugh Jones spent two weeks in July with her father, A. E. Fairhurst, and her grandmother, Mrs. Addie McCulloch, at Springfield, Mass. During their visit in the East the Jones', Fairhursts and Mrs. McCulloch composed a party touring the New England states.

Mr. and Mrs. Virgil B. Dvorak and daughter Victoria Ann spent part of their vacation in St. Paul and Minneapolis visiting Virgil's former Air Corp buddies.

Trainmaster N. J. Klein spent part of his vacation building a garage, and he really is a good carpenter.

Following his retirement several months ago, M. B. "Chick" Leonard, agent at Monticello, has received his Certificate of Recognition from the company. Leonard started with the Road as a youth of 14 and went to Mon-



HOSTESS TO THE MOSTES'. Sixty members of Merrill and Wausau Chapters of the Women's Club enjoying a recent all-day outing at the home of Mrs. G. W. Loderhose, the club's former president general, at Hazelhurst, Wis. Since the retirement of Mr. Loderhose, former freight claim agent, in 1950 the Loderhose' who are Chicago area residents have followed the sun, spending the winters in Florida and the warm weather months at their Valley Division home on Lake Katherine. Mrs. C. C. Steed of Milwaukee, president general of the Women's Club, attended the outing there, as did Miss E. N. Lindskog, Mrs. O. P. Catlin and Mrs. W. R. Dolan, all members of the general executive committee from Chicago. Their hostess is shown at the right center of the picture, seated in front of the woman wearing a hat.

ticello in 1929 where he did an effective job of railroading. Although retired from service he remains active in many affairs in Monticello. He is a member of the city council and has been named as a possible candidate for mayor in the next city election.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Tractor Man W. Schoenherr spent the biggest part of his vacation at various locations on Lake Michigan trying for the big catch.

July visitors around the warehouse were George Derfuss, former check clerk, and Al Kump, caller. It was the first time in seven years that these two had met since Al's retirement at that time. Also present were George Hauenstein and Frank and Louis Kaladich.

Stower George Sellers and his wife were in Merrill to attend the 50th wedding celebration of Mrs. Sellers' parents, Mr. and Mrs. Hipke.

The two little daughters of Check Clerk Harry Frinks won prizes in the doll buggy parade July 4 in their local park.

During his vacation, Joe Hoerl, head rate clerk, and family did some extensive motoring around the state, stopping at Tower State Park, Spring Green, Plain and Portage. Highlight of the trip was a stay at beautiful Washington Island.

Casey Maciolek, bill clerk, and family occupied a cottage at Wind Lake, Wis., for the greatest share of his vacation. Casey signified his intention of fishing for bottle bass.

Mrs. Josephine Conway, bill clerk, departed July 15 for St. Johns, N. B., where she will be married to Fred Fillier at St. John's Cathedral. St. Johns is the home of Mr. Fillier's parents, although he works and lives in Milwaukee. Prior to Josephine's departure,

friends and co-workers gathered at the home of Mrs. Lois Scott who entertained at a miscellaneous shower in her honor.

At this writing, Henry Miotke, cashier department, is still at St. Luke's Hospital where he is recovering from a heart ailment. Frank Schlosser, inbound rate department, has also been confined at Doctor's Hospital where he underwent surgery, but we understand he is now convalescing at home. Philip Gray, stower at house 7 who has been ill for some time, is still at the Milwaukee County Hospital at this writing (unit 2, ward 6, for those who wish to call and cheer him up a bit).

Ray Benthien, yard clerk at Upper Fowler, took advantage of his vacation to visit his daughter at Madison, Wis., but mostly to call on old friends at Fowler Street. Ray has been in the service of the Road since March, 1905. After performing various duties in the district, he became yard clerk at Upper Fowler in 1911 and is still doing a mighty fine job there.

Amanda Press spent the first week of her vacation at a spiritual camp at Camp Chester, Ind., winding up the second week with her sister at Ripon, Wis.

W. C. Hopkins, PFI department, house 7, with Mrs. Hopkins traveled to the Pacific coast, stopping off at Omaha, Denver, Tacoma and Seattle. In Seattle he called on our former PFI man, Nick Westover, who is now working there in the same capacity.

Myra Bivins reports a very enjoyable vacation at Holland, Mich.; also a new note of interest in the beautiful International Gardens at Michigan City, Ind.

In 1941, the year of Pearl Harbor, 39,969 persons were killed on America's streets and highways, a fatality record which was never equaled before—or since. This was 20 times the number of lives lost at Pearl Harbor.



FATHER OF THE FAMILY.

Just big enough to start getting acquainted with their dads are Sharon Claire Hense (left) and Bruna Pauline Amesquita. Clarence Hense Jr. is a car inspector at the Milwaukee Union Depot and Clarence Sr. is inspector of the Milwaukee terminals. The Marshall Amesquitas live in Savannah, dad currently working at the Bensenville hump yard.



CALIFORNIAN. Elmer Anderson, retired employe of the auditor of expenditure's office, Chicago, now makes his home in Rialto, Calif. He is shown here in the tropical garden whose cultivation takes a great part of his spare time.

Chicago General Offices

OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

Emily Cluever wishes to express her thanks to her co-workers for the cards and get-well wishes she received while convalescing at home from a broken shoulder.

Rose DeLeshe's daughter, Joan Eggersdorfer of car accountant's office, placed fifth in the women's amateur stock car races on July 26.

Jefferson Park is the location for Mary Nechi's new home.

Clara Felski became Mrs. Leo Fister Aug. 15 at St. Bonaventure's Church.

Herb Dombrow has returned to work after a three-month stay in Hollywood with his wife and son. Herb's son is about to start work in a new picture.

Clem Carroll, Jr. is leaving to continue his studies at St. Mary of the Lake Seminary in Mundelein.

Mary Ann Swierczek left service to become a housewife.

G. P. Ewalt is on sick leave at this writing. Frank Lonergan is much improved since our last publication.

Harriet Berg Domino, formerly of this office, is now residing in Alhambra, Calif.

Emmy Schmalz is spending three months visiting her relatives in Switzerland.

Stanley Tesmer is making his annual motor trip through the West. Also touring out West will be: Sherman Arpp (Yellowstone), Norma Kasper (California), Otto Hartung (Tucson, Ariz.), Mae Schuler (along the coast), C. G. Peterson and wife (Banff and Lake Louise), and the Fay family (Lake Louise). Ed Bradtke and family motored

west. We understand he will never forget Las Vegas. Nick Braschko caught the limit while fishing in Canada; Al Gerke went to Sturgeon Bay, Wis.; E. A. Wayrowski to Maine; Minnesota beckoned Jack Conway and J. G. Krieter; Mae Gumz visited New York while attending the Shrine convention; Sayde Domek and Lorraine Walberg visited Michigan; Elsie Dreher visited the New England states; and Einar Peurell and wife made a trip around the lake.

When George LaVelle left for his vacation he intended to take life easy for two solid weeks. He returned to work with his foot in a cast. (Easy?)

Newcomers to the office are R. Marcanio, V. Torina, P. Schramm, and M. Tepavcevic who was with us eight years ago.

Larry Plucinski requested an application blank for his son—born July 14. Former employes report the following additions to their families: Doris Sollie Weiss—a daughter, Donna Marie on July 23; Margaret Corley Nolan—a son on July 26. Lorraine Schoenfeld Wadington was last seen at Swedish Covenant Hospital on June 29 with son No. 4.

Marie Warnimont and Victoria Fontagneres are proudly comparing notes on their new grandsons who arrived July 13 and 16, respectively.

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

If you would like to learn to combine business and pleasure, take a lesson from Charley Jensen. While on vacation recently, he solved the problem of transportation for himself and wife by driving a new car to Tacoma. The fee he received upon delivery of the car helped the vacation funds considerably.

Clarence Anderson really surprised us all on July 9 when he phoned in and announced his wife had just presented him with a son. They have named him Steven Charles.

Mr. Melgaard doesn't look a bit different since becoming a grandfather the first week of July.

We are happy to hear that Don Skjoldager is recuperating nicely after undergoing surgery recently.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

In recognition of her 45 years of service, on July 9 Grace Rosier was presented with a cash purse together with flowers and cards by her co-workers. In addition the management presented her with a Silver lifetime pass.

While Mary Lemke was at home convalescing from injuries sustained in a fall, her mother also had the misfortune of falling.

Elsie Vehlow is convalescing at home at this writing, after hospital treatment for an infection.

Vacations took Rose Irwin to Florida and Joseph Franz to Canada.

Alberta Jeske resigned on July 22 after several years in service, in order to join her husband who is in the Army at Ft. Leonard Wood.

Rosemary Behls is wearing a new diamond as of July 18.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Sympathy is extended to Elmer J. Linden, assistant auditor of station accounts and overcharge claims, on the death of his father; also to the family of Adolph J. Frandsen, retired bureau head, who passed away suddenly at his home in St. Petersburg, Fla., on June 26.

Hospitalized at this writing are Mary Ebert and Josephine D'Amico of central station accounting bureau; also Leo J. Lutgen, traveling auditor.

Barney J. Weichbrod returned to work July 1 after an extended leave of absence.

After 38 years of service Charles Dodds retired July 8.

We welcome Gloria Ann Stopka, Verla Hays and Glen A. Renehan to the central station accounting bureau.

Congratulations to Art LaRue upon becoming a grandparent recently.

Mrs. Patrick J. Kirwan, wife of our retired traveling auditor, died last month at their home in Wilmette. In addition to her husband, she is survived by a daughter, Mrs. Bettye Becker, and a son, William C.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Edward W. Pasternak and Beatrice Theresa Chalupka were married July 18 at St. Genevieve's Church, Chicago. They honeymooned in Wisconsin.

Kay Marshall has resigned to join her husband and take up housekeeping in Wilmington, Del.

Out of town vacationists were Ed Ewald

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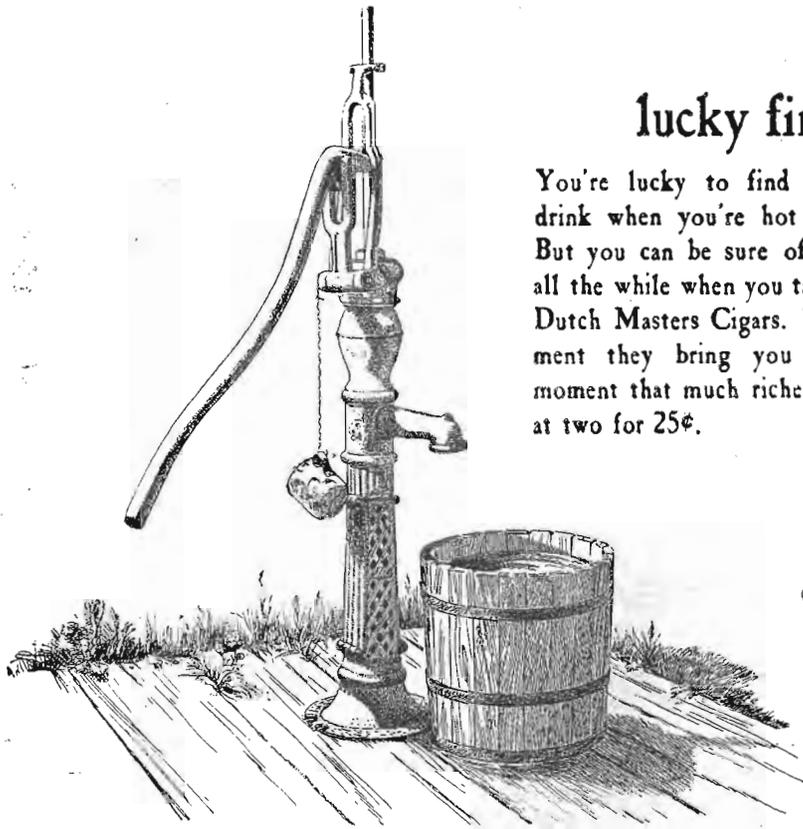
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in New York, Fred Brodhagen at Merrill, Wis., and Julia Korbellas in Florida.

Marion Hunt, former OS&D clerk, announced the arrival of a son, Brian, on July 19.

A letter recently received from Howard Muse, recuperating from an operation in his home town, Humeston, Ia., indicates that he is gaining and may return sometime in September.

Gerald Heffron, who returned to work June 29 after being hospitalized for some time, fell at home and has been confined to bed again.

Mildred Johnson, Anna Walsh and Marcella Johnson have resigned to take up new employment.

A welcome is extended to Wayne Siewert, John Connor, Josephine Fini, and William March.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Mr. and Mrs. E. Sowle (auditor of machine accounting) made a trip to Norma, Okla., to attend the wedding of their son John on July 25.

Joe Kurek has returned from a two-week encampment with the Illinois National Guard.

Robert Joergens has left the railroad to join up with the Army.

Manuel Lisnek is recuperating from a recent operation.

We welcome the following new employees:

August, 1953

Lucille Mann, Bernie Specht, Bettylou Wich, Margaret Jones, Beverly Ellis and Dolores Colbert.

Helen Schroeder has returned after an exciting two-week vacation, fishing in Canada. If you men want to know how to catch the big ones, ask Helen.

Our two girls from Bonne, Germany—Ruth Albitz and Ericka Wierz—are celebrating a one-year anniversary with the Road.

At this writing, H. G. Russell is on vacation, presumably in his new Ford which, much to his dismay, was delivered with no attachments but the four wheels; and hornless yet! There was however an aerial, without a radio, for which a squirrel tail was quickly provided by a sympathizer. We hope that by now everything else has been taken care of and he's rolling merrily on his way.

Hans Jess has announced the arrival of his new, first grand-daughter.

Vera Roman vacationed in California recently, visiting her sister.

Our sympathy to Rosemary Curtin whose father passed away recently.

Sympathy is extended to the family of Carl Hammer, former traveling accountant, who retired July 31, 1952. He passed away June 29 at Phoenix, Ariz., where he had lived since his retirement.

Sympathy is also extended to George Berg-hauser on the loss of his brother, and to Diane Korn whose father passed away.

Welcome to the following new employees:

Donald Rappe, Ed Albers, Lorraine Cunnally, Dale Niedermaier, Robert Dickinson, Carole White and Maryanne Lezon.

The men are travel minded this year and are taking the little woman on vacation trips. Mr. and Mrs. Lutz went to a dude ranch in Colorado. Mr. and Mrs. Samp visited Ada Curtis in Benson, Ariz. Mrs. Curtis is a former employe who now has a motor court there. Mr. and Mrs. A. Pieper traveled to the East over the Pennsylvania turnpike. (He sure must have hit the backwoods, according to the card we received, printed in 1930.) Mr. and Mrs. F. Raue and son at this writing are enjoying a trip to California. Marie Bongard traveled to Quebec and Montreal, Canada, and Laverne Schwartz to California.

Russell Risberg was made traveling engineer accountant of the AFE bureau as of Aug. 1.

The Milwaukee Road Golf League standing as of July 13: Biggot, Miller, Sowle, Wilson and Doyle were the top five.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

The choral club had a picnic supper at the home of June Mathisen July 13 and all had a swell time.

Dorothy Wagner is on leave, awaiting the stork.

Virginia Holmes has resigned from the company.

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Vacation time is in full swing here. Mary Kelly went to Alaska; Stella Murphy, Osage Beach in the Ozarks; May Kavanaugh, Seattle; Bessie White, Canada; Tony Naatz, fishing trip in Canada; Ann Doran, Seattle, Portland and Vancouver; Joseph Smith, Seattle and vicinity; Agnes McGrath and Irene Barry, Egg Harbor; Marie Laurent, Canada; Violet Salonen, Wisconsin; Ken Stone, Colorado; Harry Krumrei, Heafford Jct.; Lou Corsiglia, New Jersey and Turkey Run; Grace Prendergast, Banff and Jasper Park (and upon her return received an engagement ring from her one and only.)

ENGINEERING DEPARTMENT
Bruce J. Mitchell, Correspondent

C. E. (Cliff) Morgan, superintendent track welding, can well be proud of his son Rex who is completing his junior year at the Coast Guard Academy, New London, Conn. Rex is taking his final training cruise this summer aboard the 298-foot square-rigged sailing ship "Eagle." The ship left New London June 7 and the itinerary calls for stops at Oslo, Norway, Antwerp, Belgium, La Corunna, Spain, and Los Palmos, Canary Islands. The cadets will have from one to three days' leave in each of the ports mentioned. The cruise will end Aug. 25 at New London and each Cadet will get 20 days leave to regain his "shore legs." Upon graduating Rex will receive his commission as ensign in the United States Coast Guard.

E. E. (Ed) Burch, bridge engineer, received an interesting letter from R. W. (Rudy) Johnson, retired assistant engineer, whose home is now the "El Rancho Johnson" at Yuma, Ariz. Rudy says that he and his family are in good health despite the hot weather and a breakdown of the water pumping plant at Yuma. The temperature was 110 when the pump broke and left 12,000-15,000 people with a very meager supply of water. Rudy enclosed a page from the "Technometer," Illinois Institute of Technology paper, which contained a picture of himself and three friends from Chicago who visited him last Christmas. Two of the three were former Milwaukee Road employees—Harry W. Youngberg and Herman C. Beckman. Mr. Youngberg lives near Half Day, Ill., and Mr. Beckman lives in Naperville. Rudy asks to be remembered to his friends; and if you care to drop him a line, his address is R. W. Johnson, Route 3, Box 254A, Yuma, Ariz.

Roe L. Stevens, design detailer in the office of E. E. Burch, retired June 30 after more than 45 years in the bridge department.

He started in 1908 as a draftsman. Friends and associates attended a dinner party in his honor July 2 at Fred Harvey's restaurant, at which he was presented with a clock-radio and several record albums of Brahms's music. Mr. Stevens is quite a music lover and Brahms is his favorite composer. He also taught at the Illinois Institute of Technology, featuring courses in structural design. Among those present at the dinner was his son with whom he will be associated in business at Wauwatosa, Wis.

C. T. Jackson, retired chief engineer, recently underwent surgery at Columbia, Mo., his home town. Mr. Jackson is recuperating at home and undoubtedly misses those daily golf games. We send him our best wishes and hope by the time he reads this item he will be "on the fairway" and "out of the rough."

It is interesting to note that after I wrote the item about the pictures in the office of H. B. Christianson, assistant chief engineer-system, he informed me that Mrs. Christianson who did the paintings has received honorable mention from the Art Institute of Chicago for her still life paintings. One was selected from about 2,000 entries and will be exhibited at the Art Institute in the fall together with the work of other students.

John N. Kost, the new steno-clerk in Mr. Christianson's office, comes to us from the general agent passenger department force. He was a corporal in the Infantry and was wounded in the leg during seven months of active duty in Korea in 1951.

Sympathy is extended to Lyle R. Shellenbarger, assistant engineer in Mr. Christianson's office, and his wife. Mrs. Shellenbarger's father, O. Miller, passed away July 14. Mr. Miller was a former roadmaster for the Road.

PASSENGER TRAFFIC DEPARTMENT

John Koepke, Correspondent pro tem
City Ticket Office

Never realized that so many people liked to change quarters during the summer. John Zachaty, in the reservation bureau, is the latest to pull up stakes and settle elsewhere. Zack finally found an apartment with a management that would let him keep his dog. The only thing that disturbs him is the thought of spending the rest of the summer redecorating the place.

The big move that has everyone in General Office buzzing is that of the men from Mr. Hitzfeld's office over to the Union Station. Effective Aug. 15, the general agent passenger department will call room 240 in the Union Station its second home, vacating the

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FOR INDEPENDENCE. By way of saying "howdy" to other old-timers, Walter "Pop" Gregory, a former yardmaster at Beloit, Wis., sent this picture of the Fourth of July decorations he made for his home in Elsinore, Calif. Set out on the tile and concrete fence and appearing like a miniature fort were two small cannons, a pile of cannon balls topped by an American flag, and an assortment of skyrockets and big red firecrackers made from tin cans.

offices at 100 W. Monroe that the company has used for nearly 25 years.

It may be that Agnes Schubert will have to miss some of the action though. At this writing she's in the hospital but the word is that she's feeling pretty good and should be back soon.

We've heard a good deal lately from the boys in service, so perhaps a little roundup would help here. Bob Stack from General Office sent back a letter the other day from Fort Leonard Wood where he is undergoing basic training. Listen to what he calls it (after censorship): "I have just gone through the infiltration course. That means bang-bang-boom—and keep your head down."

George Schwandt, also from General Office, wrote not very long ago that he was about to be shipped to Korea.

Dick Thomas, who used to work in the reservation bureau, must have learned a lot about working with people down there. The Army has just decided that they want him for personnel work, and when they finish training him, he will be stationed permanently at Fort Knox.

John Kost of the information bureau has moved up into the engineering department and caused a little shuffling around over at 100 W. Monroe. A new employe, Tom Huttner, has come in to fill a vacancy over there. Tom is a Chicago boy who graduated from Austin High school, then went into the Navy for three years. After he returned from duty in the Pacific, he worked in a Chicago department store for a while in the credit adjustment department before coming to the Milwaukee.

And here's one for the "coincidences" department. Howard Ahrens in the city ticket office was selling chances for a raffle last

month. Finally he managed to talk Bill McGarvey, traveling passenger agent, into buying one. About two weeks later Mac was sporting a new glass fishing rod and a reel. Turned out that he won second prize in the raffle—barely missed first.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Miss Phyllis Neary, stenographer in the general agent's office, was married June 27 at the University Christian Church to Donald A. Gestner. After the ceremony the young couple motored to Sun Valley for a honeymoon.

C. D. MacLennan, chief clerk in the freight claim department, accompanied by Mrs. MacLennan, spent a two-week vacation in the Hawaiian Islands in July, visiting Oahu, Kauai, Maui and Hawaii and staying long enough on Waikiki Beach to get a good suntan. The trip was made by air.

Guy Montgomery, assistant chief clerk in traffic department, announces the arrival of a new baby daughter July 18. The little lady has been named Susan Elizabeth.

Mabel Goldie of the law department spent two weeks of July visiting in Montana, most of the time being spent in Deer Lodge with her parents, Mr. and Mrs. Ben Goldie.

Sympathy is extended to Monica Murphy on the death of her father, Thomas J. Murphy, July 11.

Lillian Javez, stenographer in western traffic manager's office, is vacationing at this writing at Salt Springs Island, B. C., with husband Louie and daughter Ann.

H. G. Morgan, assistant electrical engineer, was married June 27 at the University Christian Church to Miss Lucile Uran of Seattle. Their honeymoon was spent at Birch Bay, B. C.

E. D. Kennedy, retired chief clerk to general manager, with Mrs. Kennedy has started his second European trip since retirement. They boarded the Queen Elizabeth at New York Aug. 5. First stop was London where they will join their daughter Elizabeth and her family of Armidale, Australia. Spending 10 days visiting with them around Eng-

land, they will then go to Paris to join a tour that will take them to Italy, France, Switzerland, Germany and Holland, visiting such places as Paris, Monte Carlo, Nice, Florence, Rome, Venice and Brussels. They expect to be home around Oct. 1, sailing on the Queen Mary.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S
OFFICE

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

We wish to express our sympathy to Train Dispatcher Hal Cone and wife whose son passed away June 29 as the result of injuries received when struck by an automobile.

Rumor has it that the ex-cribbage champ of Haysville, Ia., H. L. Martin, is biding his time but may sally forth at any moment to challenge the experts, Assistant Superintendent J. D. Simon and URT representative Shelly Beyer.

We are sorry to report the death of Engineer Tom Wade's mother. Tom who was at the convention of the BLF&E in Boston when it occurred made a hurried return to Milwaukee.

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Engineer Irving Kennedy was a delegate to the recent convention of the Brotherhood of Locomotive Engineers at Cleveland.

Operator R. E. McAnaney of Northbrook was married recently.

It is with considerable regret that we report the death of Ernie Haddock, retired conductor, who died July 15 at Garden Grove, Calif. Ernie started with the Road as a brakeman in 1905 and was promoted to freight conductor in 1909. He had been a passenger brakeman and conductor since 1923, much of the time on the Hiawatha trains. He was also a director of the Veterans' Association. Our sympathy goes out to his brother, Conductor John Haddock, for whom this is the second misfortune within a short period.

SECOND DISTRICT

M. B. Herman, Correspondent
Asst. Superintendent's Office, Green Bay

Our sympathy is extended to the family of Gene Bunyea, retired conductor, who passed away on July 19.

We extend sympathy to Peter Larschied, roundhouse clerk, whose mother passed away in Aberdeen, S. D., on July 23; also to the family of Edward Kurth, retired conductor, who passed away on July 26.

Bill Aylward is confined to the hospital at this writing.

Conductor H. A. Carlson, who has lived in Milwaukee for about 20 years, finally bought a home in Channing, Mich., and decided to work out of Channing instead of Milwaukee.

Bill Hetherington is the father of a baby boy born June 29.

Charles Robinson, retired machinist, is seriously ill in the hospital at this writing. We understand that Tom Brady, retired engineer, has also been taken to the hospital.

Lee Huginin, retired conductor, is spending some time recuperating at Camp American Legion, Tomahawk, Wis.

A story now being told of life behind the Iron Curtain:

Josef: "If the Western powers attack us, our agents will carry atom bombs concealed in suitcases to Paris, London, Rome, New York and all the other big cities of the capitalist imperialists and destroy them."

Petrov: "I guess we'll have enough bombs by then, but how about suitcases?"

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
General Superintendent's Office

At a small party held in the office recently, employes of the engineering, track and B&B departments presented Division Engineer N. E. Smith with a War Savings Bond in honor of his transfer to Bensenville, Ill., effective Aug. 1. E. C. Jordan succeeds him as division engineer at Minneapolis.

The Minneapolis police department held a going-away party at Charlie's Cafe recently in honor of E. F. Conway's appointment as superintendent of police at Chicago, presenting him with a new billfold and cash to go with it. The affair was also in the nature of a welcoming party for our new captain of police, M. V. Cunningham.

Among recent callers at Minneapolis was J. W. Johnson, retired yardmaster who stopped to inform us of the wonders of Pinellas Park, Fla., and to convey greetings from E. S. Hoff, retired yardmaster, who lives in the same neighborhood.

Single girls had better act fast, as the list of eligible bachelors in the baggage room is going fast. Mail and Baggage Trucker Walter Wandell was married July 9 and spent his honeymoon in Winnipeg; Mail and Baggage Sorter D. E. Grant took the step July 11 with a honeymoon in northern Minnesota, and Mail and Baggage Trucker Lawrence Stoffel said "I do" on July 18 and spent his honeymoon on the north shore.

Calvin M. Bono, who has been locomotive boiler shop foreman in St. Paul since 1942, retired July 31. He entered service in 1911 as a boilermaker at Avery and was foreman at Mobridge from 1918 until he transferred to St. Paul. Deep sea fishing and the possibility of fruit ranching in California are included in his retirement plans.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

It seems we can boast that there is no place like Minnesota in the summertime. Art Lundberg, retired cashier now living in Florida, was a recent freight office visitor. He and his wife had returned to Minneapolis for the summer; also Irene Burchard, now living in Dallas, Tex.

Don Hessburg left July 11 for boot camp at Great Lakes. Gladys "Mirock" Johnson



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has returned to take his place temporarily.

George Benz, GNWFA, wife and daughter are at present writing in the vicinity of Calgary, Alberta, Canada, on vacation.

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

Frank F. Arndt, livestock agent at St. Paul, has been obliged by ill health to retire, to the sincere regret of everyone who knows him—shippers as well as fellow employees. Frank has been a Milwaukee employe since 1918, when he began as a station helper at Hector, Minn. From 1919 through 1926 he worked as an extra operator on the H&D and Aberdeen Divisions, with the exception of the winter of 1924 which he spent in Florida as an employe of the SAL.



F. F. Arndt

In September, 1926 Frank returned to our road, and was employed as an operator and then relief agent on the River and La Crosse Divisions until 1942 when he was promoted to the position of city freight agent in the freight traffic department in St. Paul. In 1947 Frank took over the duties of livestock agent, which position he held at the time he became ill in February, 1952. The Road has lost the services of one of its most earnest supporters, as well as one of its most likeable employes.

On and after Aug. 17 Mary Borowske will be in charge of all the little chores of the secretary to the general agent in this office. Mary comes to us from the alcohol tax division of the Bureau of Internal Revenue. Put your wolf whistles back, boys—her husband might not like it. At present he's in France taking care of some of Uncle Sam's work.

For several reasons it's time this correspondent "retired," and it isn't an easy thing to do. I've spent 10 happy years in the Milwaukee family, and I shall miss it all—even my struggles to find news for this column. I had a long farewell speech planned, but good-bys should be short and sweet, so just remember I'll be watching to see that you run "my" railroad properly.

The month of August will bring another change—my home address. The Burks are proud possessors of a bungalow at 922 West Nebraska, and when I turn in my typewriter here, I'll pick up a dust rag 'n' dish cloth there.

Another change of address will be that of Gerard Quinlan, eldest son of our general agent, G. F. Quinlan. Gerard entered military service July 29, going first to San Antonio, Tex., for training at Kelly Field.

If anyone wants to know about outdoor cookery, I recommend talking to Jim Taylor in the superintendent's office at Minneapolis. He has wonderful recipes, and ways and means of fixing mighty mouth-watering tidbits.

If you want advice on the care and feeding of baby wrens, talk to Stu Olsen, our city passenger agent. Stu and Mrs. Olsen

spent many worried hours making sure that five little wrens would live after their mother disappeared. Mrs. Olsen spent her days feeding the wrens every half-hour. Stu says they named one bird Genevieve, just because she looked like that should be her name. The others must just look like wrens, because they're not named.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Irvine Rothmund, of the St. Paul roundhouse, was stricken suddenly while spending a few days in northern Michigan. At the present writing he is a patient at St. Joseph's Hospital at Hancock, Mich.

Emil Nelson of the St. Paul freight house informed us at this writing that he will retire Aug. 1.

I was reading a Minneapolis newspaper recently and was I surprised when I saw our chief bill clerk, Gene Voje's, photo on the front page. He happened to be at the scene of a truck accident when the photographer snapped the camera.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

The car department shop forces enjoyed a 10-day vacation the first half of July, with trips to Vancouver, B. C., Seattle and California by train and auto. Car Foreman Ed Erickson and his wife, with their party, had an auto collision near Syracuse, N. Y., with the result that the Minneapolis folks were in the hospital three days.

Mr. and Mrs. Elmer L. Albrecht (equipment maintainer at Red Wing) have a new baby born July 6. Carman Gunder Sathre of Minneapolis shops reports the arrival of a baby girl on June 22.

July weddings: Ronald G. Kolbow, carman apprentice, on July 11 to Mary Joan McGrath. They will live in St. Paul. Clayton C. Burkstrand, carman apprentice, married July 3. The couple will live in Minneapolis.

Jacob Hansen, district general car foreman, was honored at a dinner party at the President Cafe July 31 due to his appointment to shop superintendent at Milwaukee shops in Milwaukee, effective Aug. 1. The gathering was attended by officials and supervisors who wished him success in his new position. D. T. Bagnell, retired general superintendent, was



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G. S. Turner

master of ceremonies and presented Jake with a set of registered golf clubs with the compliments of friends and well wishers in the Northern District and the Twin Cities.

We welcome Harry A. Grothe, former shop superintendent at Milwaukee, as district general car foreman of the Twin City Terminals.

W. J. Weatherall, former general car foreman, has been appointed assistant district general car foreman of the Northern District, outside stations, with headquarters at Minneapolis.

Our wrecker foreman, George Wood, Jr., was promoted to general car foreman at Minneapolis shops Aug. 1.

We received sad news of the sudden death of Joe Tangen, roundhouse foreman at Portage, Wis., who succumbed to a heart attack July 30. Joe was a former locomotive department foreman at Minneapolis.

Milwaukee Shops

STORE DEPARTMENT

Virginia Schori, Correspondent

Earl Solverson, clerk in the G.S.K. office, recently returned from the west coast where he attended the commencement exercises of his son Robert at the California Institute of Technology where Robert finished the study of aeronautics and mathematics, receiving his Ph.D. Besides Los Angeles and the surrounding cities in California, Earl visited Tucson, Salt Lake City and Tijuana, Mexico. With the wanderlust not completely out of his system, he then attended the State of Wisconsin 35th annual convention of the American Legion at Oshkosh as an alternate delegate.

The evening of July 24 is one that will long be remembered by P. O. Metzfeld, supervisor unified material delivery. The occasion was his retirement party at the S.P.A. Hall on 13th and Oklahoma, where more than 100 of his friends got together. Paul started with the store department on Jan. 17, 1912, and after 42 years of service had a perfect safety record. He was presented with an 8mm camera which he plans to keep in constant use.

R. Beier, clerk in the GSK office, still has

the option on room 32 at Milwaukee Hospital. While Rudy is not allowed to have visitors, we understand he is gradually regaining his health. Still on the sick list is Paul Schmidt, clerk in the GSK office.

Recent newlyweds are Storehelper Robert Knabel and Elsie Rath from Glenflora, Wis., who honeymooned at the Grand Canyon, and Storehelper Robert Lindemann who claimed Rubicon, Wisconsin's, Delores Schmitt for his bride.

The Blue Ridge mountains was the scenic route of Steno Ivy Bolton and daughter Linda who spent a week visiting friends at Virginia Beach. Leaving there they drove through Washington and Maryland to Pittsburgh where they visited relatives.

Trans-Missouri Division

WEST

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

Parke Burns, chief clerk to the division engineer, and his brother Bernard have taken over the operation of K's Superette, a neighborhood grocery on the south side of Miles City. They were rudely initiated into the grocery business when a few days after they had taken over the place was burglarized.

Mr. and Mrs. Emil Fiechtner have announced the engagement of their daughter Janet to Ray Potter of Broadus.

Hope springs eternal they say, anyway, Miles City people are casting a hopeful eye toward the wildcat oil rigs drilling north of the city. The closest location, 22 miles northwest of town, was reported at 4,000 feet.

Adam Sonn, 53, B&B foreman, passed away at Lemmon, S. D., July 2 after a long illness. He had been hospitalized at Miles City and Lemmon. Mr. Sonn was, born June 24, 1900 in Slinger, Wis. He entered the employ of the railroad as a B&B carpenter in 1938. His headquarters were in Miles City but his home was in Lemmon where his surviving brothers and sisters live.

Cupid has been performing ably on the division. His projects have successfully concluded with the following marriages: Jeff D. Kruse was married to Joanne Treganza at Mitchell, S. D. They are making their home in Miles City where Jeff is rodman in the division engineer's office. Elwyn L. Bastian Jr., son of Mr. and Mrs. E. L. Bastian, was married to Marie Derenberger at Miles City. Patricia Billing became the bride of Victor Neiffer, son of Mr. and Mrs. Gust Neiffer, at Miles City. Maureen Piner, formerly store department steno at Miles City, became the bride of John N. O'Reilly.

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MILWAUKEE SHOPS ADIEUS. In honor of C. A. Schneider, coach yard foreman in Milwaukee, more than 150 fellow employes attended a retirement party at the Old Heidelberg Cafe on July 30. He is shown here (center) being presented with a wallet by J. J. Drinka, district general car foreman, with J. A. Deppe, superintendent of the car department looking on. Mr. Schneider started in the car department in 1906 and was appointed foreman in 1919. He is a former president of the Mechanical Fireman's Association. Both he and Mrs. Schneider are fond of traveling and expect to do a lot of it together with visiting their married children in Madison, Wis., and New York City.

Mr. and Mrs. William J. Norton celebrated their 25th wedding anniversary June 28 at a reception in the Eagles Hall. They were married in the Trinity Lutheran church and have resided in Miles City where Mr. Norton is now night yardmaster.

Mr. and Mrs. Howard Hicks recently observed their 50th wedding anniversary with a reception at their home in Miles City. Mr. Hicks is a retired switchman.

Catlett S. Lewis, 64, retired employe, passed away June 29. His body was taken to Bowling Green, Ky., for burial. He was born in Kentucky in 1889 and had resided in Miles City for many years. He worked for the railroad in a number of capacities previous to his retirement in 1947. Mr. Lewis is survived by two sisters living in Kentucky and Ohio.

Philip G. Kearney, 69, retired chief dispatcher, passed away at a Miles City hospital July 20 after an illness of several months. He was born Feb. 2, 1884 in Jefferson, Ia., and came to Harlowton to work for the railroad in 1911. He began working as a dispatcher at Miles City the following year. At the time of his retirement Mr. Kearney was chief dispatcher at Lewistown and had the distinction of having the most years in service of any dispatcher on Lines West. Mr. Kearney is survived by his wife, a daughter, two sons, a brother, two sisters and three grandchildren.

On July 23 at 5 A.M. Miles City presented a pleasing appearance with flowers, lawns and gardens at their best after a gentle one inch rainfall. Twenty minutes later we had nothing after a cannonade of hail stones which ranged in size up to that of golf balls. One small consolation was that the storm hardly extended beyond the city limits so that farm crops of the vicinity were un-

touched. Well, now we won't need any further excuse for not working in the garden when we feel like going fishing.

EAST END

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

Engineer Hewitt Patten, elected a delegate to the B.L.E., and Mrs. Patten, a delegate to the G.I.A., attended the convention at Cleveland.

Miss Berneil Warner, daughter of Police Officer E. H. Warner, was married to Gordon McQuillen on June 13.

Signal Maintainer Gordon Hill has received a fine promotion and is being transferred to Chicago as assistant engineer of signals and communications.

A letter to friends here from James Marshall, retired engineer now of Tomahawk, Wis., states they held open house on their 50th wedding anniversary June 25. Mrs. Marshall has been in poor health for about 10 years.

Miss Beth Byington, daughter of Engineer Walt Byington, has accepted a position with the Atomic Energy Commission at Iowa State College at Ames.

Engineer Red Wands and wife are in Boston at this writing where Red is a delegate to the B.L.F.&E. convention. Mrs. Vernon Fischer is also at this convention as a delegate to the L.S. of B.L.F.&E.

Engineer Claude Preston and wife spent their vacation with their three children at Appleton, Wis. Claude was looking forward to Aug. 6 when his son-in-law, Bob Bednar, had tickets for the Brooklyn Dodgers-Braves game at Milwaukee.

Conductor Art Heil is a patient at the Mobridge Hospital at this writing, suffering from injuries incurred in the yards.

Mrs. Roy Haux has gone to Seattle to join her husband who is a patient at the Providence Hospital where he is improving.

Engineer Edgar Miller, wife and daughter Frances are spending their vacation in the Black Hills. Her position at the Brown Palace Hotel is being filled by Mrs. Helen Brown.

Congratulations to Mr. and Mrs. James Morris on the arrival of a new daughter,

Lee UNION MADE
OVERALLS
and Overall Jackets



for longest
wear on
any job...
buy **Lee**

SANFORIZED
TAILORED SIZES

Satisfaction Guaranteed or
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Frozen Foods, Cheese, Poultry,
Game, Fruits and
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CHICAGO, ILLINOIS

DO YOU KNOW THAT

**No General Motors Diesel locomotive
has ever worn out!**

... in fact through normal replacement of constantly improving parts, they literally improve with age

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CREOSOTED MATERIALS

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COAL TAR PRODUCTS

Republic Creosoting Co.
Minneapolis

Virginia Kay, on July 21, and to Mr. and Mrs. Merle Thorstenson on their new daughter, Debra Sue.

Mrs. Jennie Ohern, retired agent, has accepted a position as bookkeeper at the Bass Motor Company of Moberge.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Reporting a few items which may still be of interest and news to some folks: the death of Fred Mittelstadt May 19. He was a retired employe and the father of Edwin of Malden, with whom he made his home, and two daughters of Tacoma. Mr. Mittelstadt would have been 89 on May 22.

Also the death of Theodore May, retired engineer of Auburn, which occurred while visiting relatives in Minnesota. His widow, Cleora, is station clerk at Kent.

Mrs. E. C. Ferrell, mother of Mrs. Ida Showalter of Malden, died in Seattle May 27.

An auto accident in Puyallup early in May injured Mr. and Mrs. I. A. Grant, former Malden residents, Mr. Grant being a retired engineer. Latest reports were that they were getting along well.

Recent Malden visitors were retired engineers Frank Larson, now residing at Monroe, and Lee Thorne of Oakland, Calif.; also John Blond of Seattle.

The Idaho Division is bustling with activity as is evidenced by the following: Foreman V. F. Shipley and his 150-man steel gang are laying rail on Plummer Hill with Foreman G. E. Williams and crew lining rail, and the pick-up gang of D. H. Peterson following. Then on the branch lines we have Vince Perrone and his tamping gang at Calder; D. L. Brown and crew laying ties on the Elk River line; and Foreman J. R. Mende with the construction gang working on industrial tracks in the Moses Lake area.

R. W. Capen, warehouse checker, Spokane, retired Aug. 1 and his fellow employes presented him with a "ship" clock, something



BETROTHED. A tea given recently in the home of Coast Division Trainmaster R. C. Schwichtenberg, Tacoma, was the occasion for announcing the engagement of his daughter Roberta. Her fiance is Joe Karpack, son of Mrs. George Deckert. (Lutz Studio photo)

Ralph has always wanted (a birdie told us.) He takes with him the well wishes of everyone. We know he and Mrs. Capen will enjoy their retirement to the fullest, as both like to travel and have already done considerable roaming in their day.

Car Foreman Medley, with Mrs. Medley, made a trip to Juneau, Alaska, to visit their daughter and her family.

When the national parks take their count of visitors this year I will be one of the several hundred thousand who viewed Yellowstone once more. The auto trip through parts of Montana is interesting and a side trip to the Lewis and Clark cavern some distance out of Butte is worth one's time; down into the cold depths, through tunnels, sometimes on your hands and knees, down steps and over little pools of water, always with the awesome "statues" around you. Your imagination has to be good, as well as your blood pressure, to take this trip "down under" with only dim lights and no chance of seeing outside until you come to the end. But nature does strange and wonderful things.

Neal Doty, son of File Clerk Gregg Doty, has been in a cast for several months following an operation on his hip to correct a condition aggravated by injury. Spending a summer in the hospital isn't what a boy of 15 would enjoy, but Gregg says Neal's spirit has held up well. Daughter Mary of the Doty family is planning to leave soon for Los Angeles where she will enter B.I.O.L.A., a school which will train her in various phases of nursing and pre-medics for the mission field for which she has prepared herself since graduating from high school.

Malden Chapter of the Women's Club held a picnic July 28 for employes and their families.

Conductor Jack Felton of Malden has now completed the enlargement of his home.

During the summer months Bill Hoyt, son of E. M. Hoyt, has worked as rodman for the division engineer's office, as has Don Straus who is the son of assistant general

THE IMPROVED FAIR

LONG LIFE

THE P. & M. CO.

CHICAGO NEW YORK

agent at Butte. Both boys plan to enter college this fall.

Mike Tsoi has taken the vacancy left by Larry Tibbett when he moved from the Spokane engineering department to the Seattle industrial department.

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SEATTLE LOCAL FREIGHT OFFICE Elizabeth Gosha, Correspondent

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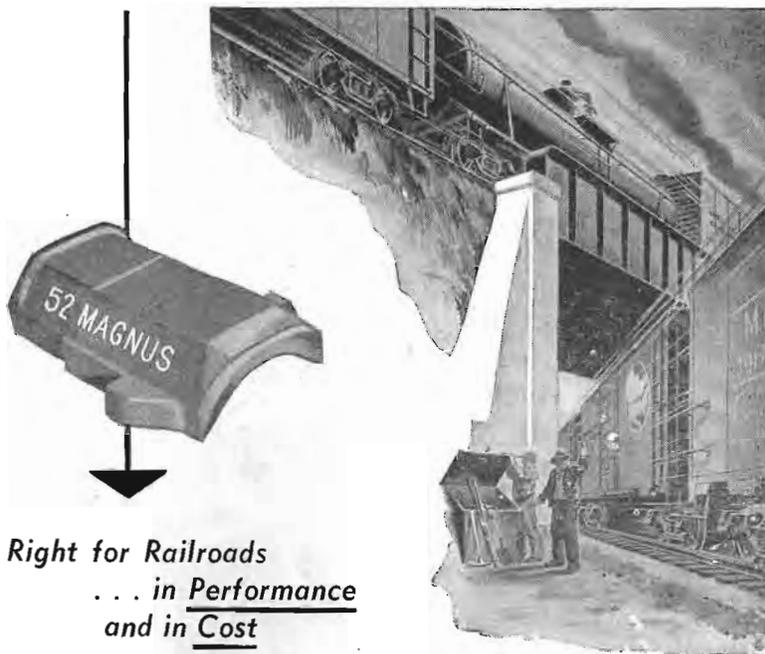
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—The Whyte Line

August, 1953

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Right for Railroads
. . . in Performance
and in Cost

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

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Dollar for dollar, you just can't beat solid-type bearings for railroad rolling stock. You can take the biggest loads and make the fastest schedules. You save up to 1500 pounds per car . . . and get the smoothest ride on any standard truck. Be sure to get your free copy of "The Facts About AAR Solid Journal Bearings". Just write a post card or letter to Magnus Metal Corporation, 111 Broadway, New York 6; or 80 E. Jackson Blvd., Chicago 4.

(Advertisement)

TACOMA

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c/o Agent

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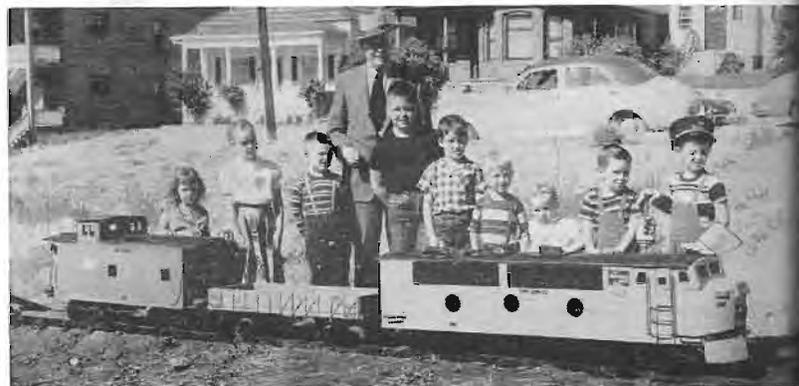


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TOM THUMB TROLLEY. The Milwaukee Road Tiny Town, a miniature electric line built for the pleasure of neighborhood children, is inspected by the builder, F. E. Gardiner of Butte, an ex-railroad telephone maintainer. The train takes its power from four trolley wires; approximate length 20 feet, seating capacity as many as can get on. Mr. Gardiner's regular job is central office supervisor and electrical instructor for the Mountain States Telephone and Telegraph Company.



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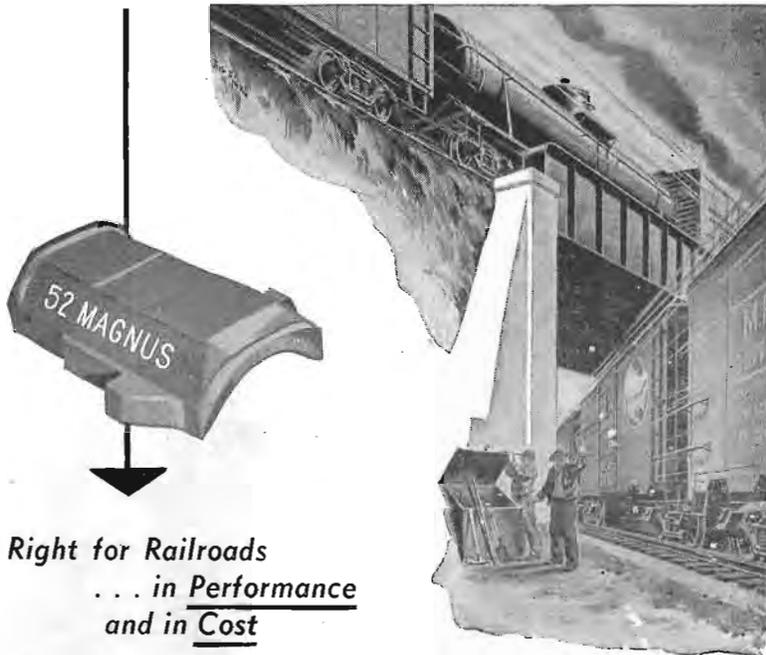
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SOAPBOX COMPETITION. En route from Haney, British Columbia, 15-year-old Fred Cameron, winner of the Western Canada soap box derby, rides the Olympian Hiawatha to Akron to compete in the All-American derby on Aug. 9. His traveling companions are Alderman K. R. Gervin of Mission, B. C. (left), and Kenneth Shore, manager of the British Columbia Electric Railway in Mission and president of the Mission Rotary and board of trade.



COLOR BEARER. Driving his homemade racer, the "Hi-Ball", Jerald Peckham, son of Signal Maintainer J. W. Peckham of Madison, Wis., represented The Milwaukee Road in the soap box derby held on July 19 to select Madison's contender for the national derby title at Arkon on Aug. 9. He carried the orange and maroon to victory in the first heat, but lost in the finals by only a few inches. Shown with him are Superintendent G. H. Rowley of the Madison Division (left) and H. R. Jones, Madison car foreman.

TOM THUMB TROLLEY. The Milwaukee Road Tiny Town, a miniature electric line built for the pleasure of neighborhood children, is inspected by the builder, F. E. Gardiner of Butte, an ex-railroad telephone maintainer. The train takes its power from four trolley wires; approximate length 20 feet, seating capacity as many as can get on. Mr. Gardiner's regular job is central office supervisor and electrical instructor for the Mountain States Telephone and Telegraph Company.



PICNIC SUNDAY. "Going to the picnic" can be interpreted only one way in Milwaukee where the annual Hiawatha Service Club outing is the outdoor classic of the year. The 15th annual, held July 26 at Old Heidelberg Park, was enjoyed by about 1,000 grownups and youngsters. Highlights of the day were the competitive games, the kiddies' parade and the concert by the Service Club Band. Even a light rainfall in the late afternoon was not regarded as a damper, since many who would not have otherwise joined the dancing were driven indoors, there to dance to the music of Obie and His Crusaders until the 8 p.m. curfew. The pictures show some of the day's activities, including a close-up of a group of kitchen helpers, Mmes. Ed McDermott, Henry Ondrejka and Walter Smith (left to right) dealing them off the arm, those across the counter being Fred Braun, Kenneth Feustal and Mr McDermott. This year's picnic was the first in which the treasure hunt failed to yield its quarry. The silver plug which entitles the finder to a \$5 prize remained undetected throughout the day-long search. Arrangements for the picnic were carried out by the general officers, O. Weissenborn, E. Schmechel and J. Marquardt, with H. Treitlow and J. O'Gorman as co-chairmen and E. Blatt, R. Carver and W. Smith assisting.



WATCH FOR RETIREMENT, included among gifts presented by associates to Dispatcher E. J. Sainsbury, LaCrosse (center), is admired by Superintendent L. W. Palmquist (right) and Chief Dispatcher J. C. Meyer. Mr. Sainsbury who entered service in 1905 became a dispatcher in 1918 on the line between LaCrosse and Minneapolis. His father was the first agent at LaMoille, Minn., and the sons followed his calling. One of E. J.'s brothers is a retired general manager of the CGNW western lines and another is superintendent of the CGNW at Green Bay. The Sainsburys have one son and five grandchildren. (LaCrosse Tribune photo)

COMMANDANT. F. R. Doud, general superintendent at Minneapolis, as the new commander of James T. Gillick American Legion Post No. 476, Minneapolis, gets help in the cap department from L&R Division Trainman W. R. Manion, organizer and first commander of the post. A veteran of World Wars I and II, Mr. Doud was one of the original organizers of the Legion at the Paris caucus in 1918 and a delegate from South Dakota to the first convention in St. Louis in 1919.



THE MILWAUKEE ROAD MAGAZINE

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

FAREWELL TO SUMMER

