

in this issue
**ANNUAL
REPORT**
for 1954

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

A Safe Day on the Engine . . . page 10

APRIL 1955

Michael Sol Collection

APRIL 1955

THE MILWAUKEE ROAD MAGAZINE

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IN THIS ISSUE

	Page
The Broken Easter Egg	
By President J. P. Kiley-----	2
Annual Report—1954 -----	3
The Family Spirit in Bellingham---	9
A Safe Day on the Engine -----	10
Our Safety Score-----	13
Quiz -----	13
The Bigger They Are the	
Less They Pay-----	14
R. C. Dodds -----	16
Retirements -----	19
Milwaukee Road Women's Club	
Annual Report for 1954 -----	20
Home Department -----	22
Here's How We're Doing -----	26
About People of the Railroad-----	27

The Broken Easter Egg

I WAS SPENDING some time with friends the other evening when suddenly the conversation took an odd turn, as conversations will, and we found ourselves talking about great disappointments we had had as children. I was especially interested in a story one of the men told.

It happened, he said, when he was about six or seven. From the time he had been old enough to notice such things, he had admired the fancy chocolate Easter eggs he saw in the stores. He decided that they were the most beautiful things in the world, and probably the most delicious.

Then came the memorable Easter morning when his mother surprised him with an Easter basket containing the fanciest chocolate egg he had ever seen.

But when he lifted the egg from the basket, a crack opened across the top, and he found the underneath side crumbled. His mother got him another one, of course, and there were other chocolate eggs in other years, but he said he would never forget the disappointment he felt when that first one fell apart in his hands.

○ ○ ○

Last year The Milwaukee Road paid out \$2,516,547.52 in claims for lost and damaged freight. It was money we could ill afford to lose, but I am much less concerned about those millions than I am about other millions which may fail to come our way in the future, simply because of customer disappointment.

It is possible that we think too much about the immediate loss and not enough about the people involved—the shipper and the receiver of the freight. *Perhaps we lose sight of the fact that damage is disappointment, and disappointment is dangerously close to business lost.*

April is Perfect Shipping Month and a good time to consider these things. Let's remember that when people entrust us with their business, they want us to handle it with care, whether it be grain or machinery or chocolate Easter eggs.

J. P. Kiley





ANNUAL REPORT • 1954

a brief account of the highlights of the Milwaukee Road's operations in 1954 prepared as information of special interest to employees

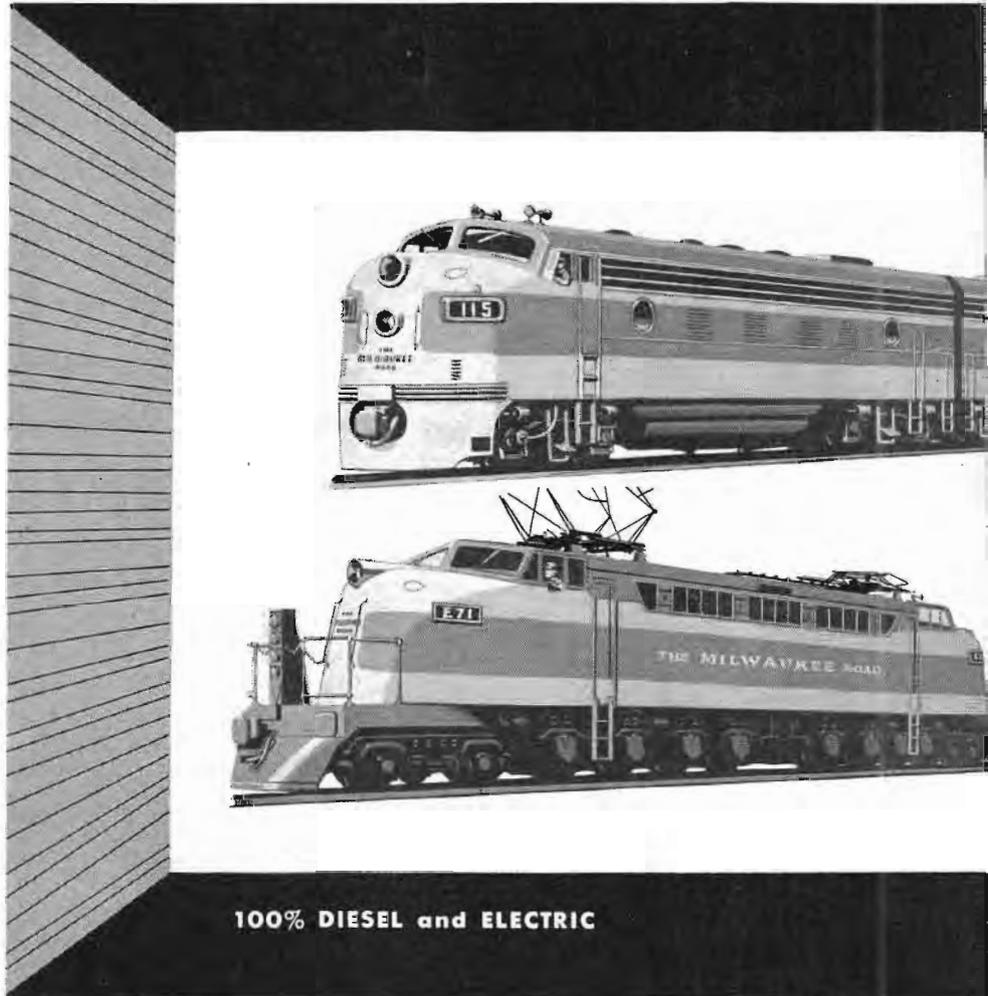
THERE was a decline in traffic which persisted during most of 1954. Gross operating revenues showed a decline of \$22,115,552 or 8.5% compared with 1953. There was a decrease in loadings of 8.4% and a decrease in freight revenue of \$17,879,799 or 8.3%. Decreases in passenger revenue occurred in every month and for the year amounted to \$1,755,457 or 10.5%.

Despite this, and increases in wages and vacation allowances and pay for holidays, net income for the year, after fixed charges and other deductions, amounted to \$9,904,409, a decrease of only \$108,559 compared with 1953.

Contributing to this result was a rise in operational efficiency through the use of an increasingly higher percentage of diesel locomotives, together with the use of improved tools and methods. With the delivery of 74 diesel-electric locomotive units, ordered in the latter part of 1954, the motive power of the company is now 100% dieselized and electrified, making The Milwaukee Road the first in the Northwest to be so operated.

Increased efficiency is also reflected in gross tons per train and per train hour, as well as speed of freight trains. The experience of a full year of operation of the retarder classification yard at Bensenville, and over two and one-half years at Air Line yard, Milwaukee, has fully justified the installation of these facilities by accelerated traffic movements.

Further progress has been made in the centralization of locomotive, car and store department facilities, and the modernization of locomotive shops for diesel repairs. In addition to the use of improved tools, more efficient methods of operation have been developed through experiment and research. Typical of this is the method of reclaiming diesel pistons, cylinder heads and traction nose bearings in our shops by Milwaukee Road forces.



RESULTS OF OUR OPERATIONS IN 1954

We took in \$237,744,639, a decrease of \$22,115,552 under 1953.

We paid out \$199,410,604, a decrease of \$18,773,155.

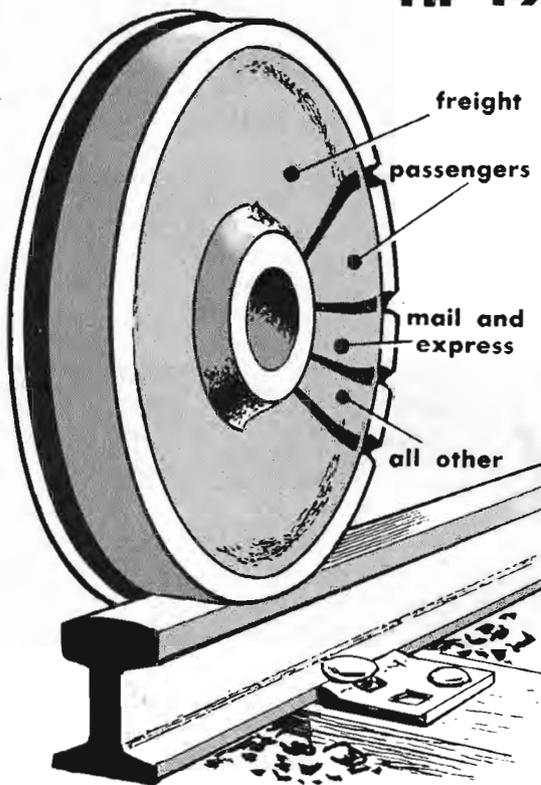
The return on our investment was 1.89% as compared with 1.94%.

We carried 6,978,557 passengers an average distance of 99 miles.

We carried 43,123,214 tons of freight an average distance of 329 miles.

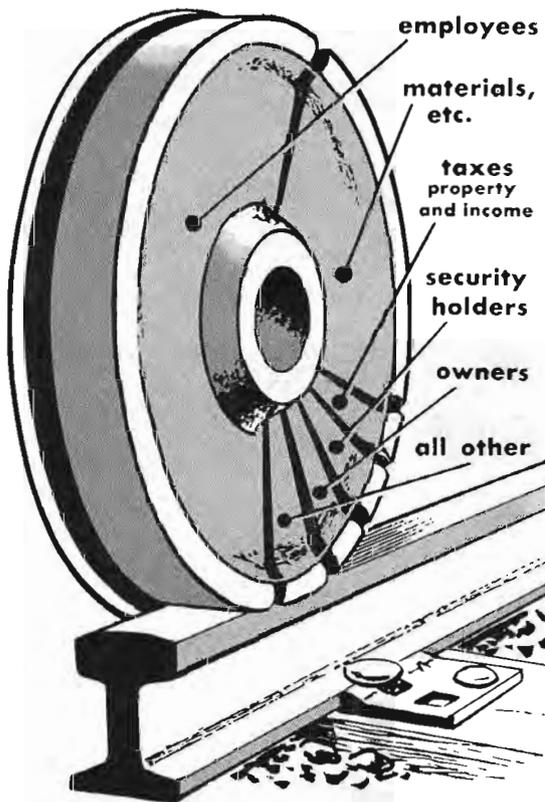
We paid an average of \$4,516 per year to 27,961 employees.

in 1954 our money came from...



ITEMS	AMOUNTS
Hauling Freight	\$197,504,960
Carrying Passengers	14,916,558
Other Passenger Train Revenue, including Dining and Buffet Car Service	2,901,808
Transporting Mail and Express	12,011,828
Switching	5,741,531
Other Operating Revenues	4,667,954
Total Operating Revenues	237,744,639
Other Income—Net	3,828,135
TOTAL	241,572,774

in 1954 our money went to...

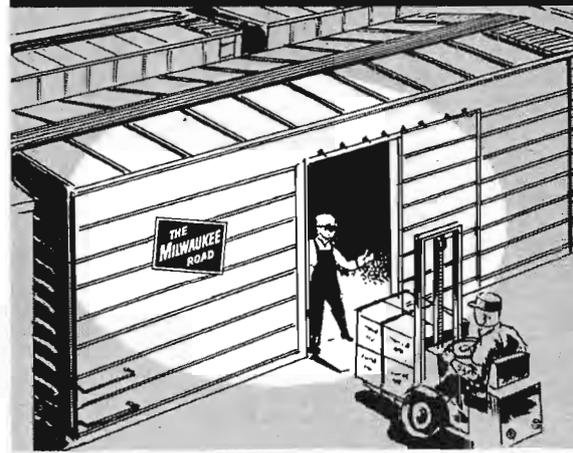


ITEMS	AMOUNTS
Materials, contract work, depreciation, etc.	78,846,072
Property and income taxes	8,293,768
Rental of equipment and joint facilities	8,436,517
Total	95,576,357
*For wages and salaries of employees included in operating expenses	120,564,532
Payroll taxes for benefit of employees	7,035,232
Total for EMPLOYEES	127,599,764
Interest paid SECURITY HOLDERS	8,492,194
Dividends on preferred stock	5,593,255
Dividends on common stock	2,123,213
Total to OWNERS	7,716,468
Payments into sinking funds required by mortgages	1,825,268
Remainder for improvements to property and other corporate purposes	362,723
TOTAL	241,572,774

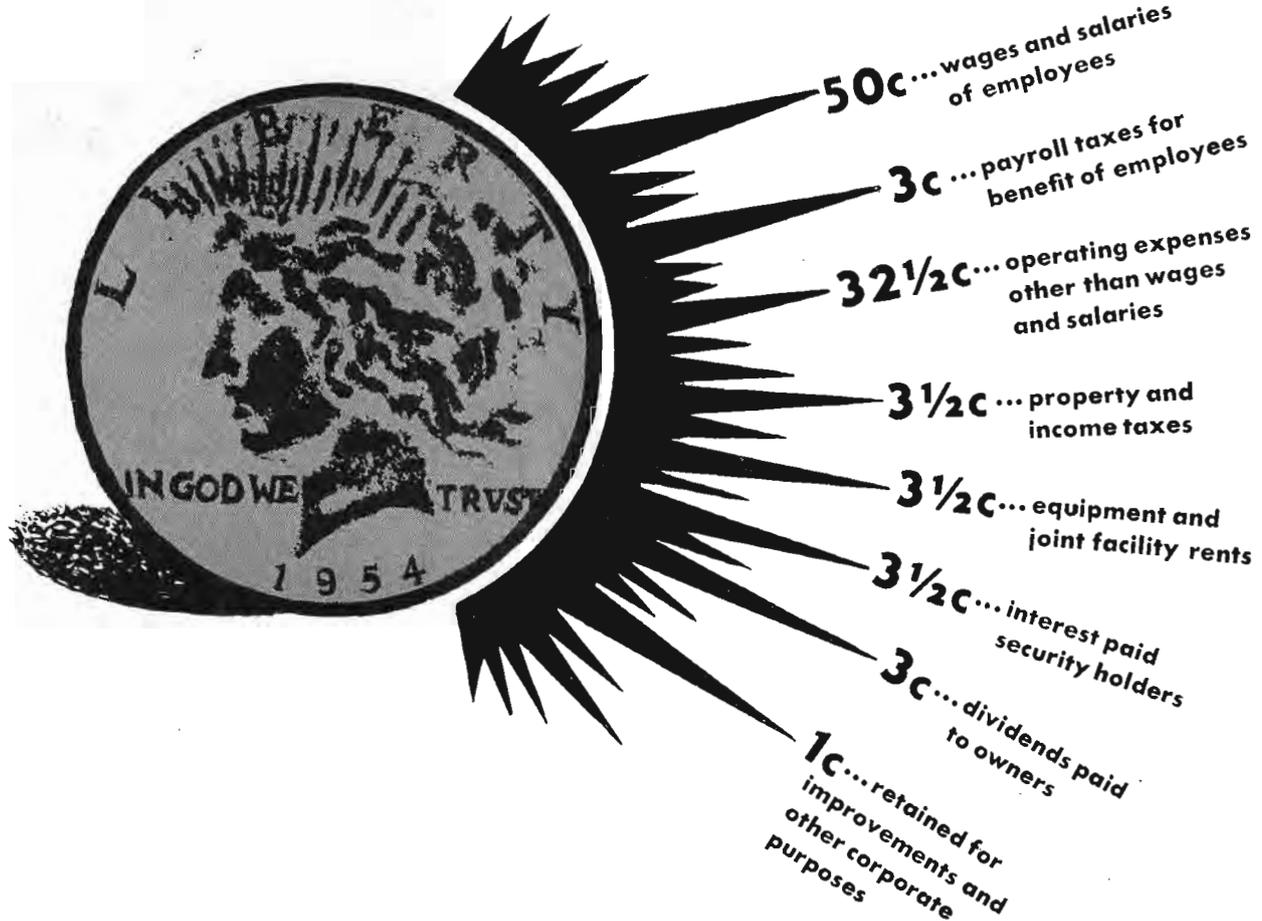
*Compensation of all employees totals \$126,415,797 as shown in table on page 8 and includes such items as wages charged to capital improvements, and manufacturing material.

SOURCES OF REVENUE

Services and Classes of Traffic	Revenue	% Grand Total
FREIGHT SERVICE		
FREIGHT TRAFFIC		
Manufactured articles	\$ 87,508,489	36.8%
Wheat, grain, products of agriculture	39,721,278	16.7
Coal, ore, products of mines	22,413,477	9.4
Lumber, products of forests	25,387,169	10.7
Livestock, products of animals	14,182,749	6.0
L.C.L. traffic	4,912,814	2.1
Forwarder Traffic	3,245,752	1.3
Total Freight Traffic	197,371,728	83.0
OTHER FREIGHT SERVICE		
Switching	5,741,531	2.4
Joint facility—Net Cr.	1,968,179	.8
Demurrage	609,225	.3
All other	1,229,866	.5
Total Other Freight Service	9,548,801	4.0
Total Freight Service	\$ 206,920,529	87.0
PASSENGER SERVICE		
PASSENGER TRAFFIC		
Passengers in coaches	\$ 10,198,638	4.3
Passengers in parlor and sleeping cars	4,702,481	2.0
Total Passenger Traffic	14,901,119	6.3
OTHER PASSENGER SERVICE		
Mail	8,320,625	3.5
Express	3,657,896	1.6
Dining and buffet	1,964,736	.8
All other	1,979,734	.8
Total Other Passenger Service	15,922,991	6.7
Total Passenger Service	30,824,110	13.0
FREIGHT, PASSENGER & OTHER SERVICES	\$ 237,744,639	100.0



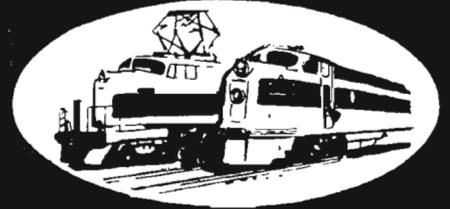
the MILWAUKEE ROAD DOLLAR in 1954



MILWAUKEE ROAD EQUIPMENT

At the close of 1954 our railroad owned a total of 58,452 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars, as follows:

Steam	104
Diesel road	272
Diesel switch	221
Electric	52
TOTAL	649



LOCOMOTIVES

Box and auto	29,967
Gondola and hopper ..	15,811
Flat	5,239
Others	5,847
TOTAL	56,864



FREIGHT CARS

Sleeping	56
Coaches	326
Baggage, mail and express	425
Parlor	27
Others	103
TOTAL	937
Rail Motor Cars	2



PASSENGER CARS

**equipment purchased
and on order . . .**



**purchased and delivered
in 1954...**

- 58—1750 H.P. diesel-electric road switching locomotives
- 33—1600 H.P. diesel-electric road switching locomotives
- 6—1750 H.P. diesel-electric freight locomotives
- 19—1200 H.P. diesel-electric switching locomotives
- 4—1000 H.P. diesel-electric switching locomotives
- 2—Room Sleeping Cars
- 100—70 Ton 29'3" all steel covered hopper cars
- 35—50 Ton Airslide Cars
- 15—70 Ton Airslide Cars
- 1—Storage Car
- 3—Diesel-Electric Cranes

on order for 1955 delivery
(delivery completed February, 1955)

- 21—1750 H.P. diesel-electric road switching locomotives
- 53—1200 H.P. diesel-electric switching locomotives

employees • job value • payroll summary

The cost of new equipment and the improvements made to road property and existing equipment during 1954 amounted to \$28,434,506 as follows:

new equipment ..	\$20,978,139
improvements to existing equipment	1,637,654
	<hr/>
	\$22,615,793
improvements to road property	5,818,713
	<hr/>
	\$28,434,506

average number of Milwaukee Road employees during 1954

Transportation Forces: Train and Engine Men, Yard and Station	10,578	
Maintenance of Equipment and Stores	6,675	
Maintenance of Way and Structures	5,081	
Professional, Clerical and General	5,241	
Executives, Officials and Staff Assistants	386	
	TOTAL	27,961 employees

each  = 1,000 employees

During 1954 The Milwaukee Road's investment in the tools of railroad transportation amounted to \$27,527 per employee as demonstrated in the following by dividing the company's net investment by the average number of employees:

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$769,675,104.

This amount: $\frac{\$769,675,104}{27,961 \text{ employees}} = \$27,527$ Invested in Each Employee's Job.

10 year summary of payrolls, payroll taxes and average compensation

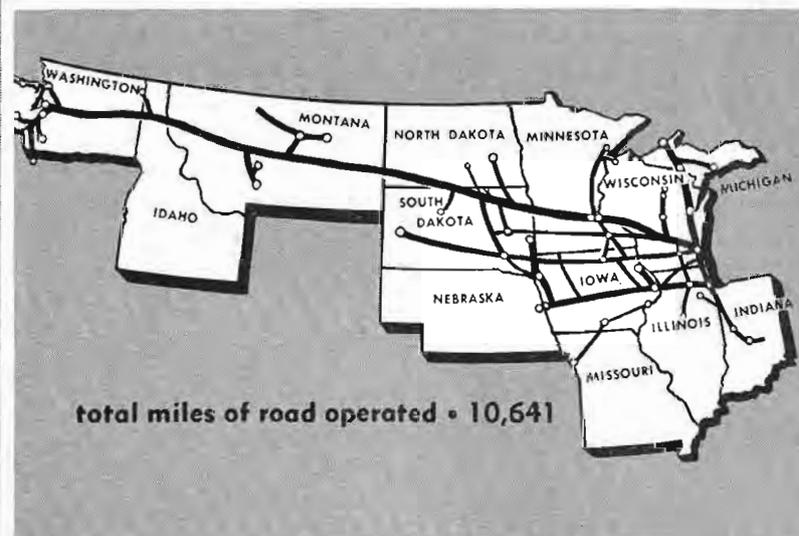
YEAR	*TOTAL PAYROLLS	COMPANY CONTRIBUTIONS—RETIREMENT AND UNEMPLOYMENT TAXES	TOTAL	AVERAGE PER EMPLOYEE	Straight Time Rate	
					AVERAGE PER HOUR	% INC OVER 1939
1945 ...	\$106,425,149	\$ 6,326,545	\$112,751,694	\$2,922	\$.919	26.8
1946 ...	116,746,703	7,085,974	123,832,677	3,329	1.111	53.2
1947 ...	124,724,548	10,095,938	134,820,486	3,552	1.166	60.8
1948 ...	138,490,345	7,707,579	146,197,924	3,820	1.297	78.9
1949 ...	133,117,567	7,421,152	140,538,719	4,000	1.442	98.9
1950 ...	128,201,025	7,234,363	135,435,388	4,023	1.580	117.9
1951 ...	143,260,363	7,774,582	151,034,945	4,463	1.754	141.9
1952 ...	145,397,263	7,696,578	153,093,841	4,703	1.852	155.4
1953 ...	138,117,562	7,441,326	145,558,888	4,675	1.895	161.4
1954 ...	126,272,397	7,035,232	133,307,629	4,768	1.945	168.3

*Does not include compensation of part-time employees

THE 1954 DIVISION OPERATING RECORD

Operating Divisions	Miles of Road Opr.	Miles of all Tracks Opr.	No. of Open Stations	Average No. of Employees	Loaded Freight Car Miles (1000's)	Passenger Car Miles (1000's)	Avg. Gr. Tons Per Frt. Trn.	Avg. Pass. Cars Per Pass. Trn.	Yard Switching Hours	President's Safety Award Standing
	12-31-54									
Terre Haute	393	678	21	698	23,107	3	3,897	1.09	30,575	5
Chicago Terminal	38	390	8	3,778					254,619	6
Dubuque and Illinois	776	1,470	72	2,305	88,728	5,345	3,336	6.34	97,489	7
Iowa	882	1,230	107	1,215	53,257	4,145	2,896	7.19	58,828	13
Milw.-K.C.S. Joint Agency									46,393	
Milwaukee Terminal	23	319	3	3,823					234,776	9
Milwaukee	808	1,148	101	1,372	40,295	14,175	2,879	8.17	51,889	15
La Crosse and River	756	1,382	73	2,208	68,767	24,401	3,314	11.23	63,067	3
Madison	613	854	74	1,042	15,537	1,411	1,857	6.54	63,722	11
Twin City Terminal	42	245	8	1,887					181,009	2
Duluth	210	426	7	24	6,435		3,849			
Iowa and Dakota	1,164	1,399	109	1,183	23,259	3,472	1,788	6.88	46,895	1
Iowa and S. Minnesota	954	1,105	107	699	9,239	254	1,039	3.73	21,524	4
Hastings and Dakota	932	1,199	94	1,185	43,670	7,243	2,976	9.09	21,359	14
LINES EAST—Total	7,591	11,845	784	21,419	372,294	60,449	2,799	8.74	1,172,135	
Trans-Missouri	831	1,018	51	939	48,569	7,558	4,265	9.54	10,289	12
Rocky Mountain	944	1,184	39	1,340	38,398	6,380	3,071	8.02	27,123	10
Idaho	580	721	18	585	17,509	3,074	2,732	9.08	6,479	16
Coast	695	1,086	34	1,526	16,395	2,893	2,408	8.51	62,490	8
LINES WEST—Total	3,050	4,009	142	4,390	120,871	19,905	3,220	8.78	106,381	
GENERAL OFFICES				2,152						
SYSTEMS—Total	10,641	15,854	926	27,961	493,165	80,354	2,891	8.75	1,278,516	

the MILWAUKEE ROAD in the states it served in 1954...



	Miles of Road Operated 12-31-54	* Average Number of Employees	† Total compensation All Employees	Property Taxes
Idaho	232.70	200	\$ 868,278	\$ 187,574
Illinois	686.46	7,211	32,811,040	1,509,549
Indiana	193.36	533	2,484,479	175,122
Iowa	1,792.67	2,705	12,113,883	1,213,649
Michigan	180.40	197	889,180	75,441
Minnesota	1,346.93	3,683	16,078,108	1,547,017
Missouri	154.56	481	2,143,960	117,880
Montana	1,251.60	1,824	8,871,527	1,270,177
Nebraska	5.62	12	60,115	1,433
North Dakota	366.89	155	580,342	215,676
South Dakota	1,734.63	1,384	6,152,775	924,514
Washington	1,066.86	2,119	10,345,645	674,993
Wisconsin	1,620.89	7,309	32,201,444	1,342,874
All Other	7.05	148	815,021	14,284
Total	10,640.62	27,961	\$126,415,797	\$9,270,183

System Payroll Taxes \$ 7,035,232
 System Income and Misc. Taxes Cr. 976,415

Total System Taxes \$15,329,000

† Includes compensation of part time employees.

* Does not include count of part time employees.

1954 SAFETY STORY

In 1954, an employe casualty rate of 4.11 was established; the best since 1935 when the rate was 3.44. In that year, our railroad won the Railroad Employes National Safety Contest among the 14 competing Group A railroads. This rate of 4.11 was 28 per cent better than the rate of 5.74 for 1953. Four employes on duty lost their lives during 1954, which was the same as for 1953, thus tying the all-time low record for employe deaths. Reportable injuries totaled 227, a decrease of 38 per cent under 1953. The improvement in the casualty record for the past few years came about through the whole-hearted support of all employes and full credit is due them for the reductions attained.

Of the 16 operating divisions, the I & D Division established the best record, with no fatalities and only three reportable injuries resulting in the casualty rate of 1.28. Consequently, the 1954 President's Safety Trophy was awarded this division which also won the award for 1952. Its casualty rate of 1.28 was the second lowest winning division rate, being excelled only by the rate of 1.07 established by the Idaho Division for 1947. Seven divisions had casualty rates lower than the system average for 1954. Among the Group A railroads, we ranked fourth for 1954 compared with ninth for 1953.

the family spirit in Bellingham



Bob Swanson, holding son Greg, receives a check from Gene Park, telegraph operator at Bellingham and chairman of the fund-raising committee. Looking on are, from left: J. C. Paige, DF&PA, Engineer Ralph Hallman, Conductor Joe Tilley, Cashier Clark Robinson, Conductor Frank La Fave, Engineer Les Olsen, Yard Conductor G. L. Cross, Yard Clerk Dick La Fave and Engineer Art Clark.

THE Robert L. Swanson family was enjoying a leisurely Sunday dinner in their home on the outskirts of Bellingham, Wash., when they were shocked by a deafening explosion. Without warning the room in which they were eating burst into flames and in a few moments the entire house was ablaze. With flames barring every window, the Swansons barely escaped with their lives. One-year-old Gregory was unhurt, but Mr. Swanson was severely burned about the hands, and Mrs. Swanson and little Deborah, 3, were burned very seriously. The house was a charred ruin.

The fire which destroyed the Swansons' home occurred late in January, when Bob Swanson, a brakeman on the extra board, was temporarily unemployed. It is believed to have started when a gallon jug of gasoline broke and the escaping fluid was touched off by embers in the fireplace. Insurance on the house and furnishings just about covered the mortgage loan, but of immediate and vital concern was medical attention for Mrs. Swanson and little Debbie. At St. Luke's Hospital, where their condition continued critical for several days, they faced a long fight for recovery. It was a situation in which the burned-out family could clearly use some help, and this is the story of what the Milwaukee Road employes at Bellingham did about it.

Quick to realize the tragedy which was threatening the family, Milwaukee Road people organized a relief committee, and the fire had barely stopped smoldering when a drive was under way. Employes were the first to offer financial aid, those who did not have the cash on hand pledging their amount. The emer-

gency collection came to over \$350. Next the local newspaper and radio station were asked to make appeals, and in a few days a fund-raising drive was in high gear.

The response from local firms and citizens was immediate. Money started coming in daily, sometimes only a few cents, other times as much as \$100. The Milwaukee Road Women's Club at Seattle sent a check, and the general governing board offered clothing. Then people began inquiring about the family's personal and household needs. When it was reported that everything had been destroyed, it wasn't long until articles of all kinds were coming in—everything from a baby's diaper to an electric stove.

Gene Park, telegraph operator at Bellingham who had been made chairman of the fund-raising committee, says, "All of this was very gratifying, but we still didn't feel that it was enough. It was then that we received a call from Betty Hauser, a local orchestra leader, who offered us the services of her group if we could arrange a benefit dance. The opportunity was seized upon, and when we got into the matter it looked very promising. The local chapter of the Eagles offered the use of their dance hall, and Cox Brothers, the printers, offered to print tickets and posters. We were in the benefit dance business.

"Ticket sales started slowly, but as the spirit of the affair caught on, they gained momentum. In a two-week period employes sold over 1,200 tickets at

\$1 each, Conductor Bill Nicolay and Engineer Ed Leen earning the distinction of top salesmen. The dance itself was a success both financially and socially. More than 200 people enjoyed an evening of entertainment while helping a very worthwhile cause."

Among the civic groups cited by Mr. Park as outstanding in their support was the Volunteer Fireman's Auxiliary at nearby Ferndale. The women of this organization, which is devoted to helping victims of fires, held a cake and coffee sale which drew some 250 Ferndale residents and netted more than \$200.

Added to the fund, it brought the total turned over to the Swanson family by Apr. 1 to an even \$2,478. Of this sum, Milwaukee Road employes personally contributed or solicited more than \$2,000. Most of the money has helped to pay hospital bills for Mrs. Swanson and Debbie who, although they are doing well, are in for a long siege in the hospital. Both are undergoing skin graft surgery and must also undergo a series of treatments before they can be released.

Meanwhile, the wives of employes have undertaken to sort, mend and otherwise repair the many donations of clothing and household furnishings which will replace those lost in the fire. Mr. Park says, "We can credit our wives with a lot of the behind-the-scenes work. And we intend to go on until the Swansons are settled in a new home."



TIME . . . For a locomotive engineer there is nothing more important than having the exact time all the time. This is one of the deep-worn safety habits which Engineer Bill Stuebner has developed during 45 accident-free years in the cab. For him, comparing his watch with a standard clock first thing upon arriving at work is as routine as coffee for breakfast. His train, No. 117, the Varsity, leaves Chicago for Madison, Wis., at 9:30 in the morning, but he is called well in advance. There is a great deal of work to be done before departure, much of it required in the interest of safety.

AND TIME AGAIN. With his own watch within seconds of the standard clock at Western Avenue, Bill makes another check—this time with the conductor of his train, Bill Riley. It is necessary that their watches be synchronized to assure proper action on train orders and quick teamwork in emergencies.

A Safe Day



REMINDER. Habit and respect for the operating rules lead Bill to the bulletin board for a look at the Rule of the Day. He probably knows every safety rule in the book by heart, but as this veteran engineer says, "It is good to be reminded. Just stopping and taking time to look at that rule alerts a fellow to the fact that it is his business to be safe."

LOCOMOTIVE engineers, taken as a whole, probably represent best the type of individual people think of as "the railroad man". Piloting a huge diesel locomotive, taking people or valuable freight to destination at high speeds, is a task calling for a responsible turn of mind. Safety-mindedness is typical of a responsible person and the mark of a good engineer.

William A. Stuebner, Sr. is a good engineer, and obviously a good example, as his four sons all did as their father did and are today in engine service on the Milwaukee Division, all of them promoted engineers.

Talk with this engineer five minutes and you begin to sense just what safety means to the man up there in the cab. You learn that he lives it every waking hour. It is a part of him.

Bill Stuebner went to work for the Milwaukee as a fireman in July, 1910. He had turned 19 the previous March

THE COVER

ONE reason William A. Stuebner, Sr. was selected for featuring in the accompanying safety article was that he and his four sons, all of whom are in engine service on the Milwaukee Division, constitute the largest father-and-son team on the railroad. Shown with their father on the head end of a diesel switcher at Western Avenue Yard, Chicago are, from the top: William, Jr., George, Earl and Leonard.



CHECK and double check . . . that is the engineer's job prior to leaving the engine yard. He must be sure that everything about the mechanism is in top-notch condition and equal to the demands of modern passenger service. Here Bill watches the gauge as he tests the automatic brake valve. Note that his left foot is already in position on the "dead man" control. →



on the Engine

and, wanting to work close to his home in Chicago, started railroading on the Milwaukee Division. His family has lived in Chicago many years, and Bill maintains a home in the city today on North Sawyer Avenue. Since Mrs. Stuebner's death several years ago, he has shared the home with his son Earl, and his daughter Elaine. He has another home in Fox Lake where he spends much of his time during the summer months and when he is running on trains whose schedules permit him to go and come from that distance.

He and his oldest son, George, have worked together often in recent months

as an engineer-fireman team on Nos. 117 and 118 (the Varsity) between Chicago and Madison, Wis., which has been an almost steady assignment for the father for several years. George, who lives in Hillside, has been with the railroad 19 years. William, Jr. lives near Ingleside, and Leonard, the youngest, makes his home in Fox Lake. William, Leonard and Earl have all been in service 14 years. The father and four sons together have a total of 106 years of service, and the father alone has operated an engine more than 2,025,000 miles in his 45 years of service without a single reportable injury.

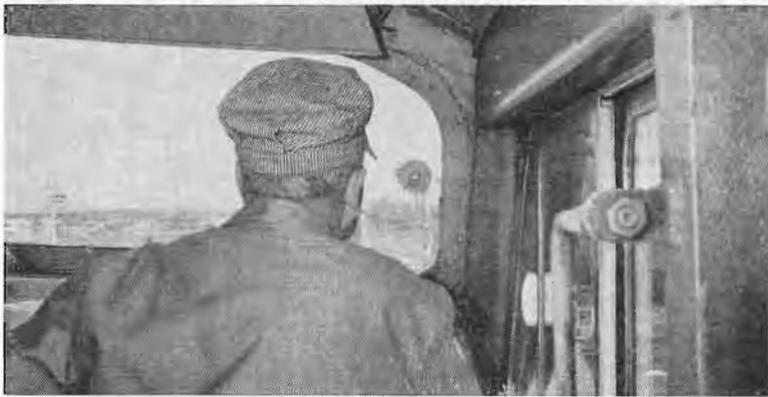
Bill's family is a large one, including two married daughters, Mrs. Muriel Handtmann of Hillside, Ill., and Mrs. Agnes Smith of Woodstock, Ill., in addi-

tion to the four sons and Elaine. It is Dr. Elaine A. Stuebner, to be correct, she having been graduated from the University of Illinois School of Dentistry last June. At present she is interning at the University of Illinois Research and Educational Hospital, Chicago, specializing in maxillary surgery.

Bill Stuebner has earned the respect of everyone with whom he works because he not only is safe himself and works safely with other men, but because he knows the secret of building good will among patrons through the careful handling of his trains.

This article tells in pictures what safety means to him and to all engineers in the course of an average day—a safe day on the engine.

(See following page)



—A Safe Day . . . cont'd

SIGNALS flash past as the train gathers speed north of the Chicago terminal area, and the engineer's keen eyes keep a sharp lookout for these and other indications along the way which control the safety of passengers and crew. The signal shown was observed to be green while at a great distance.



AN EXTRA safety precaution is the hand communication of signals between engineer and fireman. Here Bill and his fireman, Albert Parker, indicate "clear board" with their arms in a vertical position. In addition, they call out the signals to each other as they appear in the distance.

CROSSINGS at grade are an engineer's principal nightmare. The diesel horn blasts the familiar two longs, a short and a long, ending at the crossing . . . but all too often the motorist takes a chance, and the engineer knows it. It is a great relief when he sees the motorist stop, as this one did. Note the left hand still on the cord.



AT MADISON, the run completed, Engineer Stuebner comes down from the cab in the accepted safe manner—facing it, with firm grip on the grab irons. While no longer a young man, he is strong, and he makes both his strength and his experience work for his greater safety.



TERMINAL inspection at Madison is still another precaution in the interest of safety. After checking the running gear of his locomotive, he has a word with Roundhouse Foreman C. W. Harbaugh about the steam line at the rear of the engine. The valve has been left open slightly to permit the passage of enough steam to avoid freezing.



SAFETY is the keynote of his last action before having lunch and a nap in the locker room at Madison in preparation for the return run a few hours later. Here Bill checks the Rule of the Day on the locker room bulletin board, while Fireman Al Parker reads the rule from the book.

our safety score

reportable employe casualties on The Milwaukee Road through March, 1955, compared with 1954

Month	1955		1954		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	....	20	....	20	....	....
February	1	17	....	16	....	+6
March	1	9	....	12	....	-25
TOTALS	2	46	....	48	....	-4
Casualty Rates	.16*	3.60*	....	3.44	....	+5

*Estimated

April, 1955

QUIZ



test your knowledge of
railroads and railroading

(Answers on page 18)

- Does a through truss bridge span carry the roadway above the superstructure or within the superstructure?
- What is a dual control switch—a remote control switch which must be thrown by two operators, or a switch which is operated by remote control but can also be thrown by hand?
- Is an RB type of refrigerator car—a mechanical refrigerator car, a standard refrigerator car with bunkers, or a refrigerator car without bunkers?
- Is it permissible for two or more sections of a train to be run on the same schedule?
- Which of these are fixed signals—semaphore, interlocking or block?
- Are all-purpose mechanical refrigerator cars equipped with mechanism for maintaining low temperatures, for heating the interior, or both?
- Can embargoes be placed on freight shipments to a given terminal, port or area by the Association of American Railroads?
- Which department of the railroad employs instrumentmen—accounting, traffic or engineering?
- Which of these three types of freight cars is the most numerous on the American railroads—box cars, hopper cars or flatcars?
- At 7 A.M., Monday, a freight car belonging to Railroad A is delivered to Railroad B. Railroad B delivers it to Railroad C at 9 P.M. that evening, and C delivers it to A, the owner, at 7 A.M., Tuesday. To which railroad should Railroad A look for Monday's per diem?

General Jackson was called "Old Hickory" because, among other things, he had survived smallpox, tuberculosis, malaria, rheumatism, dysentery and a bullet under his heart—and yet lived to the age of 78 and was going strong up to the last.

THE BIGGER THEY ARE...



WHAT YOU PAY IN ROAD TAXES ON YOUR CAR AND WHAT THE HIGHWAY FREIGHTERS PAY

Average passenger car	\$2.60 per 1,000 ton-miles
Light pickup truck	\$2.22 per 1,000 ton-miles
10-ton truck	\$1.49 per 1,000 ton-miles
20-ton 3-axle tractor semi-trailer.....	\$1.02 per 1,000 ton-miles
25-ton 4-axle tractor semi-trailer.....	\$.74 per 1,000 ton-miles
32-ton 5-axle tractor semi-trailer.....	\$.78 per 1,000 ton-miles
36-ton 6-axle truck full trailer.....	\$.88 per 1,000 ton-miles

from tax data gathered by the Bureau of Public Roads

the Less They Pay

for use of the highways

NEXT time you're driving along an intercity highway and you're trapped behind one of those "highway freight cars" grinding slowly along, here's a fact to remember.

Based on ton-miles, you pay more to travel the roads than that big truck, although the truck does far more damage to the roads than your car does, because it is 5 to 18 times heavier and travels 5 to 10 times farther.

The figures on the page to the left tell the story. The amount of taxes paid on a ton-mile basis trends generally downward as weight and mileage go up. A 20-ton truck that travels 40,000 miles loaded pays only about two-fifths as much, per ton-mile, as a passenger car with average mileage. Larger trucks that bear down on the highway slab with a gross weight of up to 36 tons and travel up to 90,000 miles with load pay an average of less than one-third as much as a passenger car.

What this means is that the highway tax system in general tends to favor the bigger trucks with the higher mileage—in short, the big interstate highway freighters which require the most expensive roads and do the most to break them down.

The taxes they escape must be paid by someone. The burden falls on owners of passenger cars and the lighter or lower mileage trucks, such as logging and dump trucks, local vans and delivery vehicles. By paying more than their share they are, in effect, providing another subsidy for the big freighters—footing most of the bill for the stronger roads and bridges they require and the damage they cause.

Meaning to Railroad People

This situation has a special significance to railroad people. Obviously, the more taxes the big trucks escape the easier for them to draw traffic away from the railroads.

The U. S. Chamber of Commerce estimates that truckers handled 18.8 per cent of all intercity freight in 1954, the railroads 49.8 per cent, and other forms of transportation the remainder. In recent years the truckers' percentage of the freight tonnage has been steadily

growing. Abnormally low taxation on the heavy trucks is one of the causes.

The basic reason the big trucks are able to escape their fair share of the tax burden is the wide difference in ton-miles of transportation obtained by various types of vehicles from the same amount of fuel. A passenger car of two tons' weight that travels 15 miles on a gallon will roll up 30 ton-miles for each gallon on which the tax, let us say, is five cents ($2 \text{ tons} \times 15 \text{ miles} = 30 \text{ ton-miles}$). A 36-ton truck may get only 4.3 miles of travel for the same amount of fuel, but actually receives 154.8 ton-miles of transportation benefit for the same tax—five cents ($36 \text{ tons} \times 4.3 \text{ miles} = 154.8 \text{ ton-miles}$).

Highway taxing authorities agree that the use of a fuel tax as the principal component of the highway tax system is a discrimination against passenger cars and light trucks. Many proposals have been suggested to correct this and some of them have been adopted. One is graduating the registration fee for trucks on the basis of weight and assumed average mileage.

Another proposal which has been widely advocated is some form of ton-mile tax. Its supporters contend that such a tax would measure highway benefits in terms of weight carried and miles run and would spread the road tax burden equitably among all highway users. The axle-mile tax of Ohio and the weight-distance tax of Oregon are examples of such a tax.

The American Automobile Association is on record in favor of some form of ton-mile tax. At a recent annual meeting the association said:

"Heavy trucks require more expensive highways to carry their loads. It is equitable that heavy trucks pay for the added highway costs which their loads make necessary—or at least a major share of such increased costs. . . . The vehicle registration fee and the motor fuel tax alone cannot provide an equitable total road tax for the various kinds and combinations of commercial vehicles and their varying use of the roads."

In an article in the Capitol Times of Madison, Wis., recently, Harold M. Groves, professor of economics at the

University of Wisconsin and a nationally known tax expert, said:

"The evidence accumulates that weight is an extremely important factor in highway costs. What better measure do we have than weight-distance?"

A growing number of states are accepting this reasoning. Six states, including Iowa and Montana, now have pending some form of weight-distance truck levy. The battle to compel the big trucks to pay their fair share of highway costs is by no means won, however. The trucking industry is actively opposed to ton-mile or weight-distance taxes and is fighting them in the states that now have them, attempting to block them wherever they are proposed.

Pay Little for Maintenance

Studies have shown that the large interstate trucking firms pay an average of only about five cents of every dollar of revenue in the form of taxes for use of the public roads. This small sum represents what they contribute to the use and maintenance of the right of way the public provides for them.

In contrast, the railroads spend an average of 23 cents of every revenue dollar to keep in good condition the private right of way which they built entirely with their own money and without a penny of public aid.

This comparison indicates pretty clearly that the "highway freight cars" are not paying their way. It also points up one of the reasons the big trucks are able to take traffic from the railroads.

Equal taxation is a fundamental principle of good old-fashioned American justice. There is no sound reason why the big truckers should be favored at the expense of all others who use the roads. Perhaps your state is among the many which have not yet taken adequate steps to correct this condition.

As a citizen and the owner of an automobile, you owe it to yourself to inform yourself of the facts and support needed changes in the law. As a railroader you also have a vital interest, because a fair division of traffic between the railroads and the highways is fundamental to the future of the railroads.

Personalities in Railroad History

WILLIAM C. VAN HORNE

Builder of an Empire

THE story of William C. Van Horne, a farm boy who was compelled to leave school at 13 to support his widowed mother, reads like a page from Horatio Alger.

In his home town of Joliet, Ill., Billy Van Horne frequented the railway office and at 14 was already a proficient telegraph operator. His first job was as a telegraph boy with the IC in Chicago. By the time he was 27 he was superintendent of transportation for the Chicago & Alton; at 29 general superintendent of the St. Louis, Kansas City and Northern (now the Wabash); and at 34 president of the Southern Minnesota Railroad.

Greater opportunities came in 1880 when the Southern Minnesota was acquired by the fast-growing Chicago Milwaukee & St. Paul. As general superintendent of the latter company, Van Horne attracted the notice of James J. Hill, the guiding genius of the Great Northern. British and Canadian interests were laying plans to build the Canadian Pacific from Montreal across 2,900 miles of wilderness and mountain ranges to the Pacific Ocean at Vancouver. Hill recommended Van Horne as the man most qualified to undertake the task.

The challenge it represented appealed to Van Horne and he took the job. With full responsibility, he pushed the railroad across the continent in the amazingly short period of 46 months, an undertaking which engineers had declared could not be accomplished in 10 years.

For his achievement the British crown conferred knighthood upon him and he became Sir William Van Horne.

In 1888 Van Horne rose to presi-



Sir William Van Horne

dent of the Canadian Pacific and in 1899 to chairman of the board. Under his direction it expanded into a far-flung empire. The Soo Line and the Duluth South Shore & Atlantic in the United States were acquired, a chain of magnificent hotels was built, and the Canadian Pacific Steamship Company was established to form a link with Europe, Asia, Australia and New Zealand.

Not content with his Canadian interests, Van Horne also built the Cuba Railroad which now forms the backbone of the Cuban railway system, and also completed the International Railways of Central America line from Puerto Barrios to Guatemala City. In addition he headed numerous industrial and public utility enterprises in Cuba, Mexico and Brazil. Before his death in 1915 he had risen to a position seldom equalled in the railroad world.

A LOOK BEYOND THE STATION

Never has any industry been so carefully, so thoroughly redesigned, from the inside out. By 1948, more than one-fifth of all the money being spent by all U. S. industry on improvement was being spent by the railroads; and in the year 1952 alone they scrapped more than \$½ billion worth of old equipment. That is a measure of what has been happening in the railroads. —From "A Look Beyond the Station", published by the Committee of Railroad Suppliers

R. C. Dodds

RAY C. DODDS, who was superintendent of the Iowa & Dakota Division when he retired in 1950, died Mar. 16 while visiting relatives in California. His death occurred at Long Beach after a brief illness.

Mr. Dodds was a native of Shannon, Ill., born on June 16, 1884, and following his graduation from high school in 1901 was hired by the Milwaukee as a helper while he was attending a business school in Des Moines. He left after a short time for a job as a telegraph operator on the Northern Pacific and was also employed by the Union Pacific at Omaha before returning to the Milwaukee in 1909.

He served at various points as chief dispatcher and in 1924 became a trainmaster, in which capacity he was stationed at Madison (Wis.), Portage, Sioux City and Aberdeen (Wash.). In 1929 he was appointed assistant superintendent of the Iowa Division and later of the Kansas City Terminals. Following his promotion to superintendent in 1937, he served in turn as head of the Iowa & Southern Minnesota, Kansas City and Hastings & Dakota Divisions and again as superintendent of the I&SM. He was appointed superintendent of the Iowa & Dakota Division in 1947 and retired on July 31, 1950.

Since his retirement Mr. Dodds had made his home in Austin, Minn. Funeral services were conducted there on Mar. 23. He is survived by his wife, Blanche A., his son Robert R., of Norwalk, Calif., and four grandchildren.

Pay First Installment of Million-Dollar Iowa Tax Bill

FIFTY-SIX Iowa counties in which The Milwaukee Road operates last month shared in the first installment of the Road's 1954 tax payment made to that state. The 1954 tax bill totals \$1,154,622.95, almost double what it was 10 years ago. Payment was made in proportion to the Road's mileage in each county. The largest assessment was in Clayton County, which will receive a total of \$55,770.58.

Iowa schools are the beneficiaries of more than half of the Road's annual tax payment. The remainder helps to maintain branches of state and local governments, police, fire, health and other public services. A portion is also allocated to the maintenance of Iowa's public highways, bridges and airports.

The Milwaukee Road Magazine

Michael Sol Collection

New Traffic Office Opened In Eugene, Ore.



A. G. Brett

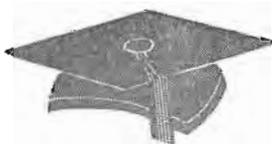
APRIL 1 marked the formal opening of a new Milwaukee Road traffic department office in Eugene, Ore. The address of the new agency is Ardel Offices, 33 East Tenth Avenue.

A. G. Brett, who has been traveling freight agent with headquarters in Portland, Ore., has been appointed to head the Eugene staff. His territory is as follows: Stations on the Southern Pacific main line and branches in Oregon, Junction City and south (including Lakeview); stations on the Oregon Electric, Junction City to Eugene inclusive (Junction City, not shown on Southern Pacific maps, is located 15 miles north of Eugene); stations on joint GN-SP trackage, Chemult to Klamath Falls, inclusive; also stations on the California and Oregon Coast Railroad, Klamath Northern Railway, Oregon, Pacific and Eastern Railway, and the Oregon, California and Eastern Railway.

Mr. Brett has been with the Road since 1927, starting in Seattle. He was chief clerk in the traffic department at Aberdeen, Wash., for several years and city freight agent in Portland from 1944 to 1947 before becoming traveling freight agent.

Milwaukee Road Truckers Win Wisconsin Safety Award

IN A REPEAT of its operating performance for 1952, the Milwaukee Motor Transportation Company, a subsidiary of The Milwaukee Road, was awarded



SONS of Milwaukee Road employes
may apply now for the 1955

\$2400 J. T. GILLICK Scholarship

The J. T. Gillick Scholarship is sponsored by The Milwaukee Road for award to the son of an employe each year. The award entitles the qualified and selected applicant to \$600 annually toward tuition and incidental college expenses for four years at a university or college of his choice.

Sons of Milwaukee Road employes and sons of deceased or retired Milwaukee Road employes are eligible to apply for the J. T. Gillick Scholarship, provided the parent did not receive in excess of \$6,000 as compensation from the railroad company in the 12 months last past, and has worked for the railroad for two (2) years.

Applicants for the J. T. Gillick Scholarship who plan to enter college as freshmen for the fall 1955 term must have their completed applications filed not later than **June 30.**

► APPLY NOW for application forms.

Full details about eligibility requirements and conditions under which the award will be granted will be furnished to each applicant. All requests for application forms should be addressed to

MR. C. WM. REILEY, Chairman
J. T. Gillick Scholarship Committee
356 Union Station Building,
516 West Jackson Boulevard
Chicago 6, Illinois

first place honors by the Wisconsin Motor Vehicle Fleet Safety Service for its safety record during 1954. The award, which is made to operators of commercial vehicles in trucking and transfer service for hire, inter-city group three, was presented by the Safety Division of the Motor Vehicle Department of Wisconsin.

The transport company, which performs an auxiliary l.c.l. freight service for the Road, last year operated 593,322 miles in Wisconsin completely without accident.

Columbian Cavaliers

JACK MILLS, "Just Lookin' Around" columnist of the *Montevideo* (Minn.) American, recently unfolded this little drama in which several Milwaukee people had prominent roles:

"Milwaukee Road employes lent a helping hand here the other day for a Louisiana woman and four children under six years of age who found themselves in a difficult plight. The woman, Mrs. Ernestine Miller of Hammond, La., her three children and one grandchild were enroute to Seattle to visit a daughter, and her purse was lost somewhere east of Minneapolis.

"A welfare group fed the children in Minneapolis and when Conductor George Meyer discovered her plight between Minneapolis and Montevideo on No. 17 [the *Columbian*], he collected money from the crew and then the employes at the Montevideo yard office donated another \$10, fixed up a box of candy and gum, and dispatched one of the men to a dairy for milk.

"The crew on No. 17 who got the situation well under control were Engineer Frank Webster, Fireman A. C. Rydstrom, Conductor Meyers and Brakeman W. J. Lyons."

NOTICE—Voting Members of The Milwaukee Road Women's Club

DISTRICT meetings and get-together luncheons will be held as follows:

Sioux City, Ia.	—Hotel Martin	—May 4
Milwaukee, Wis.	—Hotel Schroeder	—May 13 and 14
Minneapolis, Minn.	—Radisson Hotel	—May 19
Seattle, Wash.	—Hotel Roosevelt	—May 26

All voting members are invited to attend the business meetings as well as the get-together luncheons. For details and reservations consult local chapter presidents.

"... Part of an Honorable Calling"



(Reprinted through the courtesy of the Omaha World-Herald)

TRAINS have changed, no doubt of that, and constantly they edge forward toward the ideal which is the ultimate aim of progress.

Awkward-looking steam engines have given place to streamlined monsters.

The old wooden passenger cars have gone into the graveyard of the past, to be replaced by chromium, glass and a smooth flight. It may be admitted that all of these changes are a part of progress.

But that other thing is good, too. That thing has not changed in the slightest—that wave of the hand, a salute, by the trainmen.

They are honorable men, those trainmen, and if they perhaps are not the only honorable men left in this bizarre world, their integrity

is at least unquestioned.

Watch them as the train goes by. Who first waves a greeting? The trainmen.

Watch them as the train comes around the gentle curve a fraction of a mile from the station, slowing its speed and with warning bell ringing. Children, wide-eyed, are on the top of the embankment, and who first waves? The trainmen.

They wave just as they did years ago, before the streamlining and the chromium; they wave, indeed, as they did when the engine boilers were fired by the wood that preceded coal.

Their passing salute brightens up the day alike for the child on the embankment and the farmer behind his plow. That relationship has not changed—and that is all to the good. Why do children line the bank in order to see the train go by? There is a romance in trains, of course, and trains are part of our inheritance. Yet the big trailer trucks speed along the roads just as fast, and their destinations may be as far away. Children do not stand along the roads to see them go by, nor do the drivers salute.

Perhaps it is because the trainmen are aware of the great tradition they carry, and the passing wave is an acknowledgement of that fact.

Whatever the cause, they salute as the train goes by; the engineer, brakeman, baggageman, conductor, and the first time a child receives it he feels a warmth he seldom will feel again. For that gesture makes him a friend among equal friends, a member of the crew, a trainman—and so a part of an honorable calling.

QUIZ answers

1. Within the superstructure.
2. A switch which is operated by remote control but can also be thrown by hand.
3. A refrigerator car without bunkers.
4. Yes.
5. All three.
6. Both.
7. Yes, at the request of the serving railroads when operating conditions warrant.
8. Engineering.
9. Box cars.
10. Railroad C.

Did "Iron Horse" Originate with Sitting Bull?

WHO first gave the name "Iron Horse" to the steam locomotive? When was the name first applied to the machine that came to take the place of horses in overland transportation?

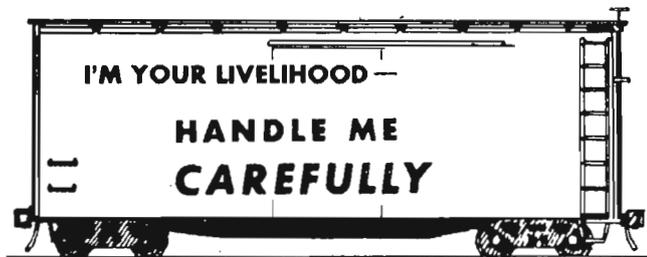
A great deal of research would probably be necessary to find the answers to these questions, but Col. William F. Cody, more widely known as "Buffalo Bill," expressed his belief that the term originated with Sitting Bull, the famous Sioux Indian chief. In his autobiography, Cody quotes from a personal conversation he once had with Sitting Bull in which the old chief used the term "Iron Horse" for the first time in Cody's experience. Sitting Bull is quoted as saying:

"The white man has taken most of our land. He has destroyed or driven away the game that was our meat. In 1868 he arranged to build through the Indian's land a road which ran Iron Horses that ate wood and breathed fire and smoke. The Iron Horse brought from the East men and women and children who took the land from the Indians and drove out the game."

When Calvin Coolidge was president, his wife had a portrait painted of him as a surprise. When it was finished she had it hung in his study.

The President was sitting and studying it one day when a senator entered. Coolidge indicated the portrait with a nod of his head and the senator sat down and studied the portrait too.

Neither said a word for 15 minutes. Then Coolidge turned to the senator and said: "I think so too."



April Is Perfect Shipping Month

The Milwaukee Road Magazine

Michael Sol Collection

retirements

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

McDONALD, Frank W.
Steward Chicago, Ill.
MEAGHER, JOHN R.
Ditcher Operator Chicago, Ill.

CHICAGO TERMINALS

BOWERS, JESSE F.
Switchman Chicago, Ill.
CAVANAUGH, JOSEPH J.
Switchman Chicago, Ill.
CORRIGAN, DANIEL
Mach. Helper Bensenville, Ill.
ECKER, HERMAN
Switchman Galewood, Ill.
ERICKSEN, ERICK H.
Switchman Bensenville, Ill.
HRABECK, JOHN
Trucker Galewood, Ill.
MASON, FRANCES C.
Tel. Switchboard Oper. Galewood, Ill.
MESSINA, FRANK
Sec. Laborer Chicago, Ill.
PESCH, FRANK W.
Switchman Chicago, Ill.
WEEKS, WILLIAM
Loco. Engineer Chicago, Ill.
WILLIAMS, ALBERT
Boilermaker Bensenville, Ill.

COAST DIVISION

BICKNELL, LEON
Switchman Seattle, Wash.
CANARY, EARL
Carman Tacoma, Wash.
CARVASSO, GWENDOLYN
Clerk Seattle, Wash.
CECCANTI, NELLO
Car Repairer Tacoma, Wash.
DOWNING, THOMAS W.
Mach. Helper Tacoma, Wash.
HAGLUND, ALFRED J.
Sec. Laborer Port Angeles, Wash.
KINNEAR, RAYMOND A.
Gen. & Loc. Agent Everett, Wash.
KOPLIN, OTTO E.
Mach. Helper Tacoma, Wash.
MURRAY, FRANK M.
Machinist Tacoma, Wash.
RICHBAW, CHARLES W.
Barge Captain Seattle, Wash.
WARD, CLEM C.
Machinist Tacoma, Wash.
WILSON, SAMUEL L.
Loco. Engineer Longview, Wash.

DUBUQUE & ILLINOIS DIVISION

BEAN, JAMES F.
Loco. Engr. Ottumwa, Iowa
BUDDIN, WILLIAM H.
Carman Helper Dubuque, Iowa
COLEMAN, JOHN
Laborer Savanna, Ill.
COOROUGH, JAMES A.
Boilermaker Helper Marquette, Iowa

DERSCH, HERMAN T.
Loco. Engineer Dubuque, Iowa
GOWDY, THOMAS W.
Boilermaker Helper Ottumwa, Iowa
McCALL, SHERROD B.
Switchman Savanna, Ill.
McGRAW, THOMAS P.
Conductor Ottumwa, Iowa
SMITH, WESLEY C.
Sec. Laborer Laredo, Mo.
TETT, LESLIE W.
Loco. Engr. Savanna, Ill.
VETRISEK, ANTON J.
Air Brakeman Savanna, Ill.
WALSH, WILLIAM T.
Sec. Laborer Waukon, Iowa
WARREN, MILTON G.
Pumper Laredo, Mo.
WILSON, GEORGE S.
Telegrapher Linby, Iowa

HASTINGS & DAKOTA DIVISION

COLLINS, TIMOTHY J.
Conductor So. Mpls., Minn.
NELSON, OSCAR
Sec. Laborer Virgil, S.D.

WOLF, JOHN W.
Asst. Supt. Montevideo, Minn.

IDAHO DIVISION

DETLING, ELMER J.
Sec. Foreman Tekoa, Wash.
HERRALA, JOHN
Ex. Gang Laborer St. Maries, Idaho

IOWA DIVISION

DAIGLE, EDWARD C.
Loco. Engineer Savanna, Ill.
LA HEIST, AL H.
Machinist Council Bluffs, Iowa
MORGAN, FRANK E.
Conductor Perry, Iowa
NELSON, MALCOLM H.
Loco. Crane Engr. Perry, Iowa
SCHAEUBLE, JOSEPH V.
Sec. Laborer Templeton, Iowa
STUKER, BERNARD S.
Sec. Laborer Jefferson, Iowa

IOWA & DAKOTA DIVISION

DOOLAN, BARTLEY
Loco. Engineer Mason City, Iowa
HATHAWAY, ERNEST L.
Agent Chancellor, S.D.
NELSON, JOHN B.
Machinist Sioux Falls, S.D.
SCHWEER, FRED H.
Loco. Engineer Marquette, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

BISSON, ALOYSIUS P.
B&B Carpenter Austin, Minn.
HEGDAHL, PAUL O.
Boilermaker Helper Madison, S.D.
(continued on page 21)

25-YEAR EMPLOYES—your invitation

THE VETERAN EMPLOYES ASSOCIATION of The Milwaukee Road invites all employes who have completed a total of 25 years of service to join its membership. The initial fee is \$2, and the dues thereafter are \$1 per year.

Anyone who wishes to become a member may do so by filling in the form below and mailing it to the secretary and

treasurer, Miss Florence M. Walsh, Veteran Employees Association of The Milwaukee Road, Room 383 Union Station, Chicago 6, Ill.

Present members are reminded that dues for the current year became payable Jan. 1. Their remittance as soon as possible will be appreciated.

VETERAN EMPLOYES' ASSOCIATION

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

Application for Membership

To the Secretary:

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

Name.....

Occupation..... Home Address.....

Entered Service

Recommended by Veteran.....

.....19....

Annual Report for 1954

THE MILWAUKEE ROAD WOMEN'S CLUB

an account of the activities and membership of local chapters for the year ended Dec. 31, 1954

WELFARE AND GOOD CHEER ACTIVITIES

MEMBERSHIP

Chapter	Spent for Welfare and Good Cheer	Value of Donations At No Cost	Families Given Aid and Cheer	Calls Made	Good Cheer Messages Sent	Earned on Ways and Means Activities	Voting Dec. 31, 1954	Contributing Dec. 31, 1954	Total Dec. 31, 1954
Aberdeen, S. D.	\$ 336.17	\$ 25.00	231	150	175	\$ 110.24	369	487	856
Alberton, Mont.	94.03	3.00	65	60	44	—	72	66	138
Austin, Minn.	33.28	85.20	128	181	184	10.00	145	194	339
Avery, Idaho	82.90	—	42	30	195	118.56	42	84	126
Beloit, Wis.	45.00	—	4	11	17	—	94	108	202
Bensenville, Ill.	97.35	3.50	26	308	320	18.20	131	247	378
Black Hills	53.56	—	56	86	46	19.44	80	95	175
Butte, Mont.	36.95	137.70	63	75	51	159.75	55	61	116
Channing, Mich.	11.59	10.00	16	4	45	27.72	84	46	130
Chicago-Fullerton Ave.	237.21	150.00	133	56	195	90.83	428	478	906
Chicago-Union Station	457.21	—	40	68	20	52.50	248	734	982
Council Bluffs, Ia.	47.01	—	7	151	129	20.99	57	75	132
Davenport, Ia.	26.29	—	26	22	18	15.90	68	116	184
Deer Lodge, Mont.	106.11	—	54	30	44	—	70	88	158
Des Moines, Ia.	26.44	1.80	41	83	36	—	59	61	120
Dubuque, Ia.	39.62	—	51	52	53	30.30	96	128	224
Green Bay, Wis.	108.24	8.00	36	79	37	109.06	135	213	348
Harlowton, Mont.	287.53	100.00	57	25	38	70.08	108	114	222
Iron Mountain, Mich.	88.77	—	87	17	32	16.35	72	89	161
Janesville, Wis.	512.56	—	342	200	122	155.08	210	253	463
Kansas City, Mo.	49.90	—	255	231	47	—	86	129	215
La Crosse, Wis.	187.29	41.65	112	223	218	59.55	154	284	438
Lewistown, Mont.	26.35	4.00	60	169	91	3.65	131	174	305
Madison, S. D.	50.31	—	65	61	57	—	50	49	99
Madison, Wis.	173.10	—	72	46	92	89.34	165	199	364
Malden, Wash.	84.31	—	13	34	31	—	68	75	143
Marion, Ia.	62.23	—	92	167	100	3.75	140	129	269
Marmarth, N. D.	14.75	—	26	42	45	12.40	35	37	72
Marquette, Ia.	136.70	—	49	26	31	—	114	78	192
Mason City, Ia.	5.10	—	1	50	61	23.98	83	75	158
Merrill, Wis.	8.36	1.69	18	27	28	9.80	40	32	72
Milbank, S. D.	31.60	30.50	11	22	82	19.10	39	69	108
Miles City, Mont.	242.18	7.00	517	576	204	31.35	205	176	381
Milwaukee, Wis.	156.23	—	31	29	28	287.04	262	939	1,201
Minneapolis, Minn.	132.28	16.60	32	80	84	29.01	191	732	923
Mitchell, S. D.	116.31	38.00	23	77	55	56.66	107	132	239
Mobridge, S. D.	143.95	138.50	188	293	132	28.75	160	166	326
Montevideo, Minn.	7.71	—	41	39	32	—	52	47	99
New Lisbon, Wis.	191.43	10.00	135	114	114	45.38	92	77	169
Othello, Wash.	41.58	25.00	21	17	23	31.72	24	46	70
Ottumwa, Ia.	63.93	10.20	168	69	125	152.83	232	300	532
Perry, Ia.	39.82	—	21	33	91	26.66	228	209	437
Portage, Wis.	87.37	—	79	46	70	—	125	181	306
St. Maries, Idaho	12.07	—	71	98	63	—	44	66	110
St. Paul, Minn.	217.88	7.05	103	44	60	49.69	116	342	458
Sanborn, Ia.	84.97	5.00	15	15	22	2.37	59	54	113
Savanna, Ill.	90.80	—	48	37	57	12.54	166	250	416
Seattle, Wash.	76.79	—	198	209	158	.70	177	188	365
Sioux City, Ia.	236.87	—	193	123	102	157.61	232	252	484
Sioux Falls, S. D.	39.28	—	75	55	56	103.04	63	84	147
Sparta, Wis.	75.90	—	28	23	18	13.50	40	56	96
Spokane, Wash.	74.89	8.00	170	211	168	45.72	109	110	219
Tacoma, Wash.	181.92	22.00	353	665	234	106.10	172	382	554
Terre Haute, Ind.	441.77	77.25	69	114	43	126.10	221	220	441
Three Forks, Mont.	10.00	—	6	6	8	—	30	23	53
Tomah, Wis.	372.84	—	217	134	59	55.82	241	224	465
Wausau, Wis.	59.25	—	92	83	78	98.55	95	110	205
West Clinton, Ind.	59.33	27.35	47	167	13	13.11	57	73	130
Yankton, S. D.	32.01	10.00	11	6	31	42.96	40	65	105
Total	\$6,847.18	\$1,003.99	5,231	6,149	4,812	\$2,763.78	7,268	10,571	17,839

Amount donated to local chapters by the general governing board during 1954 \$4,585.00

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- ventilated crown
- with or without head lining, ear flaps and chin strap

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Source books for parents

"THE ADOLESCENT IN YOUR FAMILY", published recently by the Children's Bureau of the Department of Health, Education and Welfare, contains information of value to the parents of teen-age boys and girls. The booklet is the fifth of a series developed over the years to help parents in relationships with children through all the stages of growth.

Although the pamphlet points out that many aspects of adolescence have, as yet, been unstudied, problems familiar to many households are considered. Daydreaming and dating, breaking away from childhood, getting used to physical changes, friends and companions, earning money, parents' part in vocational planning—are only a few of the problems examined.

The 116-page booklet may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., for 25 cents. Best known booklet in the series of five is "Infant Care," of which over 33 million copies have been distributed and which may be obtained from the same source for 20 cents. The others in the series are "Prenatal Care," 15 cents, and "Your Child From One to Six" and "Your Child From Six to Twelve," 20 cents each. Another helpful booklet published recently by the children's bureau is "Your Children's Feet and Footwear," copies of which are 10 cents from the Superintendent of Documents.

Face lifting for comic books

LAST MONTH, for the first time, comic books appeared on newsstands bearing a seal reading, "Approved by the Comics Code Authority". The seal is the insignia of the board of examiners established recently by the Comic Magazine Association of America to clean up comics by eliminating from them elements which are considered undesirable. Members of the association are 24 publishers who put out 388 of the industry's magazines.

The board is headed by Charles F. Murphy, a former New York City judge, and the code is patterned after standards established for the motion picture, radio and television industries. Among the 30 restrictions imposed by the code are the following:

"Crimes shall never be represented . . . to create sympathy for the criminal, to promote distrust of the forces of law and justice, or to inspire others with a desire to imitate criminals" . . . "The treatment of love-romance stories shall emphasize the value of the home and the sanctity of marriage."

The section stipulating that the words "horror" and "terror" may not be used in a magazine title stopped publication of 33 at one swoop. Restrictions also govern the content of advertisements, and a final clause gives Judge Murphy the right to stop techniques that violate the spirit of the code, if not the letter.

Why parents say "no!"

FROM the moment a child starts to notice the world about him, he is made very much aware of the word "no". In fact, parents sometimes say it so often that it is more a habit than a word.

Writing for the Book House for Children, Lester A. Kirkendall, Ph.D., Oregon State College, came up with five main reasons why so many parents have the "no-habit."

1. They say no in self-defense—too many requests might "drive them to distraction."
2. They feel they must protect their children.
3. They carry over resentment from their own childhood experiences.
4. They need to demonstrate their authority.
5. They unconsciously fall into a negative frame of mind.

Dr. Kirkendall cited the mother who found herself in this last situation when her five-year-old came to her with a request which ended with "I can't do it, can I, Mother?" Realizing he felt he would be refused permission for any request he made, she decided to analyze her reasons for saying no. After she began listening to him objectively, she discovered it was necessary to say no only when danger or someone's convenience was involved.

What can be done to help break a bad "no-habit" and still keep a balance between authority and understanding?

Doctor Kirkendall advises parents to continually re-evaluate a child's maturity and expand the range of acts for which a growing youngster can assume responsibility.

In other words, mothers and fathers may have to "grow a little" themselves.

Arithmetic made easy . . .

CHILDREN who are just beginning to learn arithmetic can be helped at home by way of a simple card game described in a recent issue of *Better Homes & Gardens* magazine. The game, called "Sub-Add", requires a little practical psychology by the parent who must make an occasional mistake to see if the youngster can catch it. The game goes like this:

The parent and the child play. They remove the face cards from a pack of playing cards and deal the remainder of the pack, one by one, face down. Each player turns up a card and the player with the lowest card must subtract the number on his card from the number on his opponent's. If he gives the right answer, he scores a point; otherwise his opponent scores a point—if he calls out the right answer.

When the round is finished, it is followed by a round of addition played as above, except that the cards are added instead of subtracted.



Brownie Ice Cream Pie



Coffee Jelly Parfait

real cool for teen-age parties

WHEN teen-agers invite friends in for a party, a good gooey dessert is absolutely top form. Brownie ice cream pie, for instance, is made to order for teenage entertaining. Instead of a pastry crust, the pie shell is made from a packaged brownie mix rich with nutmeats, then filled to overflowing with vanilla-fudge ice cream and topped with generous streams of creamy chocolate sauce. Using a packaged mix, any ambitious teen-ager can put it together.

Brownie Ice Cream Pie

- 1 pkg. (1 lb.) brownie mix
- 2 qts. vanilla-fudge ice cream
- ½ cup chopped walnuts (in addition to those called for in package directions)

Prepare brownie mix as directed on package, adding extra walnuts. Spread evenly in two 8-inch pie pans. Bake in moderate oven (350° F.) 15 minutes. Cool in pans. When ready to serve, fill each pie with 1 quart of vanilla-fudge ice cream (or any desired flavor). Cut each in 6 wedges and serve at once. (Or serve one pie, and wrap the other in freezer foil and freeze to use on another occasion.) Serve with chocolate sauce.

Creamy Chocolate Sauce

- 2 squares (2 oz.) unsweetened chocolate
- ½ cup sugar
- 1 small can evaporated milk

- 1 tbsp. butter

Melt chocolate over hot water; stir in sugar. Stir in butter or margarine. Add evaporated milk slowly. Cook over hot water, stirring occasionally, until thickened. Serve hot. Makes 6 to 8 servings.

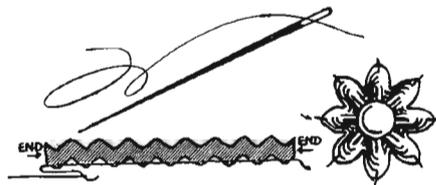
Pretty as any drugstore sundae, but tasting ever so much better, is this coffee jelly parfait—shimmering squares of gelatine, layers of flavorful whipped cream, and a topping of crunchy buttered almonds. This is another dessert the gang will appreciate, and it's easy to make, too.

Coffee Jelly Parfait

- 1 envelope unflavored gelatine
- 2¼ cups strong coffee
- ⅓ cup sugar
- 1 tbsp. brandy flavoring
- 1 cup whipping cream
- ½ cup canned chopped buttered almonds

Soften gelatine in ¼ cup of the cold coffee. Heat remaining coffee to the boiling point. Add softened gelatine and sugar; stir until gelatine dissolves. Add flavoring. Pour into jelly roll pan or any shallow pan, to a depth of about ½-inch. Chill until firm. Cut into ½-inch cubes. Whip cream and sweeten to taste. Arrange alternating layers of jelly cubes, whipped cream and almonds in tall dessert glasses. Serves 6. (*Pan-American Coffee Bureau recipes*)

TRIM IDEAS



COLORFUL trimmings of rick rack can add individuality to the clothes you make for yourself and your children. It's fun to sew with this versatile braid, and simple to create original ideas.

One idea which is new and different is rick rack daisies. These are very attractive on children's clothes. For a clever effect, scatter them over a solid color, or bunch them together with embroidered stems and a bowknot of real ribbon. This is the way each daisy is made:

YOU NEED:—

for 9 daisies, 1 pkg. rick rack size 29
9 smooth-surface shank buttons ½-inch in diameter

TO MAKE A DAISY:—

Cut 1 strip of rick rack 5 inches long, making sure there are 9 points at the bottom edge of the strip. Use button thread (same color as rick rack) in your needle and run a row of stitching along the bottom of the rick rack through the 9 points; use a weaving stitch in and out of each point (see diagram).

At the end of the 9th point, draw thread very tight to form the daisy flower; arrange points to form each petal (of which there will be 8). Tack ends securely from the underneath side. Cut excess after sewing; seam will conform to the flower design on top. Place button at center of flower and sew securely.

Attach flower to material with a stitch at center and at end of each petal. To avoid detection, take small stitches.

SPRING ON YOUR TABLE

SUDDENLY it's spring and time for a treat of fresh rhubarb pie. This pretty pink chiffon pie is a sure herald of the season. Tangy with lemon and enriched with swirls of whipped cream, it needs only a cup of fragrant coffee to make it the perfect ending to a company meal.

Rhubarb Cream Chiffon Pie

- 1 pkg. lemon flavored gelatine
- ¾ cup boiling water
- ⅓ to ½ cup sugar (depending on sweetness of rhubarb)
- 1 lemon, juice and grated peel
- 1 cup whipping cream
- 2 cups cooked sweetened rhubarb
- 1 10-inch baked pie shell

Dissolve gelatine in boiling water. Add sugar, lemon juice and peel. Chill until consistency of unbeaten egg white. Whip cream, fold in rhubarb and fold into gelatine mixture. Spoon into baked pie shell and chill until firm. (*Pan-American Coffee Bureau recipe*)



Household Hints for Spring



TO PROTECT your woolens, blankets and furs against invading moths, wash or dry clean them and wrap tightly in moisture-proof freezer cellophane; no fumbling to find what you want—you can see what you store. For tight packages, heat seal with an electric iron. Set the iron at "low" or "rayon" and press firmly but gently. For added protection, include a few moth balls or flakes in each package.

Place a small piece of cellophane tape over the spot where you wish to drive a picture nail. It will prevent the plaster from cracking.

Try this trick in scaring rabbits away from your garden. String a piece of cord between two sticks, one at each end of the vegetable row. From this string hang pieces of aluminum foil one inch by 18 inches in length. This will keep out both rabbits and birds, but will not interfere with cultivating. (*Enterprise magazine*)

To keep cut flowers fresh longer, pour left over tea into the water. This water-tea solution is also good for watering house plants.

Drawer pull knobs are easy to paint when you dip them into the paint can instead of trying to use a brush, says Better Homes & Gardens. When dipping the knobs, hold them by the screws, then hang them to dry by the screws, using spring-type clothespins.

If you're planning to buy wallpaper, remember that it is sold in various lengths. A single roll is 24 feet long, double 48, and triple 72 feet. Measure

the length around the room in feet, then multiply by the height from the baseboard to the ceiling. Divide this figure by 30 to get the number of single rolls required. Then deduct one single roll for every *two* openings, windows, doors or fireplaces. It's a good plan to buy at least one extra roll.

If dirt and dust adhere to your dustpan, wash it well with soap or detergent and water, then dry it and apply wax. You will find that the dust slides off easily. Wax will also protect your clothesline from moisture and imbedded dirt.

The thrifty time to change a light bulb is when it begins to look dark under the glass. Otherwise it wastes electricity. Two or three drops of perfume on an illuminated light bulb will help kill unpleasant odors in a room.

A sliding rack for cups, glasses, pots and pans makes them easily accessible and helps to increase the efficiency of a small kitchen.



Bad Manners Can Hurt You

ARE your manners your worst enemy? Many people don't realize that bad manners are their biggest handicap in life. In many cases they don't even realize their manners are offensive, but that doesn't make things any better. The following are a few of the more common everyday offenses. Of how many are you guilty?

1. Are you unable to control your temper?
2. Are you a poor listener? Do you appear to be disinterested when others are talking?
3. Are you intolerant of those who disagree with you?
4. Do you grumble about how much work you do and how little others do?
5. Do you forget to say "thank you" or "please"?
6. Do you talk or laugh too loudly?
7. Do you nose around other people's desks or belongings?
8. Do you cough or sneeze without using a handkerchief?
9. Do you criticize others behind their backs?
10. Do you constantly drum your fingers or tap your feet?
11. Are you a "whatter"? Are you unable to answer a question without first saying "what"?
12. Are you constantly sniffing even though your nose is clear?
13. Do you laugh at other people's mistakes, failures, or oddities?
14. Do you burden others with your troubles?
15. Do you purposely embarrass others?

—from Enterprise



IN STEP WITH SPRING. It's fun to crochet when there are so many pretty, as well as practical, things to make. A boxy bag, for instance, is always in style but especially in springtime. The top and bottom of this one are solid and the sides are made of square motifs joined together in a checkerboard design. Brand new for the kitchen, the cocky rooster crocheted in solid black carries out the wrought iron effect sweeping the country. The pot-holders with graceful scroll trim, also in black, stand out decoratively against a solid color wall. Direction leaflets for CHECKERBOARD BAG and POT HOLDER SET 74-13 are available, free of charge, from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



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“The Devil was having wife trouble”

“HERE I AM, twenty-four years old and what have I done?” he had once written. But he was 53, and his face, like his indomitable will, had become seared and toughened by years of Arctic struggle before he reached his ultimate goal.

On December 15, 1909, Robert E. Peary finally stood where no man had ever set foot:



North latitude 90°, longitude 0°. That day, he planted the American flag on the North Pole.

His return, afterward, to his base camp was so uneventful that one of his Eskimos explained it by saying the Devil must either have been asleep or having trouble with his wife.

Actually, good luck of that sort was a rarity to Peary. Enduring intense hardships, he had failed six times before to reach the Pole, but he never gave up. He lived all his life by his personal motto: *I shall find a way or make one.*

Peary's was a motto Americans find easy to understand. In fact, it typifies the practical “strike-out-for-yourself” spirit of the 160 million American citizens who stand behind U. S. Series E Savings Bonds. Perhaps that's why these Bonds are among the finest investments in the world today.

No wonder so many Americans buy Savings Bonds. Do you? For your security—and your country's—why not invest in them regularly?

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Here's how we're doing . . .

	FEBRUARY		TWO MONTHS	
	1955	1954	1955	1954
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$17,675,513	\$17,910,172	\$36,273,418	\$35,544,137
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS).....	8,958,884 (50.7)	9,036,860 (50.5)	18,340,387 (50.6)	18,974,945 (53.4)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	554,847	537,599	1,115,720	1,095,802
PER DOLLAR RECEIVED (CENTS).....	(3.1)	(3.0)	(3.1)	(3.1)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest....	8,166,406	8,535,680	16,636,489	17,029,993
PER DOLLAR RECEIVED (CENTS).....	(46.2)	(47.7)	(45.9)	(47.9)
NET INCOME			180,822	
NET LOSS	4,624	199,967		1,556,603
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	102,800	101,556	212,728	205,279
Increase 1955 over 1954.....		1,244		7,449

Carloadings by Commodities during March 1955 compared with March 1954

INCREASES:

	% of Total Revenue	Carloads		1955 + or - to 1954	
		1955	1954	Number	%
Forest Prod. excl. Logs and Pulpwood.....	11.8%	9,031	8,598	+ 433	+ 5.0%
Iron and Steel incl. Machinery.....	6.8	6,742	6,425	+ 317	+ 4.9
Coal and Coke.....	6.2	11,294	10,293	+ 1,001	+ 9.7
Autos, Trucks, Parts and Tires	3.5	3,794	2,918	+ 876	+ 30.0
Agri. Impl. and Tractors incl. Parts.....	3.5	2,180	1,695	+ 485	+ 28.6
Meat and Products.....	3.1	4,746	4,542	+ 204	+ 4.5
Cement, Brick, Lime and Plaster.....	1.7	2,777	2,122	+ 655	+ 30.9
Fruit and Vegetables.....	1.4	2,380	2,346	+ 34	+ 1.4
Live Stock.....	1.3	2,194	2,027	+ 167	+ 8.2
Total Increases	39.3	45,138	40,966	+4,172	+10.2

DECREASES:

Grain.....	12.4	6,224	6,637	- 413	- 6.2
Petroleum and Products.....	3.9	5,176	5,242	- 66	- 1.3
Logs and Pulpwood.....	3.6	4,707	7,282	- 2,575	- 35.4
Clay, Gravel, Sand and Stone.....	2.9	3,598	3,732	- 134	- 3.6
Merchandise.....	2.9	8,923	9,142	- 219	- 2.4
Beer.....	2.1	2,421	2,663	- 242	- 9.1
Flour and Grain Products.....	2.0	5,490	5,543	- 53	- 1.0
Ore (Excl. Pooled Ore).....	.6	402	531	- 129	- 24.3
Miscellaneous.....	30.3	32,385	32,510	- 125	- .4
Total Decreases	60.7	69,326	73,282	- 3,956	- 5.4
TOTAL	100.0	114,464	114,248	+ 216	+ .2

about people of the railroad

Milwaukee Division

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

Conductor Al Proeber and Brakeman Clarence Stronks, last reported as recovering from operations, are up and around. Hope to see them out on the job soon.

Conductor Art Bishop is home after a stay in the hospital. Also on the sick list at the present writing is Mrs. Ruth Habegger, secretary to Superintendent M. Garelick.

Retired Master Mechanic Bates wants to thank all the engineers who had a hand in the presentation to him by Lodge 130 of the BLF&E, of a pair of fine binoculars.

Mary Hickey, time revisor in the superintendent's office, has been off for about two months. We hope we can soon report her return to work.

THIRD DISTRICT

Retired Engineer Clarence Mudway, one of the best known of the old time engineers, passed away on Mar. 7.

Agent Shebelske of Berlin is taking off a couple of months for his health. Agent Brey of Woodland is taking over the duties in his absence.

Madison Division

FIRST DISTRICT

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

An occasion which won't be forgotten here for a long time was the party given at the Cuba Club on Mar. 14 for Fred W. Liegois, chief clerk in the superintendent's office, to commemorate 49 years of service to the Road and to mark his retirement from active duty. It was in March, 1906, that Mr. Liegois was first employed at Channing, Mich. Later he was appointed chief clerk in the division office at Green Bay, and upon his return from World War I, in which he served as a first lieutenant with the field artillery, he was appointed division accountant at Green Bay. In October, 1922 he was transferred to Madison, and he has been chief clerk here since that time, except for three and a half years during World War II when he served in the Army Transportation Corps, as a major.

About 100 of Fred's fellow employes and company officials turned out for the farewell party, and all of them paid tribute to him for his "capable and efficient" service as chief clerk.

Fred was the recipient of many gifts. J. H. Vanderhei, retired pump repairer, of Madison, was master of ceremonies, and did his usual "bang up" job. As the honored guest, Fred was remembered with many retirement gifts.

Herman F. Ogden has been appointed to fill the position of chief clerk vacated by Mr. Liegois' retirement, coming from the office of the superintendent at La Crosse. Mr. Ogden plans to move his family to Madison at the close of the school year.

Time Reviser C. M. Chapman recently underwent surgery at the Madison General Hospital. At this writing he is making a good recovery.

Miss Dorothy Ann Adler, daughter of Section Foreman N. C. Adler of Prairie du Chien, recently became the bride of Clarence N. Welsch Jr., also of Prairie du Chien, in a ceremony at St. Gabriel's Church. Following the ceremony, a dinner and reception were held at the "Blue Heaven".

Mrs. Ernest Voss, age 82, wife of Retired Agent E. W. Voss of Mazomanie, and mother of Engineer Forrest Voss, passed away at her home on Mar. 8. Mr. and Mrs. Voss celebrated their 60th wedding anniversary last Dec. 26.

Charles Agner, retired train dispatcher, age 89, passed away at a Madison hospital on Mar. 28, following an illness of a month. "Charlie", as he was known to everyone, retired on Jan. 1, 1948, with 65 years of service.

Friends of Bernard M. McNulty were shocked to hear of his untimely death on Apr. 2. "Bernie", as he was known to everyone, was employed in the freight department at Madison for 36 years before he resigned to become traffic manager for the J. J. Fitzpatrick Co. Sympathy was extended to his family and to his brother Joseph, who is cashier in the freight department.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

Trainmaster L. W. Harrington of Faithorn happily passed around cigars on Mar. 18, announcing the arrival of a new daughter.

Clerk Willard C. Bahr, who has been ill for some time, has returned to work at Bedford.

Agent L. R. Sims is back on the job at Crane after an illness of several weeks.

At this writing, Chief Clerk John Schumacker of Bedford is confined to the hospital.

G. H. Haseman, former car foreman at Latta, has been relieving Walter Rohde on the car foreman's position at Bedford due to Mr. Rohde's illness.

Robert Hayes, former chief clerk at Crane, has been filling the bill clerk's position at Bedford.

Two of our retired employes recently passed away at Bedford, Indiana: Clifford Duncan, former hostler, and Rome Engle, section laborer, formerly located at Burns City.

On Mar. 19 Chief Train Dispatcher Jack Wright received word of the sudden death of his younger brother, Kenneth, of near Seymour, Ind., and the following Monday lost his older brother, Ben, at Columbus, Ind., both due to heart attacks.

Extra Telegrapher Roland R. Rainford, having completed a tour of duty in the Navy, has reported as being available for work.



BIG NIGHT AT MADISON, WIS., was the retirement party held there on Mar. 14 for F. W. Liegois Sr., chief clerk in the superintendent's office, who is shown here with some of the large group of railroad friends who were present. From left: A. J. Farnham, chief train rules examiner, Milwaukee; Mrs. Farnham; Mr. Liegois' son Frederick William Jr. and wife; Mrs. C. H. Rowley; Superintendent G. H. Rowley, Madison; Mrs. F. W. Liegois Sr. and Mr. Liegois; Mrs. F. R. Doud; Mr. Doud, retired general superintendent at Minneapolis, now of Milwaukee; Mrs. J. H. Vanderhei; and Mr. Vanderhei, retired pump repairer, Madison. For details, see Madison Division news column.



YOU CAN'T HARDLY GET THEM LIKE THAT NO MORE. When the Choral Club gave a benefit concert at St. Stephen's Episcopal Church in Chicago last month, their attention was directed to this carving on the choir stall, since it is a remembrance of George Gobel of TV fame, in his boyhood days a St. Stephen's choir boy and acolyte. Looking at it here are, from left: B. J. Mitchell, engineering department; E. J. Stoll, assistant industrial commissioner and president of the club; the Rev. L. Eugene Wettling, priest-in-charge, who is with the Western Traffic Association; and Glenn Jorian, choral club director. Mrs. Herman Gobel, the comedian's mother, was in the concert audience and is also shown posing alongside the memento of her famous son.

Switchman Clifford Stout of Terre Haute and Mrs. Stout plan to visit their daughter in Denver, Colo., in April. Retired Agent Ed Talkington of Seymour will visit his son, who is in the Air Force and lives with his family in Bloomington, Tex.

Retired Yardmaster Bill Bastain enjoyed a trip to Miami, Fla., in February, but said he encountered some very chilly weather there.

Relief Yard Clerk H. J. Overton of Terre Haute has taken the extra work at Faithorn and Chicago Heights.

Engineer Walter Alexander, hospitalized at Mayo's for several weeks following an operation, returned home in March. He plans to take it easy for a while before returning to work.

Machinist Harry Church of West Clinton and Terre Haute roundhouse retired on Feb. 1 after 32 years of service, and on Mar. 1, Boilermaker J. G. Brown, with 45 years of service in that department, also retired.

Rocky Mountain Division

EAST END

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

Engineer and Mrs. D. A. Robinson are visiting in California at this writing.

Trains 17 and 18 made their last runs Mar. 5 and 6 between Marmarth and Avery.

Retired Engineer Herbert Francis Wilcox died Feb. 27 at his home. Mr. Wilcox was born Jan. 5, 1886 in Hebron, Wis., and came in 1912 from Avery to Three Forks where he worked for the Road as a fireman until June 9, 1942 when he was promoted to engineer. He retired in 1949.

We understand that Fireman C. S. Taylor who recently came home from the hospital is returning for treatment.

Glenn McKinnon, Airman 3/c and son of Mr. and Mrs. L. C. McKinnon, left Mar. 23, after a 25-day furlough at home, for Camp Kilmer, N. J., and subsequent shipment to England for a three-year assignment.

Engineer H. T. O'Donnell is home after having an operation at Providence Hospital in Seattle. We understand he is doing well.

Retired Engineer U. H. LaGrange passed away in Minneapolis Mar. 1.

Electrician J. V. Steinberger retired Feb. 28. Mr. Steinberger started with the railroad on Jan. 10, 1916 and had worked in capacities from laborer to roundhouse foreman until his retirement. He and Mrs. Steinberger plan to make their home on the coast for a while.

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Switchman Herman Murch and Mrs. Murch of Harlowton announce the arrival of a baby boy on Feb. 24 at the Harlowton Hospital. He was named Paul Elwyn.

The people of Harlowton were saddened by the death of Mrs. Howard Ahrens, wife of electrician, who came to Harlowton in 1918 for the Road. Mrs. Ahrens was a member of the Eastern Star Lodge and past matron of that order. She was active in the Red Cross of which she was service chairman for a number of years, and in the Federated Church and the railroad Women's Club throughout her years in Harlowton. She will be greatly missed by her friends.

Storekeeper Bob Franks of Harlowton is in the Harlowton Hospital at this writing.

Traveling Car Accountant Roy Spogan of Harlowton reported that he is now a grandfather. His daughter and son-in-law, Mr. and Mrs. Eddie Kozeliski of California, announce the arrival of a baby girl.

March 26 marked the wedding date of Miss Patricia Yates, daughter of Car Foreman Pat Yates, to Henry J. Sanderson. They were married in the Episcopal Church, and following the reception at the Pat Yates home left for Billings, where they will make their home. Out-of-town guests at the wedding were Mrs. A. M. Page of Miles City,

Patricia's grandmother, Daniel Sanderson of Billings, best man and brother of the groom, Roadmaster and Mrs. Spatafore of Harlowton, Hostler Helper George Harris and Mrs. Harris, Electrician Oneil Miller and Mrs. Miller, and Electrician Mason Colby and Mrs. Colby.

Agent Bill Reeser of Geraldine is retiring in April after 32 years with the Road. Bill owns a little property in Great Falls and plans to make his home there following his retirement.

Operator Frank Mathern of Harlowton is going to take over the agent's job at Geraldine following Bill Reeser's retirement.

Ticket Agent A. M. Peterson and his wife, who is agent at Winifred, took their vacations together and went to Minneapolis where they visited with both their folks. They also went to Florida and saw some ball games of the Milwaukee Braves, the Cardinals, and the White Sox.

Chicago General Offices

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Clifford Loitz, bookkeeper in the investment bureau, underwent a successful operation unique in surgical history at St. Mary of Nazareth Hospital on Mar. 12. To remove a tumor from the front of his left chest wall, the surgeons found it necessary to cut out four ribs, collar bone and breast bone. The defect created was so large that simple closure of the remaining tissues would not allow him to breathe. The surgeons therefore took bones from a man who had died in an accident, trimmed them to size and wired them in place to serve as a framework on which new bone will grow in replacement. He has been able to breathe normally and comfortably since the operation and left the hospital on Mar. 26. After a short period of recuperation at home, he will return to work.

Pvt. Guy Macina, son of Assistant Auditor of Joint Facility Accounts G. G. Macina, who is now attached to the Central Command at Tokyo, Japan, has been recommended for a Certificate of Achievement for successful accomplishment in his assignment as accountant in the Special Services Section.

Ruth Lodge, clerk in this office since 1941, entered upon her retirement on Apr. 1 with the best wishes of her associates.

Richard W. Franz, son of Walter W. Franz, engineer accountant, entered military service on Mar. 11, and is receiving his basic training in the 6th Army Division at Fort Leonard Wood, Mo. Richard was employed by the W. F. Hall Printing Company following his graduation from Oak Park and River Forest High School in 1954.

The new stenographer in the joint facility bureau is Katherine Villeneuve, formerly of the auditor of expenditure's office typing bureau. A native of Great Falls, Mont., she is a graduate of Central Catholic High School in that city, which school was featured in Life magazine in January, 1954.

No matter how fearful a person may be of the future, he hopes he will live to see a lot more of it.



WHITE SPRING. Thumbing its nose at the calendar, a blizzard which kicked up at Channing, Mich., on Mar. 22 was said by observers to be the worst in that area in 30 years. This view of a Milwaukee engine standing at the roundhouse was taken by Messenger Lawrence H. Mohr.



At Lewistown, Mont., Freight House Cashier Guy Kester caught the same act when a fierce blow raged there from Apr. 3 to 5. The snow dumped in that area blocked railroad property for several days. The picture above was taken on one of the downtown streets.

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

If you've noticed a gleam in Leonard Thelander's eyes since Mar. 3 it is because on that day he became a grandfather. The baby, a boy, was named Charles Leonard, thereby honoring both paternal grandparents. Nancy and Charles Taylor are the parents.

Now it can be told! We were requested to wait until this issue of the Magazine to announce the marriage of Penelope (Penny) Gooch, former secretary to Assistant to Chief Purchasing Officer A. E. Johnson. On Feb. 26 Penny became the bride of Walter Sittig.

Myrtle Winkelman underwent surgery at the Mayo clinic in Rochester, Minn., on Mar. 9. At this writing she is still hospitalized. We all hope for her speedy recovery and quick return to her position as stationery clerk.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulon, Correspondent

The following employes have been away due to illness or accident: Eleanor King, Florence Almen, Herb Johnson, Ruth Espeset and Felix Raue. On the sick list at this writing are John Gross, Emil Rackner and Sigmund Scheffel.

The population is on the upgrade again. John Ritter has a new grand-daughter and Lois Ritter a new niece, born Feb. 26 in San Diego, Calif. Dennis Slodoway is the father of a baby girl born Mar. 9; name, Corinne Marie. Eddy Rintelman became a grandfather for the fifth time, and E. H. Sowle wore a big smile Mar. 10, having become the proud grandfather of a boy with red hair. Word was received also that Ruth (Fetsch) McCarthy, formerly of the bill and voucher bureau, became the mother of a girl Mar. 29, and Walter Vukovich became the father of a girl, Joanne, on Apr. 1.

Aileen (Gray) Hutchinson, formerly employed in the T&E bureau, visited the office recently with her three boys—Tommy, Danny and Jimmie, ages 3, 2 and 1, respectively. In her spare time, we learned, Aileen makes ceramics. The tiles in her kitchen were designed and made by her.

Josephine Rolland and Helen Matros have

returned with a beautiful tan after basking in the Florida sunshine, the envy of all the pale-faced keypunch operators.

Sympathy was extended to Katherine and Isobel DeGrazio on the death of their mother Mar. 2.

We welcome Fern Jolly, a former employe, as keypunch operator, Gilbert Pilarski as office boy, and Elsie Daszkiewycz of the computing bureau.

Richard Wachtler has left the service of the railroad. Kathy Villeneuve left the typing bureau for a position in Mr. Schnaitman's office, and Peter Matranga has taken a position with the Association of Western Railways.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Pvt. Betty Koss, formerly of our office and now with the U.S.M.C. at San Francisco, was a member of the 1954 championship drill team in the woman's Marine competition representing Pacific Headquarters.

Helen Degner who had been hospitalized is convalescing at home.

Jane Ingrahm, our star bowler, sustained a knee injury and at this writing is confined to a hospital for treatment.

Helen Knowles announces the arrival of a baby boy on Feb. 28.

Mary Green, Tillie Siska and Arlene Iaslitz all had the misfortune of someone entering their apartments, and each sustained a small loss.

Dolores Kujawa has taken a leave of absence for three months, due to illness.

Our new office girl is Dorothy Hellgeth.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

Our program of music to be presented at the Chicago Public Library at noon on Apr. 30 rated an announcement in the Chicago Association of Commerce and Industry's April issue of "Headline Events in Chicago" and was excellent publicity for the club.

Programs for May include the following: May 4 at 8:15 P.M., Forest Glen Baptist Church, 4920 West Foster; May 25 at 8:15

P.M.—Elston Avenue Methodist Church is sponsoring this concert and it will be presented in Gladstone Legion Memorial Post Hall at 5504 North Milwaukee Avenue.

Ardell Westerburg of the soprano section entered Augustana Hospital on Apr. 1 to undergo surgery.

The Mar. 18 concert in St. Stephen's Episcopal Church, which was sponsored by the Woman's Guild, proved to be a very successful event for the church as well as for the chorus. St. Stephen's is noted for its fine display of art work. Among the many beautiful pieces that were pointed out is a cherry-wood carving of George Gobel of TV fame, who in his childhood days served as an acolyte and choir boy and participated in musical and other activities of the church. This carving has prominence on the side of the pulpit. Mrs. Hermann Gobel, his mother, was in the audience and during the social hour we had the pleasure of meeting her. Of interest to our friendly neighbors in the Union Station is that L. Eugene Wettling, vicar of St. Stephen's, is associated with the Association of Western Railways.

OFFICE OF FREIGHT AUDITOR

Patricia Ptack, Correspondent

Rose Voss who was on a furlough recently, surprised everyone when she came back as Mrs. Glen Edwards. The big day was Mar. 11.

Madeline Bingham spent her vacation in sunny Florida.

Edward Wayrowski of the review bureau has been on a furlough due to being struck by a car on Feb. 16. All of his friends here extend sympathy in the loss of his wife Celia on Mar. 21.

Marie Nilles, at this writing, is on a furlough.

Eileen Bruhn of the machine room gave birth to a boy, Patrick Michael, on Mar. 21.

Jack Narva of the interline bureau became a grandfather on Mar. 24 when his daughter, Charlotte Bardwell, became the mother of Patrick John.

Juanita Huemmer of the statistical bureau became engaged on Feb. 19 to Larry Peters. The big even will take place on May 28.



HERE'S "HOW". At a meeting of the Chicago City Passenger Agents Association last month, during which the members were invited to join the Milwaukee's own Tribe of Hiawatha, Harry Sengstacken, passenger traffic manager (left), and William Wallace, assistant passenger traffic manager (behind mike), are shown with C. W. Hyett, assistant general agent, who came off second best in the theoretical ritual known as "milking the moose". Interested spectators, all officers of the organization, are, from left: L. D. Cary, passenger traffic agent, NC&StL; H. B. Smith, representative department tours, CGNW; E. E. Hooper, city passenger agent, CPR; P. J. O'Brien, city passenger agent, BGO; and W. M. Van Buren, Milwaukee Road city passenger agent who is secretary-treasurer of the association for 1955. Mr. Wallace was the principal speaker at the meeting.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Mr. and Mrs. E. Pasternak (Beatrice) proudly announce the arrival of Stephan Edward on Mar. 3.

Due to ill health, Walter Walsh has taken a leave of absence. We understand he expects to go to Arizona.

Margaret Anderson has temporarily assumed the position vacated by Walter Walsh.

Herbert Muehl and Joseph Smith returned from service in the armed forces and have assumed positions as adjusters. Their friends are glad to see them back.

Paul Boyd has resigned to enter the Naval Academy at Annapolis.

Eleanore Meyer has returned to work after an extended sick leave.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

All but one of our division engineers and many of their assistants were in Chicago during the week of Mar. 14, attending the American Railway Engineering Association's annual meeting at the Palmer House and taking in the track appliance exhibits at the Coliseum. A staff meeting held on Mar. 17 was attended by 75 engineering department employees. J. P. Kiley, V. E. McCoy and J. H. Schnaitman also attended the meeting. Glad to report that the one engineer missing, Walter Lakoski, is recovering satisfactorily from an operation and will be back on the job soon.

W. H. Donald, retired motor car inspector, won a Blue Ribbon again on his woodcraft display at the hobby show held at the Midwest Hotel in Chicago on Mar. 26 and 27.

Ronald MacGregor, instrumentman on Di-

vision Engineer Hornig's staff at Sioux City, passed away on Mar. 4. "Mac" was born at Yankton, S. D., on July 9, 1900 and started with the Milwaukee as an extra gang laborer in June, 1918. He entered the engineering department as a rodman in October, 1923 and was promoted to instrumentman in May, 1927. Mrs. MacGregor passed away in 1954. H. B. Christianson attended the funeral services at Sioux City on Mar. 7. Mr. MacGregor is survived by his sons Duane and Robert, and daughter Janet.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Arona Puttrich

Bill Tidd is recuperating after a spinal operation. He will be hospitalized for a couple of months. He is at Alexian Brothers Hospital, room 276, so how about some cards and notes?

Myrtle Peltonen left the railroad Mar. 31 to start a family.

Margaret Glowienke went to California for her vacation. Agnes McGrath spent a week in New York. While in California, Josephine Goetz visited Leah Aaron (who is enjoying every minute of her retirement) and Lillian Schoepf. She also spent a few days in Phoenix, Ariz., visiting the Parnell Kelleys and Mary Jane Tempske.

Ruth Rinaldi is on sick leave at this writing.

Tony Naatz' abstracting and assorting bureau has moved to the third floor.

Margaret Beinar has gone to the Union Station to work.

Officers of Fullerton Avenue Chapter of the Women's Club recently installed for the current term are: Mrs. E. Buchholtz, president; Mrs. M. Tobias, first vice president; Mrs. C. McCants and Mrs. L. Bloch, second

vice presidents; Miss Clara Cush, treasurer; Miss Anna Nasheim, assistant treasurer; Mrs. Amanda Klank, recording secretary; Mrs. Grace Grall, assistant recording secretary; Miss June Mathiesen, corresponding secretary; Miss Delia Cush, assistant corresponding secretary; Miss Grace Rosier, auditor; Miss Christine Steggers, historian, and Mrs. M. Nauheimer, program chairman.

PASSENGER TRAFFIC DEPARTMENT

P. O. Putnam, Correspondent

Belated congratulations are in order for Bill and Joan Stiyer on the birth of their daughter Mary Ann.

Effective Apr. 1, our department again has a man representing the Road as a national officer of the American Association of Passenger Rate Men. Robert Chermak was elected national secretary-treasurer. He previously held the post of secretary-treasurer of the central-west region of this organization.

R. A. Freitag, chief rate clerk, takes office as the assistant president of the central-west region on the same date.

Wesley Graham and wife take up residence in Fox Lake very shortly. After commuting between Milwaukee and Chicago for so long, it might be expected that he would move across the street, but like all rail fans and model railroad enthusiasts, he likes to ride trains.

OPERATING DEPARTMENT

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

Claim prevention, refrigerator and merchandise service reports that Arthur Dombrowski became the proud papa of a lovely baby boy, named Dennis.

Miss Carol Lehman left this department to go back home to Ohio.

Bob Weber, retired chief clerk, dropped in for a visit, having all the visible signs of being a healthy native Arizonian.

Don Youngs took his prize Doberman pinscher down to Louisville and came home with some high honors.

Vice president and general manager's offices: Secretary Marty Konertz became a Bermudanite for his recent vacation.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Eugene F. Krupka, chief overcharge claim accountant of the assistant comptroller's office, died unexpectedly on Mar. 5. He had been in Milwaukee Road service since May 13, 1921. Survivors include his son Eugene, daughter-in-law and two grandchildren in Nappa, Calif.; two sisters in Phoenix, Ariz.; and a brother in Elmwood Park, Ill.

Arthur C. LaRue, claim investigator of the relief claim bureau, has been appointed bureau head of the suspense claim bureau. He succeeds G. A. Weseman who was promoted to chief overcharge claim accountant of the assistant comptroller's office following the death of E. F. Krupka.

Art Petri has returned to work after being confined to his home for several weeks due to a foot injury.

The Milwaukee Road Magazine

Michael Sol Collection



MERRILL YARD FOREMAN RETIRES. Martin Severt, who has been employed in the Merrill freight yards for 45 years, the last 12 as foreman, retired on Mar. 31. Mr. Severt has lived in Merrill for 60 of his 69 years and entered service there in 1906. Starting as a freight foreman, he was ticket agent for several years before transferring to train service in 1910. Outside of helping out at the Fleischfresser general store in Merrill, in which the family has an interest, Mr. Severt plans to spend a leisurely retirement with his wife Elsie at their cottage on Long Lake, "and just fish and fish and fish".

Milwaukee Shops

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

H. J. Montgomery, Correspondent

Peter Reinke, six-year-old son of Elmer F. Reinke, is the proud possessor of a baseball and bat from the office force after undergoing an operation at Milwaukee Children's Hospital. Margaret (Mrs. Reinke) is now kept busy developing into an A-1 catcher.

Jim Borrer is still out with a leg ailment, being under observation at Wood Hospital and also at his home. Appreciates the cards and also visitors who stopped to see him.

Rudolf Brocksma, the old admiral of the Dutch navy, stopped in to say hello and let all shake his hand on his 69th birthday. The old salt looked hearty and healthy and has lost none of his "zip".

The Art Schultz' No. 2 son, Kenneth, has been promoted to buck sergeant at Ellington Air Base. Also, Art had a very good night on the bowling alleys recently, hitting 568.

The Eberhardy letter finally got to the office, with news that the family is getting situated after a slow start. One of the boys was hospitalized with diabetes but is now on the mend. Norb is gradually adding to his new office and will have things humming in short order. At any rate, they like it at Rocky Mount, and say "hello" to the friends they left behind.

The Kuchta Beverage Company team of which your correspondent is a member (189 average member) is ABC (Ft. Wayne, Ind.) bound. Other members are Jess Scott, Tony and John Grafenauer and Jim McCarthy. They are now in second place in the Kuglitsch classic—a 16-team major league.

Elmer Liebnow is the new general chairman of the Hiawatha Service Club for 1955.

First Lieut. Robert (Bob) Hoffman of the Air Force Reserve, located at Mitchell Field in Milwaukee, has finished jet transition from propeller driven F-51 mustangs to the jet F-80. Bob is secretary to Superintendent of Car Department, C. E. Barrett.

Lyle W. Hamann, son of Edith Hamann of the S.C.D. office, has been promoted to lieutenant colonel in the 438 Fighter Bomber Wing of the Air Force Reserve in charge of group operations. He, too, is at Mitchell Field.

The test department was shocked by the sudden death of Joseph C. Mazanec, traveling chemist. Joe was with the railroad for 29 years and died on his 59th birthday. Death occurred after boarding a train at the Chicago Union Station on Mar. 4.

Joan Gilgenbach, formerly of the test department, left us to join the locomotive department general office, and in her place we have acquired Joan Kelly. We also welcome Martin Biller, Jr., whose father is in the car department.

LaCrosse & River Division

THIRD DISTRICT

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

J. W. "Jake" Held, 83, passed away at Wausau on Mar. 1. Entering service as agent at Rathbun, Ia., Mr. Held transferred to the Valley Division as train dispatcher in 1916 and retired in 1937 after completing 48 years in service. A member of the ATDA, he served as office chairman at Wausau for many years. He was married in 1896 in Sigourney, Ia., to Miss Hannah Owen, who survives him. Other immediate survivors are two sons, Clair and Joseph, of Wausau. Funeral services were held in the Helke Funeral Home with the pastor of the First Universalist Church and the White Shrine conducting the rites. Interment was at Wausau.

A visit from Louie Schultz, retired engineer, indicates he is really enjoying himself.

He and Mrs. Schultz have since left on a trip to Ashtabula, Ohio, and points en route. Mr. Schultz who retired last Dec. 25 entered service as an engine wiper at Tomahawk in 1903 and transferred to firing in 1904. He was promoted to engineer in June, 1909 and for many years was on the Valley Hiawathas 200 and 201. Prior to retiring he was on the Merrill switch engine.

Yard Conductor R. F. Bertrand and Mrs. Bertrand missed the usual March blizzard by vacationing in Florida. Raoul acquired a nice suntan.

A St. Patrick's dessert party was enjoyed by members of the Women's Club at Wausau in March. The tables were decorated with shamrocks and white candles adorned with green plastic, and card playing was the entertainment.

The Earl Hazelwoods are again grandparents, Phillip Jr. being born to Mr. and Mrs. Phillip Hazelwood at Oakland, Calif. Phillip Sr. at present is serving on an aircraft carrier in Japanese waters.

George Jensen, retired yard conductor, 78, passed away in Los Angeles on Mar. 8. Since his retirement in 1937 Mr. Jensen had made his winter home in LaCrescenta, Calif., returning each spring to his resort on Big Bearskin Lake, north of Harshaw, Wis. Although in poor health the last few years, Mr. Jensen never failed to make his yearly visit to Wausau to inquire about his old friends.

Mrs. Leona Kufahl, 30, passed away Mar. 17 after a long illness, because of which she had been making her home with her parents, Section Foreman and Mrs. Walter Rahn of Wausau. She is survived by her husband, who is in military service, and their son Theron.

Gerald LaFave, son of Car Department Laborer Frank LaFave, has been named as deserving considerable credit for the Newman High School basketball team of Wausau receiving the LaCrosse Register basketball trophy. Scoring statistics of the regular season show that Gerald made 279 points. He has been picked on the seventh annual all-diocesan team.

Retired Conductor Otto Olson and Retired Agent Nick Semmelhack attended the Wisconsin picnic in California.

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PROMPT AND EFFICIENT SERVICE

FIRST DISTRICT

An incident involving the loss of a purse on the Afternoon Hiawatha resulted in a commendation last month for a group of our division employes. A traveler from Syracuse, N. Y., Mrs. Nancy Spires, had detrained at New Lisbon from No. 101, having in mind to board No. 201 for Wausau, when she discovered that she was without her purse containing some \$300. The loss was reported to Agent Hogan and while she went on her way, he wired La Crosse. The purse, recovered at that point, was returned to her by Captain of Police Altenbern who had business in Wausau the next morning. Mrs. Spires expressed her deep appreciation for the courteous treatment accorded to her by all of the employes who had a hand in returning the purse to her.

I & S M Division

Erle Jorgensen, Division Editor
Office of Agent, Austin

Mrs. J. W. Lorenz, wife of retired engineer, passed away Mar. 20 at Austin. She is survived by her husband and two children, all of Austin.

In a letter from M. C. Henifin, retired engineer, now at San Diego, Calif., he reports that Retired Conductor S. C. Raub is seriously ill at his home there. Both men are retired employes from the west end of the division.

A. F. Malek has been appointed second operator-leverman at the C&NW-CGW-Milwaukee tower at Mankato.

Kenneth Erickson made his date as agent-telegrapher at Huntley when relieving C. M. Perry for his vacation on Apr. 1.

Engineer Arthur Sucha, who has been confined to his home after his return from St. Olaf Hospital where he underwent treatment, is now taking a rest in the sunny state of California. Conductor W. E. Malone has also returned to his home after treatment at St. Olaf Hospital last month. Retired Engineer August Damm is still confined to the hospital at this writing, following a stroke.

Engineer T. W. Holmes made a quick

trip from his vacation in Texas to undergo surgery at Rochester. Furloughed Machinist Melvin Erickson suffered a heart attack at his home on Mar. 30 and is confined to the hospital at this writing.

Conductor and Mrs. C. A. Hoffstater vacationed in California, spending some time with Retired Train Dispatcher A. A. Seeman and family at Riverside, at Seeman's Rusty Rail Ranch. Conductor A. B. Reilly and wife also vacationed in California, visiting with Mrs. Reilly's daughter and at other points.

J. R. Greggerson has been granted a leave of absence from his position of warehouse foreman on account of ill health.

Milwaukee Terminals

DAVIES YARD

Charles Pikalek, Correspondent

Sympathy is extended to the families of Adam Heppenheimer, Daniel Kehl, Mrs. Stark and George Widuch who passed away during March.

Sympathy was also extended to Joseph Steele whose wife passed away Mar. 8.

Jack Love and Manuel Barba were discharged from the Army recently. Jack is back on the job and we expect Manuel back in the near future.

FOWLER STREET STATION

Pearl Freund, Correspondent

Newly engaged couple, Yard Clerk James J. Mindel of Muskego yard and Miss Esther Stelmazewski, employe of the Miller Compressing Company, have chosen June 11 for their wedding date. The ceremony will take place at St. Stanislaus Church.

Two awards from the Irene Kornhauser scholarship fund were announced in March by the chairman of the Jewish Vocational Service Scholarship Committee, and a \$210 grant went to Leonard Steiner, nephew of Emma Steiner, OS&D clerk. Leonard is a graduate of Rufus King High School and is now a junior in the University of Wisconsin Medical School.

New officers of the Women's Traffic Club of Milwaukee were elected at a dinner at the Schroeder Hotel Mar. 14. New president will be Esther E. Paul, chief clerk to General Agent R. B. Birchard. Miss Paul was also founder president of Milwaukee Chapter of the Railway Business Woman's Association, and this spring will terminate her office as third vice-president of the national association.

William Koepke, switching clerk, will take in the sights in New York City with Mrs. Koepke during his vacation. Willard Kinast is planning his umpteenth trip to Mexico this month—his favorite vacation spot. Minnie Walters will bask under the Florida sun this month with friend Pat Wallschlaeger.

The possessor of that charming drawl is Mrs. Barbara Thomas, recently arrived from Vernon, Tex., and now employed on the Broadway messenger run.

Fred Gebhardt, check clerk at house 7, is on an extended leave, spending his time at Black River Falls, Wis.

Barbara McPhee, who has been recuperating from surgery, was again confined to a hospital in her home town of Manitowoc. Now on the mend, she was expected back on the job the first week in April.

UNION REFRIGERATOR TRANSIT LINES
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Milwaukee 12, Wisconsin

Helen Roelke is home from Mt. Sinai and recuperating at the home of daughter Carol Franzen.

Milwaukee Chapter of the R.B.W.A. sponsored a fish fry at the North Milwaukee station, and it proved to be quite a rendezvous for railroad folks. The supper was conducted by Nancy Houting of Milwaukee shops, finance chairman, and her committee, as well as other members of the organization. Music was furnished by the Mellotones, and songs by a trio of young ladies.

Neil Ninabuck, a newcomer to the Fowler Street car messenger force, has been assigned to yard clerking as a relief clerk. His more recent occupation was a master sergeant in the Air Force, with headquarters in England.

Ricky Franco was the successful bidder for the position of switch clerk. Minnie Walters has been assigned to the OS&D and tracing duties, and Elmer A. Keller to head of inbound rate desk, in the absence of Frank Schloesser.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Chief Clerk Fred Ladwig is on a leave of absence after successfully undergoing surgery at St. Luke's Hospital in Milwaukee. He is feeling fine and, doctors permitting, may be able to take a trip to Florida to rest up in the sunshine.

Trainmaster and Mrs. Boyd Connell are proud parents of baby Michael David, born Mar. 23. "Uncle Teddy" (Retired Superintendent Buechler) was in Milwaukee all set for baby-sitting.

Trans-Missouri Division

WEST

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

Sports fans of Miles City, who have been following losing teams for years, are looking forward to the 1955 American Legion baseball season with interest. Chief point of optimism is the selection of Jack McGuire, son of Mr. and Mrs. Jack McGuire, as coach for the season. Jack played five years of Legion ball for Miles City from 1943 to 1947. Three of those teams were state champions and one went on to win the regional championship. He graduated from Custer County High School in 1948, receiving letters for each of his four years in both football and basketball, and later at Duke University won letters in baseball. His teams won Southern Conference titles in 1951 and '52 and in the latter year played in the College World Series. With a squad composed of veterans and newcomers from Miles City's 1954 Babe Ruth State Champions, folks believe that under Jack's mentorship things are looking up.

Engineers Wicliffe Olsen and George Bradley, who retired after the first of the year, were honored recently at a party at the roundhouse. Each was presented with a billfold and money; also life membership cards in the Brotherhood of Locomotive Firemen and Enginemen and 40-year service pins.

Mrs. Frieda Norton, past state president of the Eagles auxiliary, was named chairman of the annual Red Cross membership drive for

April, 1955

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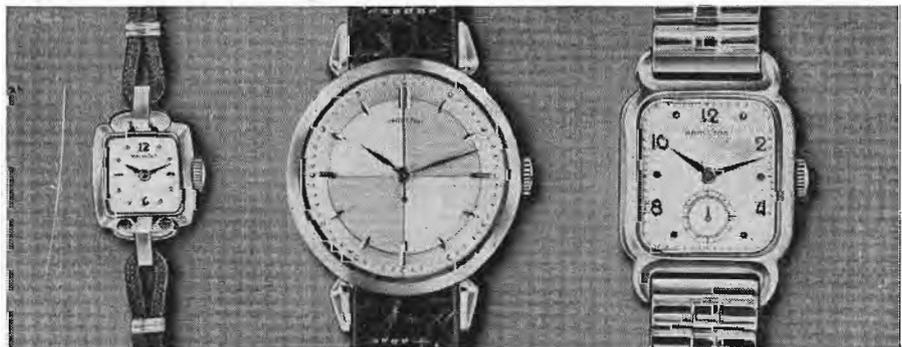
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*Good old days: when a teen-ager went
into the garage and came out with the
lawn mower.*

Custer County. The drive began Mar. 1 and continued throughout the month.

With the scrapping of the 'yard goat', locomotive X-978, the Trans-Missouri is now completely dieselized. The old engine, which spent many years shunting steam power in and out of shops and roundhouse, finally went to the torch herself in mid March.

William S. Biddison, retired conductor, passed away suddenly Mar. 15 at the home of his sister in Three Forks. Born at Viroqua, Wis., Oct. 15, 1872, Mr. Biddison entered the employ of the railroad in September, 1895, as a brakeman on the LaCrosse Division. While in Wisconsin he was married to Mary Anderson, and they moved to Miles City in 1907 when he came west to work on the extension. Mr. Biddison retired in 1938 and they made their home in Sparta, Wis. After the death of his wife he made his home in Three Forks. He was a member of the Masonic Lodge. Interment was at Sparta.

Miles City is one of the "old cow towns" which have been competing for the site of the Cowboy Hall of Fame. After surviving several rounds of competition with the leading cow centers of the west we lost out. The three finalists are Dodge City, Kans., Colorado Springs, Colo., and Oklahoma City, Okla. The final selection will be made soon.

Francis D. Tuffley, a west TM conductor-brakeman, was recently elected chairman of the Brotherhood of Railroad Trainmen's general grievance committee for Lines West. R. E. Beauchot will succeed him as local chairman, with A. T. Peterson as local vice-chairman.

Section Foreman V. W. Satterthwait of Ingomar was the central figure last month in a commendation involving a fire on a freight train. He was off duty when he detected a hot box on the train as it was passing his station and so signaled the conductor, D. P. Brady, who in turn signaled Engineer A. Pembroke. When the train was stopped, an inspection showed that the fire was spreading to the car and arrangements were made quickly to proceed to Sumatra where it could be set out. Foreman Satterthwait's alertness was credited with averting damage to the train and its load.

Twin City Terminals

SOUTH MINNEAPOLIS CAR DEPT.
AND COACH YARD

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

The following retirements have been noted since last month: Gust Anderson, airbrake man, on Mar. 15, with 40 years' service to his credit . . . Knute Stabeck, blacksmith, with 35 years' service, on Feb. 23 . . . Peter Ladeberg, carman, with 45 years' service, on Mar. 1 . . . Erick Peterson, carman with 38 years service, on Feb. 25 . . . Machinist Helper Fritz Palmer on Mar. 1, following 28 years' service . . . Machinist and Helper Joseph T. Rush on Mar. 16, having over 35 years service, at Montevideo and Minneapolis shops . . . also Steamfitter Helper Willard S. Thompson, coach yard, who retired last Dec. 10.

Edwin Q. Peterson, former machinist helper in the locomotive and car department, age 63, passed away unexpectedly at Milwaukee on Mar. 22. Following force reduction at



MATRIMONIAL MERGER. Robert Shrake, ticket clerk at Savanna, and Miss Dorothy Phifer of that city who were married in the Oak Park Christian Church on Mar. 6. The groom is a son of Conductor Irvin Shrake of Savanna.

Minneapolis, Mr. Peterson transferred to the Milwaukee shops locomotive department last December.

Michael Sedjo, former carman helper in the car department, age 64, passed away on Mar. 16. Mr. Sedjo had been ill for nearly two years.

Carman Fred Smith, who has been ill with pneumonia, is improving and plans to return to work soon.

O. A. Knapp, store department leadman at St. Paul, retired on Feb. 4 after 29 years' service.

Rhoda Dolan is the new clerk in the store department. New stenographers in the district master mechanic's office are Mrs. Pat Benton and Miss Florence McLaughlin.

"Steven Carl" is the new arrival for the Ipsen family (Doris and Carl), on Mar. 20 at Deaconess Hospital. Doris was former stenographer in the master mechanic's office.

Thomas Murray, retired laborer of the locomotive department, passed away Mar. 15 at Philadelphia while visiting his son.

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent
c/o General Agent

April showers bring May flowers—and this year they will also bring a new face to the commercial office. The first of May I am permanently turning my duties as secretary over to Miss Mary Shields. Hmm-mm, another Mary—not such a big change after all! Mary comes to us well equipped for the job, having spent quite a number of years out in the business world. Her last employer was the Waterloo Company of this city.

We had hoped to reach our goal in the recent Red Cross drive, but no 100 per cent for us—we didn't quite make it. Special mention, however, should go to the sectionmen for their wonderful cooperation. Even though they aren't the highest paid men on the railroad, they all contributed to this worthy cause.

He who laughs last is the guy who was figuring on telling the story himself a little later.
—Gering, Neb. Courier

The Milwaukee Road Magazine

Michael Sol Collection

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

We extend sympathy to the family of Bill Welch, Sr., retired yard clerk, who died recently; also to Carl Matzoll, special flour and grain agent, in the loss of his mother. Carl was vacationing in Florida at the time she passed away.

M. F. Marrin, general foreman, succumbed to a heart attack on Mar. 21. "Marty" was a familiar and dear figure at the Local.

John Olson, bill clerk, was married on Mar. 12. John "imported" his wife from Germany.

R. M. Pfeiffer, traveling freight agent, and family motored to Biloxi, Miss., for their recent vacation.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Conductor Arthur Morgan received his 50-year pass last month. Not too long ago Art was headed for Mexico City with his wife, but had to give up the trip just a short way into Mexico on account of his wife's illness.

Joe and 'Elsie Monheim are still absent from work at this writing due to the auto accident reported in last month's Magazine.

Extra! Extra! Ray and Gladys Sheehan's parakeet is "talking."

D & I Division

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

Mrs. J. P. Crowley, widow of First District engineer and mother of Joe Crowley of Milwaukee and Mrs. R. E. Duhigg of Savanna, passed away in the Savanna hospital on Mar. 10, following an illness of some duration. Funeral and burial services were held in the Gesu Catholic Church and Holy Cross Cemetery in Milwaukee. Surviving are two sons and her daughters.

Mrs. Leo C. Nast, wife of Savanna switchman and mother-in-law of Esther Nast of the superintendent's office in Savanna, passed away in her home Mar. 16 following an illness of many years. Funeral services were held in Savanna. Surviving are her husband, three sons and one daughter.

A. E. Kemp, retired roadmaster of Marquette, Ia., passed away Mar. 27 at the home of his daughter in Lannon, Wis. Funeral services were held at Marquette. Mr. Kemp started his railroad service at the age of 12

as a water boy with an extra gang. Following service as an extra gang foreman and roadmaster at various locations, he was appointed roadmaster on the Second District of the D&I in 1932 and retired on June 1, 1953 on account of disability. Surviving are his widow, five daughters, four sons, his father, Curtis E. Kemp, and a sister.

Allen L. Eaton, son of Freight House Foreman Russell L. Eaton, Savanna, has been advanced to chief warrant officer with the 924th Engineers and Aviation Group in France. After completing his three years in France he expects to return to the United States in May.

Mack Brown, machinist apprentice at Savanna, was discharged from the Navy on Feb. 28 and has since returned to his job at the roundhouse.

David Fonger, only son of Roundhouse Foreman W. Fonger, Savanna, and Sandra Fowler, also of Savanna, were married in St. John's Catholic Church on Mar. 26.

Switchman S. B. McCall of Savanna, who was injured in February, is coming along fine although still confined to the Savanna City Hospital at this writing. Engineer B. Hammen who was confined to the Savanna City Hospital following an attack of peritonitis and appendicitis, is also getting along well and will soon be back to work. Francis Bolton, retired car department employe, has also been confined to the City Hospital.

THIRD DISTRICT

Robert S. Cooper, trainman on the Southwest Limited, died Mar. 18 in Cedar Rapids, following a brief illness. Mr. Cooper was born in 1890 near Osgood, Mo., and entered Milwaukee Road service in 1918. He was a Navy veteran of World War I and held membership in the American Legion and the local B. of R.T. lodge in Ottumwa. Mr. Cooper's service was devoted exclusively to passenger runs. He leaves many friends who enjoyed his pleasant personality of humor and wit. Survivors include his wife Edna, of the home at 1423 Beaver Ave. S. E., Cedar Rapids; two daughters, Mrs. Abbie Jenkinson of Kansas City and Mrs. E. H. Crane of Portland, Ore.; and two sons, Ralph Cooper of Kansas City and Lt. Robt. S. Cooper, Jr. of Eglin Air Force Base, Fla. Services were conducted in Cedar Rapids at St. Paul's Methodist Church, and burial was in Cedar Memorial Cemetery.

A. C. Novak, superintendent of the Milwaukee-Kansas City-Southern Joint Agency who was appointed superintendent of the Iowa & Dakota Division at Sioux City on Mar. 1, was honored with a farewell dinner

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in the Pine Room of the Kansas City Union Station. About 100 of his railroad friends were present, including Harry S. Zane, retired general freight traffic manager, Chicago; J. J. Salter, treasurer, and H. G. Townsend, director of personnel, of the Kansas City Southern; and E. C. Derr, general southwestern agent, who acted as master of ceremonies. As a remembrance, Mr. Novak was presented with a movie camera and a projector. Mrs. Novak and daughter Julia Claire are remaining in Kansas City until the end of the school term in June.

Julia Claire, Mr. Novak's little daughter, who won a "superior" rating in piano at the junior music festival held recently in Kansas City, went on to win in the state finals held at Stephens College, Columbia, on Mar. 5. The district award carries a 98 per cent rating in her class, the state contest a 99 per cent rating. Julia, who is in the first grade at Holy Cross School in Kansas City, has been studying at the St. Agnes School of Music there since last September.

I & D Division
EAST END

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

Patricia Kelroy, daughter of Engineer Elias Kelroy, and Paul (Mike) Loftus, son of Roadmaster P. M. Loftus, are two of three students named the "most valuable" in the senior classes of Mason City's three high schools by the Mason City Elks lodge. Patricia attends St. Joseph High School and Mike attends Mason City High. Each will receive a \$25 government bond, and a file of their qualifications will be forwarded to the State Elks Association for judging in the Iowa contest. Applicants were judged on the basis of 60 per cent for scholarship and 10 per cent each for extra curricular and out-of-school activities, personality and leadership, perseverance and resourcefulness, and general worthiness and citizenship.

George M. Nelson, retired carman, passed away at Mason City Mar. 19. He had been employed by the Road since 1911 and retired only about a month ago. He is survived by his wife, a daughter, Mrs. Gale Lane of Mason City, and a son, John A. Nelson of Cleveland, Ohio.

Ernest A. Winter, retired conductor, 77, passed away Mar. 21. Mr. Winter entered the service of the Road in 1896 in the Mason City roundhouse. In 1899 he transferred to train service as a brakeman and was promoted to conductor in 1905. He retired Apr. 5, 1943 on his 66th birthday.

He is survived by his wife; two sons, Vern E. Winter, employed in the store department at Austin, and Leon A. of Mason City; and two daughters, Mrs. Harold Cook, Belleflower, Calif., and Mrs. William Muhlstein, Mason City.

J. D. Simon has been welcomed back to the division as assistant superintendent.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

A golden wedding anniversary was celebrated Mar. 2 at the home of Mr. and Mrs. A. R. Maroney in Sioux City. Mr. Maroney retired in December, 1948 after 45 years of service as trainman and conductor. Many friends and relatives attended the open house.

L. A. "Gus" Cline, retired locomotive engineer, 93, died at the home of a daughter, Mrs. A. A. Leibold, in Auburn, Ala., Mar. 14. Mr. Cline retired in September, 1937 after 56 years of service as fireman and engineer. He and Mrs. Cline made their home in Sioux City at 1520 Court Street for 50 years, but moved to Alabama in 1952 to live with their daughter. They celebrated their 73rd wedding anniversary Feb. 23. Survivors include the widow; two daughters, Mrs. Leibold and Mrs. C. J. Hemmaut of Casper, Wyo.; three grandchildren and nine great-grandchildren. Mr. Cline was a member of the First Presbyterian Church of Sioux City, the B. of L. E., Masonic Lodge, Sioux City Consistory and Abu-Bekr Shrine Temple.

George M. Kostis, section foreman at Morningside, is recuperating at his home in Sioux City after undergoing surgery in a Kansas City hospital.

R. I. MacGregor of the engineering department, 54, died Mar. 4 in a Sioux City hospital after a long illness. He is survived by a daughter, Mrs. Janet Erjabec of Denver, Colo.; two sons, Duane of Mason City and Robert of Osage, Ia.; a brother, Rob Roy of Glenn Ridge, N. J.; a sister, Mrs. Ite Beaudrias of Paris, France; and two grandsons. His wife preceded him in death last July.

Charley O. Nelson, retired section foreman, 86, died at the home of a sister, Mrs. Mary Dahl, in Sioux City on Mar. 28. He retired in 1947 after more than 45 years' service in the maintenance of way department, having been section foreman at Hudson, S. D., from 1927 to the time of his retirement. Survivors besides Mrs. Dahl are another sister, Mrs. Sarah Johnson of Jewell, Ia., and a brother, Anfin, of Story City. Burial was in Sioux City.

Word has been received from Retired Chief Dispatcher H. L. Hoskin that he is

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IN CHARGE AT MITCHELL. The new officers of the Mitchell Chapter of the Women's Club pictured at their recent installation. From left: Mrs. L. L. Long, historian; Mrs. Miner Larson, first vice president; Mrs. Ben Strch, president; Mrs. Walter Johnson, recording secretary; and Mrs. Lewis Iliff, treasurer. (Daily Republic photo)

A baby daughter, Kimberly Ann (Isn't that a lovely name?), was born Mar. 23 to the Don H. Schmidts. Don is employed in the baggage room at Sioux City.

As reported in the D&I Division news this month, Julia Claire Novak, daughter of our new superintendent, A. C. Novak, was awarded a "superior" rating in the Junior Music Festival state finals Mar. 5 at Stephens College, Columbia, Mo. Mrs. Novak and Julia Claire are staying in Kansas City until the end of the school year.

FIRST DISTRICT

Darlene Peta, Correspondent
Trainmaster's Clerk, Mitchell

Agent L. H. Shuck of Rapid City is on vacation at this writing, being relieved by L. D. Lyons.

D. F. Moran, agent-operator at Pukwana, retired on Mar. 23, after many years of service on the I&D.

Hospitalized at this writing are Harry J. Veit, retired engineer, and Mrs. A. B. Weiland, wife of section foreman at Mitchell.

We are sorry to report the deaths of J. L. Sullivan, conductor on the Black Hills line, and R. Czepull, section laborer at Sheldon.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

About 75 persons enjoyed a luncheon served by Spokane Chapter of the Women's Club on Mar. 16. Other railroads were well represented, as they have expressed a desire to be notified whenever a luncheon is served in the Union Station club rooms. Mrs. Jack Webb and her assistants work hard to put on such an affair, but if they are well attended, the club would like to continue them as a regular venture. This was their third luncheon and they are held usually the third Wednesday of the month. If you would like to attend, look for the announcement on bulletin boards and in the newspaper.

Conductor R. C. Falck broke a bone in his foot recently but hopes to be back to work soon. Jack Webb is making his run, having lost his own due to the discontinuance of No. 18.

Mr. and Mrs. A. B. Chester have moved from Spokane to Othello where Evelyn is working as operator following several

months' absence, and Mr. Chester is a fireman.

W. R. Collar, operator working from the extra board, has been assigned the swing job between Manito and St. Maries. R. F. Newcomb who gave up the job is back as extra man.

We missed the usual Irish touch on Mar. 17 this year. J. R. Ewing, yard checker, is now working midnight to nine in the morning, so didn't don his green plug hat and bow tie.

J. F. Donahue is still hobbling around on crutches, having sustained a broken ankle in December when knocked down by an auto.

Mrs. Millard Payne, mother of Fireman Bob and Trainman Don, passed away Feb. 26. Also surviving are her husband and a daughter, Mrs. Ruth Turispeed of Lexington, Ky.

Mrs. Dan J. Kelley, widow of Conductor Kelley, received word from Brighton, England, of the death of her daughter, Mrs. Eileen Kelley Cox, on Mar. 2. M/Sgt. T. G. Kelley, a grandson of Mrs. Kelley stationed in England, attended the funeral. Mrs. Kelley makes her home in Seattle with her daughter, Mrs. Grace Wilson.

The first sign of spring—the Idaho Division's first extra gang of 28 men was hired and began work near Sieler in the Moses Lake region with Vince Perrone as foreman. Mary Perrone has been assigned as time-keeper. The gang will lay new rail.

Interchanging of cars at Spokane between the Milwaukee and the SI Railroad should be speeded up considerably, now that a direct transfer is being made. A new spur was built to eliminate the necessity of going through the UP to deliver or receive SI cars.

Train Baggage man Martin G. Roper made his last run between Tacoma and Spokane Mar. 30. Mr. Roper started with the Milwaukee as warehouseman at Horicon Jct., Wis., where he worked for 13 years. He became a passenger brakeman in 1909, and lacks three months of having served the Road for 60 years.

April 26 will mark the wedding of Mary Louise, daughter of Gregg K. Doty, clerk at Bellingham, to Rev. Leslie J. Thompson. The wedding will take place in Los Pinos Nuevos, Placetos, Cuba. Since her high school days, Mary has prepared for a life as a missionary, recently taking a course in Los Angeles. Mr. Doty has worked in Spokane in the superintendent's office and freight office.



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The thrill of having her first manuscript accepted by a national magazine was experienced by Mrs. D. C. (Maxine) Allen, when The American Home published her short story, "The Vital Ingredient", in the April issue. It is written about a house that became a home, with the story being told by the house. Mrs. Allen has heard from many people since the story was published, some curious about how the old house, once a club house, had been done over; others offering congratulations on her literary success. Maxine is the wife of a former Milwaukee engineer and the daughter-in-law of "Cap" Allen, retired roadmaster. She served for a time as president of the Woman's Club but with four children to take care of at home, she could not take active part in much outside her home, so she started writing as a relaxation from household duties.

Mrs. W. W. Hunter, widow of conductor, was honored on her 88th birthday by the Elderbloom Club, of which she is a member, with a luncheon at the Crescent Tea Rooms on Mar. 29. Among 35 present to represent The Milwaukee Road were Mrs. Jack Webb, Mrs. Nat Jones and Harriet Ashton.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Vern Thiel is breaking in on the dispatcher's position at Montevideo at this writing, and Ronnie Cornell is breaking in at Aberdeen.

Al Liebenow retired recently after many years of train service as brakeman and con-

ductor.

Trainmaster R. G. Scott and Chief Dispatcher R. D. Mathis have completed their biennial rules classes for another two years. Have a lot of intelligent personnel on this pike—everybody passed with flying colors.

C. A. Barnes, acetylene cutter in the Aberdeen car department, is in the Vets hospital at Sioux Falls.

Engineer A. J. Anderson and wife have returned from a trip along the west coast and up into Canada.

Sympathy was extended to the family of Engineer B. R. Skinner, who passed away Mar. 26.

Clarence Johnson, west H&D engineer, was released from the hospital recently and at this writing is convalescing at home, as is West H&D Engineer O. R. Anderson. W. A. Rada-baugh is back to work in St. Paul following a short illness.

EAST END

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



Capt. D. D. Scott

Agent F. R. Scott of Webster, S.D., recently enjoyed the unusual experience of sailing as a guest of the Navy from San Diego to Tacoma aboard the USS Mountrail, which is commanded by his son, Capt. David D. Scott. The trip included a cruise through Puget Sound. Captain

Scott claims kinship to the railroad family through working for a time as a section hand at Webster. He was born at Bristol and grew up at Waubay, graduating from the Waubay high school at 16 and from Annapolis in 1932 at the age of 20. Throughout World War II he saw extensive service under fire, including the landings at Salerno and the invasion of southern France, and the post of gunnery officer on the cruiser Savannah when it was struck by an aerial bomb with the resulting loss of 226 men. For bravery in action he was decorated twice with the Legion of Merit, and by the French government with the Croix de Guerre.

Brakeman Tom Gant is confined to Veterans Hospital in Minneapolis where he has undergone surgery. He expects to be off work for about two months.

Conductor Ed Phelan and his wife of Andover, S. D., are happy to receive their Silver Pass.

Agent D. M. Paul and wife of Renville are having an interesting vacation down in the Bahamas. There isn't a railroad track on the entire island of Nassau where they are basking in the sun, and every bush and flower is in full bloom.

One artist in the family is an interesting thing but when you have two, that's really something. Conductor Warren Hocum reports that his family has hit the jack pot in that two of his family group have been awarded top honors in art. Daniel is a high school junior and Dale Peterson, who makes her home with the Hocums, is a freshman. Both will show their pictures at the Minnesota Regional Art Exhibit.



RETIREMENT REMEMBRANCE. Phil Derian, station baggageman at Aberdeen, S. D., accepting a billfold and some "spending money" as a retirement gift from H&D fellow employes. Freight Agent Henry Hoeft is making the presentation, together with Superintendent A. O. Thor (since appointed superintendent of the Trans-Missouri Division). Mr. Derian had been with the Road since Mar. 7, 1919.

Coast Division

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

Conductor L. A. Borden is retiring from service as an employe and also as general chairman for the Brotherhood of Railroad Trainmen. His service on the Coast Division covers the past 44 years, and for the past 30 years he has served the Brotherhood as general chairman on Lines West. During this time he has been responsible in a great part for the harmonious relations which exist between the company and employes. He is well known throughout the company and has a host of friends both in and out of the railroad circle. In his honor a retirement party is being held in Tacoma on Apr. 16 at 7:00 p.m. in the Polish Hall on East 30th and R. Streets.

Engineer E. R. Morris has passed away, his untimely death occurring on Mar. 15 at Montesano, Wash.

Engineer Henry Stiemann is in the Doctor's Hospital in Tacoma at this writing, recovering from an operation he underwent on Mar. 17.

James Munro, chief substation operator at Renton, is spending a couple of weeks in Palm Springs, Calif.

Traveling Engineer C. W. McMillan is temporarily working in Deer Lodge, renewing old acquaintanceship with the bi-polar motors.

H. L. Wiltrout, former trainmaster and chief dispatcher, called recently at the superintendent's office and left some books on operating instructions dating back to 1863; also a manual on how to be a first class trainmaster which was published in 1909.

E. B. Mason, retired city passenger agent of Everett, passed away there on Mar. 5. Mr. Mason retired in 1953 after completing 42 years of service with the Road.

Helen Weekman, telephone operator at Tacoma, is reported as making a good recovery following an operation the first part of March.

Main Line Dispatcher Ralph Jensen who was confined to Doctor's Hospital in Tacoma for a couple of weeks following a slight

heart attack, expected to be released around Apr. 1 and to resume work following a few weeks' rest.

On Saturday, Mar. 19, a group of signal maintainers met at the home of C. K. Milns, retired maintainer in Ellensburg, and had a house cleaning bee. Mr. Milns, who retired in 1941, is 79 and hasn't been able to do much house cleaning for the past year or two. Those participating were F. W. Anderson, Ellensburg; S. A. Skinner, retired maintainer from Spokane; F. C. Lee, Cedar Falls; E. W. Winters, Calder, Idaho; G. W. Bowmer, St. Maries, Idaho; and C. M. Gotchy, Othello. They were assisted by Mesdames Anderson, Winters, Bowmer and Gotchy. After completing the work they all went to the Anderson home and enjoyed a turkey dinner.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Engineer Edwin R. Morris was killed Mar. 15 near Montesano, Wash. Mr. Morris was 38 and a native Tacoman who had lived here all his life. He became a fireman and was promoted to engineer in 1943. He served in the Army Tank Corps during World War II. He is survived by his widow Frances and three children.

The Everett newspapers of Mar. 5 carried an item announcing the death of Edward B. Mason, city passenger agent in that city since 1929. Some of the older employes will remember the Masons, Ed having been employed at Milwaukee dock No. 2 during World War I and a short time thereafter. Mr. Mason left Tacoma in the 1920s to go to Everett where he was employed until his retirement in 1953.

Sympathy was extended to Goodwin G. Moe of the timekeeper's department, whose mother, Mrs. Gertrude Solveig Moe, died Feb. 28.

Otto Beall, retired machinist helper, has returned from Fairfield, Calif., where he and the Mrs. spent several weeks getting acquainted with their new great-granddaughter. Mr. Beall who retired about a year ago spent 23 years in service at Marion, Ia., working in various branches.

We are sorry to report that Mrs. Chris Schmidt, who recently celebrated 60 years of happy wedded bliss, is at this writing confined to the hospital. Her son Lysle informs us that she is improving.

Frank Bushey of the freight office billing

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department who has been devoting much of his week end time to the Boy Scouts as a Scoutmaster was surprised recently when 20 Scouts and friends held a housewarming at his new home. The refreshments included a huge cake with a sugar house on top.

Iowa Division

MIDDLE & WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Fireman Stanley Stewart of the Iowa Division was married on Feb. 19 to Miss Marjorie Gibson of Des Moines, the wedding taking place at St. Ambrose Church in Des Moines. The young couple are now at home to their friends in Perry.

Joe Polich, Perry yard switchman, reported for work in March, following several months' illness.

Judy Cannon, 15-year-old grand-daughter of Conductor John Cannon and Albert Smithson of Perry, won top honors at the Des Moines Kennel Club AKC show recently with "Tinkerbelle," a three and a half-pound Pomeranian. The dog which stands four inches high and is 10 months old was imported from England and has three international champions in her pedigree. Judy also raises German shepherd dogs on which she has won many ribbons. She now has five Pomeranians and four German shepherds in her kennel.

Everett Galihier has been appointed train dispatcher in the Perry office, working on third trick which was made vacant by the retirement of Ralph Wright. Ralph went to California to make his home.

Raymond Cross of the Perry yard section underwent surgery at the Veterans' hospital in Des Moines Mar. 24. The operation was for the correction of an injury he suffered several years ago when he was pinned under an overturned tractor while helping some friends on their farm.

Joseph V. Schaeuble who has been employed on the section at Templeton has applied for disability retirement. He has not been well for some time and thought it best to give up his work.

Mrs. Gene Miller, wife of retired operator, was in a Des Moines hospital for an operation during February and March.

Retired Conductor and Mrs. Fred Vodenik have announced the engagement and approaching marriage of their daughter Dorothy. She will be married in late summer to John Summerson, a young farmer from the Dawson area.

Mr. and Mrs. R. L. Bently are the parents of a daughter, Roxie Ann, born at the Carroll Hospital on Mar. 8. The proud father is agent at Coon Rapids.

Vicki Marie Emerick, born Mar. 15, is another grand-daughter for Mrs. Guy Emerick, widow of engineer. Vickie Marie's father was a fireman and engineer for a number of years before taking a position with the Prudential Insurance Company in Omaha.

Mrs. Mary Anderson of Perry has a new grand-daughter, Patricia Maureen, who was born Mar. 21 to Mr. and Mrs. James Ander-



CITED BY PERRY KIWANIS. At the annual farmers and businessmen's banquet in Perry, Ia., Mar. 15, F. E. Wicheal Jr., station clerk at Redfield (right), is shown receiving the 1955 Perry Kiwanis Community Service Award in recognition of outstanding work with the Boy Scouts; Kiwanis President Eldon Gardner, presenting the award, is the son of a former Milwaukee conductor, the late E. C. Gardner. Both Mr. and Mrs. Wicheal, who is relief clerk, recently completed the Scout leader courses offered by the national organization. They have two sons in the Scouts.

son of Des Moines. James was an operator and train dispatcher at Perry before last spring when he became an accountant for the Foxbilt Feed Company of Des Moines.

Mr. and Mrs. K. M. Blasko of Perry welcomed their first child, Cynthia Ann, on Mar. 21. Joe is in charge of the car department work at Perry.

Carl Dueland of the signal department was a surgical patient at the Jefferson Hospital in March.

Crane Operator Howard Nelson and wife celebrated their silver wedding anniversary at their home in Perry on Mar. 23. The entire family was together for the event.

W. C. Mahaffa who spent the last four years in Navy submarine service, received his honorable discharge at New London, Conn., in March and has since returned to work at Perry. His wife, who was badly injured in a recent auto accident, is making good progress.

Des Moines Division Engineer Ralph Walker has announced the engagement and approaching marriage of his only daughter, Lynnea, to Paul E. Bancroft of Rippey. The wedding will take place in the late summer.

Engineer and Mrs. R. J. Hayes of Perry have announced the engagement of their only daughter, Carol Jean, to Bernard C. Green, Airman 3/c, of Promise City, Ia. The wedding takes place in April.

A son born to Mr. and Mrs. Richard Fish on Feb. 28 is another grandson for Carl Fish, roundhouse man at Perry.

Passenger Conductor George McLane, who had been on sick leave since November, 1953, died at a Council Bluffs hospital on Mar. 27, having suffered a stroke a few weeks previous. John McLane, who is on the Midwest Hiawatha, is a brother.

Richard Gilbert, Des Moines Division conductor, also passed away on Mar. 27 at a

Fort Dodge hospital. He and Mrs. Gilbert had returned to their home in Rockwell City after spending the winter with their son in California, and he was about to return to his run on the Storm Lake way freight when he was fatally stricken. Burial was at Rockwell City.

Retired Engineers Fred Peterson and Earl G. White were hospitalized during February and March.

Mrs. A. M. Peterson, widow of conductor, has been seriously ill in the Methodist Hospital in Des Moines for several weeks at this writing.

Mrs. Irene Rogers Kohles, agent at Earling, went to Corpus Christi in March to make the acquaintance of her first grandson. The baby was born to Mr. and Mrs. James Schimerowaki on Mar. 13.

Yardmaster Jack Snyder had his vacation in February and March and took Mrs. Snyder and their daughter for a visit with relatives in Florida and a side trip to Havana.

Charles McDevitt, a brother of Conductor F. H. McDevitt, passed away in Omaha on Mar. 15. He was an old time Milwaukee employe, as he worked with Sam Lindsay, remembered by older employes as a boiler-maker in the Perry roundhouse in the early part of the century. Charles was later associated with his father in work as a brick-layer and helped with extending the puts and stalls in the Perry roundhouse when larger engines came to the division. He was buried in Perry.

Conductor Frank Morgan who retired in February died at the home of a daughter in Des Moines on Mar. 11. He had been in passenger service for a number of years before his retirement after 45 years of Milwaukee service.

Charles Stoner, retired engineer, died in Perry the latter part of February, following a long illness. He was well known in Iowa and the surrounding states as a legislative representative of the Brotherhood of Locomotive Engineers for many years. He had spent much time at sessions of the Iowa legislature and served on the mid-state district committees.

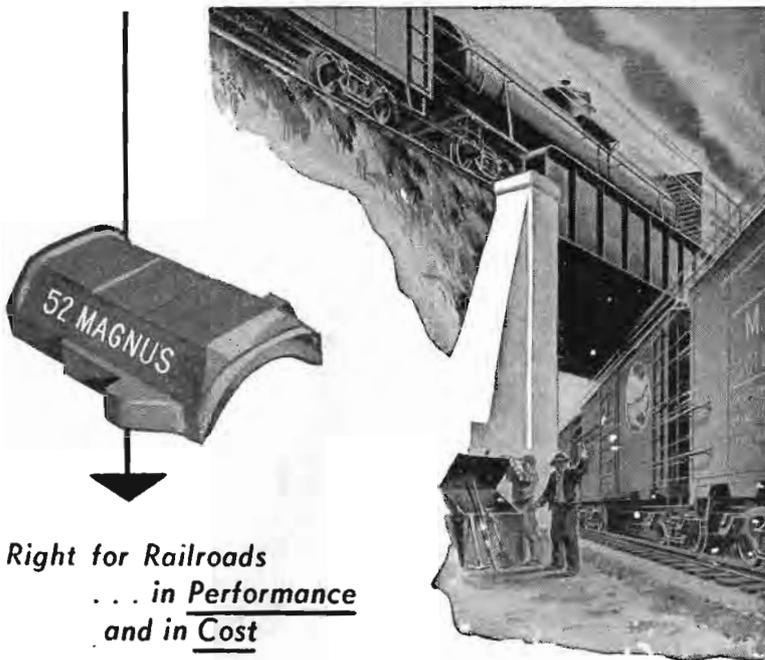
Harry Shaw who was employed for many years on the north end of the Des Moines Division died Mar. 2 at Rippey, where he had been making his home, since he had a daughter who lives there. Mr. Shaw was a member of the Masonic lodge for more than 50 years and had served as a district lecturer in northern Iowa for a long time. Burial was at Spencer.

Curtis Lind, who has been working as operator and rate clerk in the office of the agent at Council Bluffs, was married Mar. 5 at Columbus, Neb., to Miss Marilyn Novotny of Omaha. Following a wedding trip to Denver, he and his wife are house-keeping in Omaha in a newly purchased trailer.

Donna Lee, daughter of Agent D. E. Lee of Dawson, was one of a class of 25 student nurses who received their caps at Mercy Hospital in Des Moines on Mar. 20, having completed the first six months of their training course.

Operator H. E. Markel of the Perry yard went to California during his vacation for a visit with relatives. Larry Fister of Hurdon worked first trick during his absence.

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(Advertisement)

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Dispatcher R. L. Martin is in Chicago at this writing, training for the position of trainmaster. His family will remain in Marion for the present. Mrs. Martin is now serving as nurse in the Marion public schools, due to the regular nurse being on a temporary leave.

Retired Superintendent and Mrs. O. A. Beerman, while visiting with their daughter, Mrs. H. L. Fox, at Auburn, Calif., were summoned to Guttenberg, Ia., because of the death of Mr. Beerman's brother, Dr. E. A. Beerman, whose home was in Barrington, Ill.

He died on Mar. 11 in Houston, Tex., where he was visiting a daughter. Burial was in Guttenberg.

George J. Markert, retired B&B carpenter, 73, died on Mar. 3 in a Cedar Rapids hospital following a month's illness. He and Mrs. Markert moved to Marion in 1918 and he retired in March, 1947, after serving as a carpenter for the Road for 45 years. He is survived by his widow; a son, Roscoe, of Marion; stepson, LeRoy Pearson of Chicago; and three stepdaughters, Mrs. Otto C. Heck of Cedar Rapids, Mrs. Peter G. Obermaier of Fox Lake, Ill., and Mrs. A. J. Peters of Savanna, Ill.

The death of Robert S. Cooper occurred

Mar. 18 in Mercy hospital, Cedar Rapids, which he had entered on Feb. 23. For years he was in passenger service between Cedar Rapids and Ottumwa, and with the abolishment of that service he transferred to the Southwest Limited between Davenport and Kansas City. For the past 19 years he has lived in Cedar Rapids, and he had 37 years' service with the Road. He was a Navy veteran of World War I. In addition to his wife, his survivors are two daughters, Mrs. W. E. Jenkins of Kansas City and Mrs. E. H. Crane of Portland, Ore.; and two sons, Lt. Robert S. Cooper, Jr., of Eglin Air Force Base, Florida, and Ralph L. Cooper of Kansas City. He was a member of the American Legion of Ottumwa and of the B. of R. T.

George McClane, retired passenger conductor, suffered a stroke two months ago and is confined to a Council Bluffs hospital at this writing.

R. R. Mills of the engineering department has been appointed to serve on the attendance and membership committee for the Nebraska-Iowa district for 1955 of Kiwanis International.

Chicago Terminals

GALEWOOD

Contributed by Mae E. Graney

Your correspondent, Norma Gunderson, is enjoying a 15-day sunshine cruise at this writing, sailing on the Mauretania to the West Indies and South America with her husband Vic. Expect to hear more about the trip when she returns. They plan to take colored films.

The infant son of Rita Schroeder, car record department, and her husband Vern, police department, died at birth on Mar. 21. At this writing, Rita is in St. Anne's Hospital and doing well.

Norman Bishop, agent at Division Street and formerly assistant agent at Galewood, passed away unexpectedly in Resurrection Hospital Mar. 29. He had been honored at a retirement banquet in the Orchard Bungalow in Franklin Park just a week previous. Although Mar. 22 was one of the worst days of the year, the weather didn't stop his friends from turning out, and more than 100 were included in the gathering of representatives of the industries in the Division Street district, company officials, family and fellow employes. Agent A. E. Ward of Galewood was master of ceremonies, and Norman was presented with a purse. His death the following week came as a shock to his friends in the terminals, where he had spent his entire railroad service. He is survived by his wife, Helen; a son, Raymond; daughters, Dorothy Kuehn and Beatrice Guthrie; a brother, sister, and five grandchildren.

Thomas Lawlor left Mar. 14 for a 90-day stay in Ireland.

This advertisement, with its history-making announcement, has appeared within recent weeks in Newsweek, Time, Business Week, and U. S. News & World Report, plus 130 large daily newspapers and 493 weeklies.

100% DIESEL AND ELECTRIC



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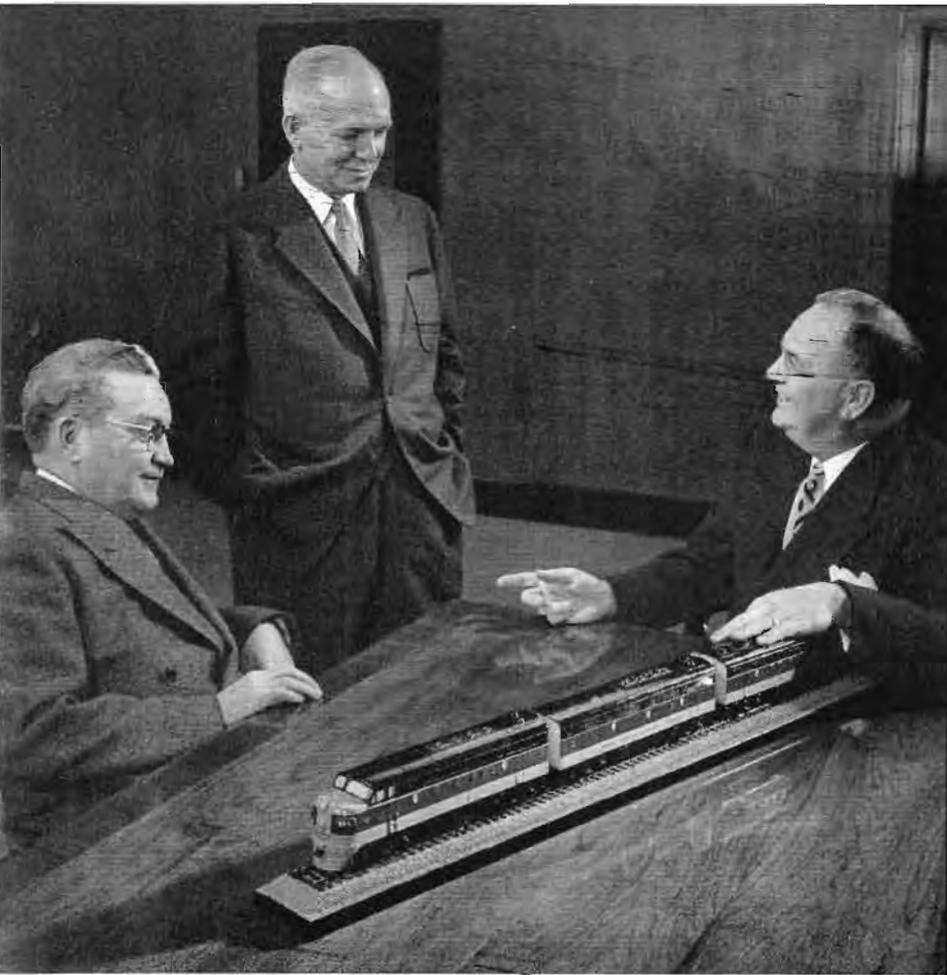
Yes, modern diesel and electric locomotives make on time arrivals a matter of course. Able management and personnel are additional key reasons why the Milwaukee can serve you better. Your nearest Milwaukee Road agent is a well-informed transportation man who can work intelligently with your traffic department.

SHIP—TRAVEL ROUTE OF THE SUPER DOME HIAWATHAS



Chicago, Milwaukee, St. Paul & Pacific Railroad
Headquarters: Union Station, Chicago 6, Illinois





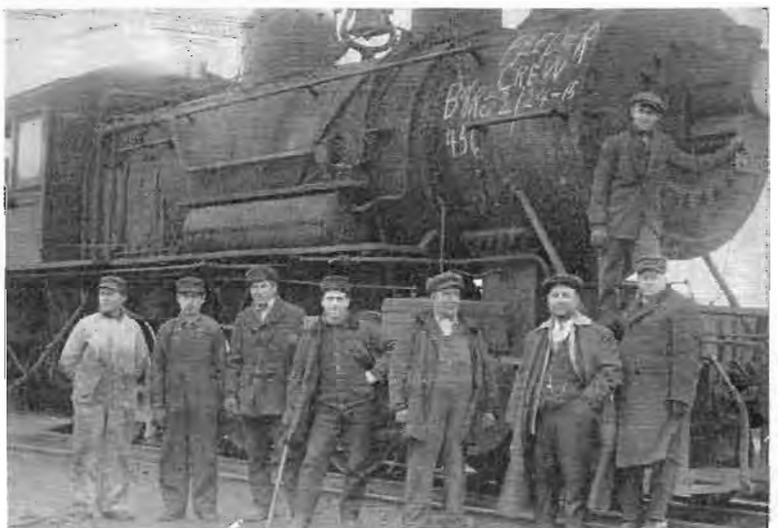
"AFTER ALL, it's something that can happen to a railroad only once," President J. P. Kiley was quoted as saying in this picture which appeared recently in a four-page merchandising piece distributed in connection with the insertion of the advertisement at left in a number of magazines and newspapers. Shown with Mr. Kiley are J. M. Cunningham (left), freight traffic manager, sales and service, and P. H. Draver, vice president—traffic. "Achieving the goal of complete dieselization and electrification is a big thing in the life of a railroad", the folder stated, "and when you hit the mark three years in advance of the estimated date it's really something to talk about". As reported last month, Jan. 4 was the date of the railroad's last regularly scheduled steam operation. The folder was sent to a large list of shippers and freight traffic representatives.



MINNESOTA'S EASTER SEAL BOY for 1955 is 11-year-old Roy Roeser, one of the eight children of Leonard Roeser, who was an H&D section man at Chanhassen until his death last fall. Roy, who contracted polio when he was three, is shown here with Roselynn Hellbusch, the Easter Seal Girl, opening the annual fund drive for the handicapped by selling sheets of seals to Governor Orville Freeman. His dad's former associates on the railroad remembered Roy with an Easter gift. (Minneapolis Star-Journal photo)

April, 1955

J. J. O'TOOLE STARTS WORK. This picture, which turned up recently, shows General Manager J. J. O'Toole at the age of 17, not long after he started work for the Milwaukee as a switch tender. He is shown with a feeder crew in Galewood Yard, Chicago. While Mr. O'Toole does not recall all of the men's names, he identifies them as follows, left to right: Engineer, fireman, Mr. O'Toole, Switchman Doyle, Switchman Williams, unidentified, and Crew Foreman Patterson. Standing by the smoke box is Switch tender Allen. The men were members of B. of R. T. Lodge No. 456; and the date was Feb. 24, 1915.



THE MILWAUKEE ROAD MAGAZINE

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

VERSATILE is the word for electric-drive rotary snow plow X-900212, shown here clearing the track at Hyak, Wash., on Mar. 15. In the top picture it is operating on power from the overhead trolley. In the lower one it is shown beyond the end of the trolley on electric power generated by the diesels. Electrical Engineer L. Wylie of Seattle, who took these pictures, reports that heavy snows hit both the Bitter Root and

Cascade Mountains on Feb. 24 and that between that date and Mar. 4, this locomotive, recently converted from steam to trolley-or-diesel electric power, operated about 16 hours a day in the Cascades without trouble of any kind. It turned in an equally brilliant performance again from Mar. 9 to 15 between Cedar Falls and Easton, Wash. A second electric-drive rotary plow is under construction at Tacoma shops.

