

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

A Hard Hat Saves A Life . . . page 11

JULY 1955

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THE MILWAUKEE ROAD MAGAZINE

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

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It's Your Life

WHILE crossing Chicago's busy State Street recently, I overheard a traffic policeman trying to calm an irate woman whom he had just snatched from in front of an automobile. She was taking strong exception to his interest in her behalf. Finally, having other people to look out for, he gave it up as a bad job. But he made one parting comment.

"All right, lady, all right", he said. "It's your life."

Throughout the years, our railroad has tried constantly and in many ways to improve safety education. Vast sums of money have been spent for safety devices and training in their use in order that you might be better able to discharge the obligation which you, as the man on the job, owe yourself with respect to your own safety. Generally speaking, this effort has been rewarded by fewer accidents, by less pain and suffering, by greater happiness in the homes of employes and greater security of earning power. It is a real satisfaction to me to realize this.

The little street scene I mentioned doesn't parallel very closely anything I've heard on The Milwaukee Road, but the policeman's remark makes a point worth remembering.

When all has been said and done, it *is* your life. To be heedless of that fact, to figure that luck will see you through, is to be foolhardy in the extreme.

Safety calls for a sharing of responsibility. Some of it is our company's, and some of it is the responsibility of the men with whom you work. All of us are interested and all of us are doing our best, but it would be dangerous for you to lose sight of this one important fact:

Your personal safety depends largely on yourself.

COMMENTS FROM OUR CUSTOMERS



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

—Moliere

ACCOMMODATIONS FOR ALL

"It so happens I am taking my family of seven to Blaney Park, Mich., for a vacation, and we are all going by train. Your regular car going up there was a two-compartment 10-section car, and inasmuch as we have to get off fairly early in the morning I thought it would be better if we had rooms enough for most of us.

"I asked Mr. Wallace (assistant passenger traffic manager) if it could be done, and he certainly was most accommodating and arranged with the Pullman Company to have a different car put on.

"It is little things like this which cause some of us to feel that it is very foolish for people to use other means of transportation than the railroads. Mr. Wallace certainly has a staff very much interested in The Milwaukee Road."

H. I. Markham
Hornblower & Weeks
134 South LaSalle Street

Chicago, Ill.

A MEMORY TO CHERISH

From a letter received by President J. P. Kiley:

"Recently some 820 public and parochial school children enjoyed an outing in Milwaukee that will be remembered and cherished whenever school days are reminisced. For some it was their second or third train ride. For the majority it was their first experience and thrill . . . All arrangements were made by Mr. R. A. Schneiberg, traveling passenger agent at Milwaukee. We are deeply grateful to Mr. Schneiberg for the complete and detailed arrangements he made for us, and we will always remember the courteous treatment we received from him and all of the employes of your road.

" . . . I personally am glad to be living in a community served by The Milwaukee Road, and you, being president of this large corporation, should be congratulated on a job well done. Person-

ally, and in behalf of the children of Marathon County schools, we send our thanks to Mr. Milwaukee Road."

W. E. Moore
County Superintendent
Marathon County Schools
Wausau, Wis.

INSIDE STORY

"It is a pleasure to write and tell you of the service and courtesy one of your employes extended to me recently.

"Due to a misunderstanding I was unable to continue my flight by plane from Chicago to Wausau, Wis., and as a result I found myself in Milwaukee with insufficient money to purchase a ticket on your railroad. I called your station and explained my situation to Mr. Ed Dahnke [assistant station ticket agent] and upon proper identification he promptly extended the necessary credit. I have been happy to tell this story of good will building to people here in our office, and thought you too might like to hear it."

Neil Johnston
Assistant Treasurer
Employers Mutual Fire
Insurance Company

Wausau, Wis.

VERY BEST PART

"I want to express our appreciation for the nice courtesies shown us on our trip on the Hiawatha to Minneapolis June 13.

"Our trip to Banff was beautiful and most enjoyable. Undoubtedly I was prejudiced, but I did think the trip to Minneapolis, and also from Minneapolis to Chicago, on the Hiawatha was the very best part of the traveling we did."

Nancy Mabood
Assistant Manager
National Editorial Association
222 N. Michigan Avenue
Chicago, Ill.

WORK BEGINS ON NEW ST. PAUL YARD

WORK is being started this month on a \$5,000,000 freight car classification yard in St. Paul which will give The Milwaukee Road the advantage of fast, highly efficient car handling facilities in its three largest terminals on Lines East—Chicago (Bensenville), Milwaukee and the Twin Cities.

Like the other two, the new yard will be electronically operated for both route switching and retarder speed control. It is to be an enlargement of the present yard alongside the Mississippi River, known as Pig's Eye yard.

Although the classification yard alone will result in better service to patrons through faster car handling and reduced possibility of damage to lading, the new project includes other developments which will interest present and prospective shippers. Among these are new freight car repair facilities and an installation for icing refrigerator cars. Floodlighting will be provided for night operations, and the most modern signaling and communication facilities available will be installed.

When completed next year, the yard will have 35 classification tracks with capacity ranging from 30 to 67 cars each. Total capacity will be 1,724 cars. In addition, there will be seven receiving tracks and six long departure tracks to accommodate inbound trains and for making up outbound trains.

The present plan is especially interesting to Milwaukee Road people and the public alike because of the performance records of Bensenville yard in suburban Chicago and Air Line yard in Milwaukee, which have shortened the terminal time in the movement of cars and reduced damage to the contents of cars.

Commenting on the Road's experience with its modern classification yards, President Kiley pointed out that the damage feature of automatic switching is indicated by the fact that one month's handling of more than 74,000 cars at Bensenville resulted in freight equipment damage of only \$896.

Extensive track work is planned for Minneapolis as part of the Road's Twin City area improvement plan.



Arriving on the job, Foreman Sack first gets a line-up (train location) report from Operator-Leverman Charles E. Noffs at the Spaulding signal tower, where the Milwaukee and E.J.&E. tracks cross, a few miles east of Elgin, Ill. He is shown double-checking the report and comparing his watch with the standard clock in the tower.



Good start for a safe day . . . Section Foreman Reuben Sack reads the Rule of the Day to Section Laborers Paul Servin and Louis Torres. At this time he also talks with them about the work they will do during the day.

A Safe Day on the Track

3rd of a series

Before placing the motor track car onto the main track, it is carefully inspected and Foreman Sack calipers the wheels while the tools are stowed in the tool tray. The calipering of wheel treads to make certain they are more than 1/8 inch thick is an important safety precaution.





Ready to go to work on the track, the men move the car onto the main line and take their assigned positions.



Foreman Sack brings the track car to a stop at a grade crossing to let the automobile pass, since it has preference. Through long practice, the men take note of the roadway over the tracks and of the crossing signs to make sure they are in good condition.

OUT on the Dubuque & Illinois Division, between Mileposts 31 and 36, an unusual safety record has been in the making.

Section No. 3, extending from one mile west of Bartlett, Ill. to National Street in Elgin, is a busy piece of main line track but Section Foreman Reuben G. Sack has made it one of the safest places on the railroad. In 38 years of maintenance of way work, the entire time he has been with The Milwaukee Road, he has never suffered a personal injury. Those years include 20 as foreman of Section 3.

That record is a point of pride with Mr. Sack, but he takes even greater pride in the Superior Service Award Cards which he holds, because these

attest to the fact that not only he, but the men who make up his crew, have always done their work accident-free.

The other members of the crew are Louis Torres, with almost 26 years of service, and Paul Servin, with 18 years. Like their foreman, neither man has ever experienced a personal injury. Together they represent one of the safest working groups on the railroad.

When Mr. Sack went to work for the Milwaukee as a section laborer at Harper, Ill., in 1917, he was following a family tradition. His father, who was then section foreman at Harper, had been in maintenance of way work at that point since 1900. Two of Reuben Sack's brothers, Al and Zernie, are also

with the Road, both of them freight conductors on the D&I.

Between 1922 and 1935 Mr. Sack served as assistant foreman in extra gangs under General Foreman William Ringlebauer, now roadmaster at Savanna, and Joe Boland, now roadmaster at Janesville. Since 1935 he has been foreman at Spaulding, Ill., where the E.J.&E. crosses the Milwaukee's tracks.

Mr. and Mrs. Sack make their home in nearby Elgin where their son Kenneth is a division manager of the large Sears Roebuck & Company store.

The pictures on these pages show some of the precautions which spell another safe day on the track for Foreman Sack and his crew.

Using a standard 18-inch coupler, the crew hitches a push car to the motor track car and loads ties onto the push car in tiers, stacking them crosswise. Through years of ex-

perience and safety training, the men know to keep their backs straight and lift with their leg muscles to avoid strains. All wear safety shoes to protect their toes.





After the ballast has been dug out and the old tie removed, the new one is pulled into place by means of standard tie tongs. Teamwork is very important here, and each man is careful to keep his feet in the clear.



Working near the station in Elgin, the crew dons goggles and sets about cutting a rail. With proper tools in good condition, and with years of experience in their favor, they can cut a rail in short order.

A Safe Day on the Track (continued)



Foreman Sack "spots" the rail as it is jacked up for raising a low spot. Note that the jack has been placed on the outside in keeping with safe practices.

Safety meetings are held over the division on a pre-arranged schedule, many of which E. G. Kiesele, superintendent of safety, is able to attend with division officers. He is shown here, at left, discussing safety with Mr. Sack and crew. The others are J. A. Ogden, district safety engineer (center) and N. F. Kelsey, roadmaster.



A train is due and the men step into position for a train inspection, with Foreman Sack and Laborer Servin on one side and Laborer Torres on the other.



As the caboose passes, an "all's well" signal is given and Conductor Bill Farrell acknowledges it from the bay window of the caboose.

The close of another safe day on the track, and Foreman Sack relaxes at home with his pet dog "Scooter." Being an enthusiastic fisherman, Mr. Sack enjoys spending the leisure hours after a hard day keeping his fishing gear in good condition. Shortly after these pictures were taken he vacationed in the lake country of northern Minnesota. Fishing is relaxing, he says, and helps keep him safe on the job.



Paying For Our Highways

Vice President P. H. Draver Says Highway Users Should Provide Total Dollars for Highway Needs

The following article is taken from the concluding portion of an address which P. H. Draver, vice president—traffic, delivered on May 23 before a group of 70 business men and government officials in Pickstown, S.D., site of the Fort Randall Dam. The occasion was a dinner meeting sponsored by A. H. Thornton of the South Dakota Natural Resources Commission. The first portion of Mr. Draver's address, published last month, dealt with the Cabinet Committee Report on Transportation Policy (also known as the Weeks Committee Report.)

I WOULD like to devote the last few minutes of my talk to another topic which may seem, at first blush, to be rather far afield, but which has a very real relationship to the entire transportation picture. I refer to the highway program which is currently before the Congress.

After a long study, the Clay Committee came up with a recommendation that we spend \$101 billion in the next 10 years. My impulse in reading that figure is to follow it with a heartfelt

"Wow!" Yet I decidedly do *not* say that we of The Milwaukee Road are opposed to having better roads, or that we think this planned expenditure is too great. Frankly, we do not yet know whether it is too large, too small or just right. In the long run, our highway requirements will be governed to a very considerable extent by the amount of traffic moving over the rails. If the Weeks Committee recommendations become law, that volume may be much greater than in the past.

There are, however, several points touching the highway program on which we already have well-formed opinions.

One is that we hope railroad taxes poured into highway building will not, in effect, subsidize our trucking competition in the future as they have in the past.

The other is that we stand squarely with President Eisenhower when he recently said, "A sound federal highway program, I believe, can and should stand on its own feet, with highway users providing the *total* dollars necessary for improvement and new construction." For the benefit of any Democrats

in the audience, let me add that this endorsement of the President's statement is practical rather than political.

The Association of American Railroads has taken the stand that the surest test of highway needs is what highway users are willing to pay.

In New York, New Jersey, Virginia, Ohio, Illinois, North Dakota, Oregon and California, objective studies have disclosed that large commercial freight vehicles do *not* pay a proper share of total highway costs.

Automobile Costs Higher

A two-ton private automobile of average annual mileage pays roughly \$2.50 in license fees and fuel taxes for each 1,000 miles of road use. The big highway freighter, which may run up to 36 tons gross and have a much greater annual mileage, pays as little as 65 to 75 cents per 1,000 miles of highway use. Yet it is these giants who do the lion's share of the road damage and require the thicker slabs and stronger bridges which triple the cost of highway construction over what would be adequate for pleasure vehicles and light trucks.

If heavy vehicles do not contribute

"The surest test of highway needs is what highway users are willing to pay."



Congress Considering a Bill To Limit Truck Size and Weight and Provide for Fair User Charges



"If heavy vehicles do not contribute adequately to highway revenues, they are artificially encouraged by these low charges. They then multiply beyond what should be their natural economic range and thus require still greater highway expenditures to accommodate them."

adequately to highway revenues, they are artificially encouraged by these low charges. They then multiply beyond what should be their natural economic range and thus require still greater highway expenditures to accommodate them.

Let me add that, out of almost 10,000,000 trucks, less than 750,000 fall in the class of big highway freighters. You, as well as we, bear the brunt of their cost.

We think heavy vehicles should pay user charges to each state at a rate, proportioned to mileage and maximum declared weight, at least as great as the rate paid by light vehicles. That lets them off cheaply, since they have already vastly increased the cost of highway construction.

Railroads, too, have increased the weight of their locomotives and other

equipment over the years. But the *public* didn't pay for this as it did for the truckers. Instead, the railroads rebuilt their own bridges; replaced 90-pound rail with 130-pound rail.

Indict Subsidy

I assure you, I do not intend to indict the trucking industry as such. Our railroad uses trucks. Probably every firm represented here uses them to a greater or lesser extent. What we do indict is the subsidization which gives one competitor an unfair advantage over another.

Well, that's our side of the story. I hope I haven't gotten myself in the position of the minister who came home from services looking very worn and tired. His worried wife said, "What was it you spoke about that took so much out of you?" "I argued," said the minister, "that it was the duty of the rich to help the poor." "Well," said his

wife, "did you convince the congregation?" Replied the minister, "It was about 50-50. I think I convinced the poor."

As a speaker, I rather hope that you are among the poor. As a traffic man, I am torn by the desire to have each one of you control hundreds of carloads that might move over our lines. If they do, I can promise that you will find us vigorously—and I think successfully—striving to improve our service.

The Milwaukee Road has spent a great deal of money to save money. We have built new, automatic classification yards. We have vastly improved maintenance methods and communications. We have dieselized and electrified our service 100 per cent. We have reduced loss and damage, speeded up schedules and saved car days in transit.

We ask only the opportunity to compete for traffic on the basis of the actual and natural cost of doing business.

A BILL now before Congress would limit the size and weight of heavy trucks and provide for fair highway-use charges, in view of the greatly increased federal expenditures for road construction now being considered.

The bill, H. R. 7072, was introduced on June 28 by George H. Fallon, chairman of the Subcommittee on Roads of the House of Representatives Committee on Public Works. It is the result of hearings which that subcommittee held on the original bill introduced in the House to carry out the highway program recommended by the so-called Clay Committee.

The new bill provides for federal appropriations averaging nearly \$3,000,000,000 annually for the next 12 years, to be apportioned to the states as aids in construction of the proposed interstate highway system and the primary and secondary highway systems. This

is about three times the present federal aid program and many times as much as was appropriated by Congress for such purposes prior to 1955.

In recognition of this greatly increased federal expenditure, the new bill contains the following provisions not included in any previous federal highway aid legislation:

The first would deny federal aid to any state which would permit the operation of vehicles on its highways with size or weight in excess of that now specified by existing state laws. In a large number of states such protection of the highways is not now being provided.

The second would provide for additional revenues, a portion of which would come from the heavy commercial highway vehicles by such means as increasing the present tax on diesel fuel for highway use; a tax on large

tires and tubes; and a tax on recapping or recapped tires by pounds of total weight.

The bill also provides for an increase in the gasoline tax from 2 cents to 3 cents per gallon. This would, of course, affect all automobiles, trucks and buses using gasoline.

It is estimated that the proposed tax on heavy vehicle tires and tubes would return to the federal government around \$250,000,000 to \$300,000,000 a year and would be roughly equivalent to about 3/4 cent per vehicle mile.

The new bill has attracted much attention as a result of recognizing the fact that financing through motor fuel taxes alone places an unfair penalty on the owner of the ordinary passenger automobile and similar light vehicles, while collecting from operators of heavy trucks only a fraction of what they should pay—weight and mileage considered.

Paul Wilson Retires at Seattle

PAUL WILSON, western traffic manager at Seattle, concluded a half century of railroading with his retirement on June 30. His career with the Milwaukee accounted for 44 years of his long service.

Mr. Wilson started railroading at Council Bluffs, Ia., in 1905 as a clerk for the CB&Q. He was also employed by that road at Sioux City and Omaha, and as a joint clerk for the Northern Pacific-Milwaukee at Aberdeen, Wash., before entering the service of the Milwaukee at Tacoma in 1909.

In the years before World War I, Mr. Wilson held various clerical positions at Tacoma. Following his return from military duty he became chief clerk at Tacoma and later assistant agent at that point. In 1920 he was promoted to agent at Seattle, and in 1926 transferred to Lines East as division freight and passenger agent at Green Bay. Appointed division freight and passenger agent at Tacoma, he returned to Lines West in 1929 and in 1935 was appointed assistant general agent in Seattle. He was advanced to general freight agent, Seattle, in 1948 and appointed western traffic manager in Oc-



Paul Wilson (left) with P. J. Cullen, formerly assistant to vice president-traffic, Chicago, who succeeds him as western traffic manager.

tober, 1950.

A retirement luncheon held at the Washington Athletic Club in Seattle on June 13 was attended by 100 of Mr. Wilson's friends and associates in the industry. L. H. Dugan, vice president and western counsel, acted as master of ceremonies. Testimonial gifts presented to Mr. Wilson included a camera, one of his principal hobbies being photog-



How Well Do You Know Your Railroad?

THE TRAIN? It's possible you may recognize it. The location? You may know that, too. For those who are not familiar with the site, though, here are some clues: The town is on three railroads; it was once the scene of a most unusual event in railroad history; the railroad was built at this point the year the mail order house of Montgomery Ward & Company was founded (this from our own department of utter confusion). If none of these make any difference, turn to page 17 for the answer.

Rails and Unions Agree on Transport Policy Objectives

EXECUTIVES of 22 standard railroad labor unions and a committee of the board of directors of the Association of American Railroads met in Washington June 15. At the close of the meeting they issued the following joint statement:

"After careful consideration of the proposals now before Congress to create a modern transportation policy, the railroads and railroad labor are in agreement as to most of the major objectives of the legislation.

"As the Presidential Advisory Committee has pointed out, this nation needs and must have a strong and healthy common carrier transportation system. This can be achieved only through the establishment of a public policy which will give all forms of transportation an equal opportunity to compete for the available traffic.

"Under such modernized policy, not only will the various forms of transportation be able to do the job for which they are best suited, but the public also will benefit from better transportation service at lower cost.

"Consequently, the railroads and their employees will support the principal aims of the legislation and will work together to bring about a public understanding of the great need for prompt enactment of remedial measures."

Milwaukee Road Cited for Public Safety Work

THE MILWAUKEE ROAD was one of 16 railroads recognized last month by the National Safety Council for outstanding public safety programs directed to employees and the general public.

In a statement accompanying notice of the award, the council pointed out that the judges had been particularly impressed by the attendance of nearly 55,000 persons at family night, community and civic group meetings sponsored by the railroad and devoted to the general area of public safety and specifically to traffic and home accidents.

Also noted was the Road's participation in the Signs of Life program directed at observance of all traffic signs and signals, with special emphasis on those highway-rail intersections.

The council expressed itself as appreciating the "leadership of your superintendent of safety, Mr. Kiesele, in serving as chairman of our Highway-Rail Intersection Committee."

A Hard Hat Saves a Life

by **C. V. Peterson**

District Safety Engineer
Butte, Montana



John W. Kohr with the hard hat that saved his life. Note the crack in the front.



A CAT may have nine lives, but as far as John W. Kohr of Drummond, Mont. is concerned, the cat can stick to its apparent supernatural powers and he will continue with his safety equipment. Three times in his life span of 38 years falling rocks have struck his safety helmet with enough force to break the hat, but in each case he has come through with little or no injury.

John Kohr is a hard rock miner by trade and twice while working in mines his safety hat warded off blows from falling rocks, either of which incidents could have resulted in death. Then on May 9 this year he came to work for The Milwaukee Road as jack-hammer man in a crew engaged in removing several thousand yards of rock from a nearly vertical cliff at Hellgate Cut, just west of Ozan, Mont. [approximately 44 miles east of Missoula].

The following day, while working

about 60 feet up the side of the cliff and with another 60 feet of rock above him, a rock weighing 12 to 15 pounds was dislodged from somewhere far above. A warning call from an alert fellow worker gave him time to brace himself for the expected blow. He thought the falling rock might pass him by, but it struck squarely on top of his safety helmet, breaking the hat as shown in the accompanying picture. Thanks to his hard hat, the only injury he received was a slightly stiff neck and a few damaged front teeth.

A life saved three times by a hard

hat . . . but that is not the end of this particular story. When the rock struck him he was slightly dazed by the force of the blow, and he undoubtedly would have fallen the 60 feet to the track, had it not been for the fact that he was tied to the cliff by a rope attached to his safety belt. The fall alone could have meant death.

To his fellow workers John passed the word: "My life was saved twice in a split second's time because of these two pieces of safety equipment. I guess I don't have to say what they mean to me."

The Cover

Wearing a new safety helmet and using a rope attached at his waist, the items of safety equipment which are credited with having saved his life, John W. Kohr descends to his work location in Hellgate Cut, near Ozan, Mont. In the background are Foreman George Wilcox and Powderman Clyde Clawson. The picture was taken by Mr. Peterson.



C. V. PETERSON, author of the accompanying article, is well known on the Rocky Mountain and Trans-Missouri Divisions for his active work in safety, and will be remembered by Milwaukee Road Magazine readers as the author of "Hard Hats for the War on Injury", which appeared in the December, 1951 issue as the first article in a series entitled "Safety at Work on the Milwaukee". That article was later reprinted by a number of other publications. Mr. Peterson came to the railroad in 1925 and has been district safety engineer at Butte since 1946.

appointments

Operating Department

Effective July 1, 1955:

R. H. Love is appointed assistant superintendent of the Iowa Division with headquarters at Perry, succeeding R. W. Riedl. Since January, 1953 Mr. Love has been assistant superintendent of the Chicago Terminals.

R. W. Riedl is appointed assistant superintendent of the Chicago Terminals with headquarters at Bensenville, succeeding R. H. Love. Mr. Riedl has served as assistant superintendent at Perry, Ia., since January, 1953.

J. J. Nentl is appointed assistant superintendent of the Dubuque & Illinois Division Second District with headquarters at Dubuque, succeeding N. H. McKegney. For the past year and a half Mr. Nentl has been assistant superintendent at Miles City.

N. H. McKegney is appointed assistant superintendent of the Trans-Missouri Division with headquarters at Miles City, succeeding J. J. Nentl. Mr. McKegney has been assistant superintendent at Dubuque since April, 1954.

J. W. Stuckey is appointed assistant superintendent of the LaCrosse & River Division with headquarters at Portage. Starting at Marquette, Ia., in 1947, Mr. Stuckey has been trainmaster at Chicago and Austin and most recently at St. Maries.

K. O. Schoeneck is appointed trainmaster of the Idaho Division with headquarters at St. Maries, succeeding J. W. Stuckey. Mr. Schoeneck was formerly trainmaster with headquarters in the Chicago Union Station.

J. F. Elder is appointed trainmaster of the Iowa & Southern Minnesota Division Second District with headquarters at Austin, succeeding G. W. Mealey. Since April, 1954 Mr. Elder has been trainmaster on the Milwaukee Division at Horicon.

G. W. Mealey is appointed trainmaster of the Iowa & Dakota Division Second District with headquarters at Sioux City, succeeding P. Bridenstine. Mr. Mealey was formerly trainmaster with headquarters at Austin, Minn.

P. Bridenstine is appointed trainmaster of the Milwaukee Division Third District with headquarters at Horicon, succeeding J. F. Elder. Since November,

1953 Mr. Bridenstine has been trainmaster at Sioux City.

Q. W. Torpin is appointed trainmaster of the Terre Haute Division with headquarters at Faithorn, succeeding L. W. Harrington. Mr. Torpin has been trainmaster with headquarters at Portage, Wis., since March, 1954.

L. W. Harrington is appointed trainmaster of the Chicago Terminals with headquarters at Chicago, succeeding K. O. Schoeneck. Mr. Harrington has been trainmaster for the Terre Haute Division at Faithorn since April, 1954.

Store Department

Effective June 9, 1955:

F. Wood is appointed district storekeeper of the Middle District with headquarters at Milwaukee Shops, Wis., following the retirement of E. F. Grisius. Mr. Wood has been with the Road since 1919 and with the store department since 1928. He was formerly storekeeper at Perry, Ia., and since 1951 has been division storekeeper with headquarters at Savanna, Ill.

M. J. Hansen is appointed storekeeper at Savanna, Ill., succeeding F. Wood.

Effective June 15, 1955:

T. G. Nissen is appointed storekeeper at Harlowton, Mont., following the retirement of R. A. Frank.

it's all in knowing how



STRANGE as it may sound, it is not uncommon in the "grunt-and-groan industry"—wrestling—for a smaller man to lift his larger adversary and toss him all around the ring. Whether you believe it's preplanned or not, you will agree that plenty of "know-how" goes into the feats of strength that you witness.

As with anything else, when it comes to lifting it's all in knowing how. No matter how big you are, or how powerful, a load of one-tenth your weight can toss you for a fall if you don't lift properly. On the other hand, a smaller person using proper lifting techniques may sometimes lift a given weight more easily than his king-sized neighbor.

LIFTING HINTS

Part of the secret can be summed up like this: Lift with your legs, not with your back! The trouble is that too many people start wrestling with a heavy object without first thinking about the common-sense rules of safe lifting. You will find some good advice in this list suggested by the Metropolitan Life Insurance Company:

1. Size up the load; do not lift more than you can comfortably handle.
2. Make sure that your footing is secure, and

3. get good balance.
3. Place feet as close as possible to the object to be lifted.
4. Bend knees and keep the back as straight as possible.
5. Get a good grip on the object.
6. Lift with leg and arm muscles, keeping the object close to the body.
7. When raising objects to the top of a pile, especially if over shoulder height, lift until the object is at, or above, waist height. Rest the edge of the object on a ledge or stand and shift the position of the hand to boost the object further. Keep the knees bent when starting to raise the object to the higher level.
8. To put load down, get a good grip, bend the knees and lower the load with the leg and arm muscles, keeping the back as straight as possible.

It is a problem to gauge just how much you should lift. There is no set rule to follow, since physical differences in individuals make it impractical to set up a positive safe-lifting standard. But if, after close inspection, an item appears to be too heavy, don't take a chance! Ask for help before wrestling with it. You can avoid serious injury—and even permanent disability.

8,960 Milwaukee Road People Receiving Pension

ABOUT 8,960 men and women whose last railroad service was with The Milwaukee Road were receiving employe annuities from the Railroad Retirement Board at the end of 1954, the board reports. Their annuities averaged \$98 a month. About one-third of these employes had wives who were also receiving monthly benefits.

In addition, the board was still paying an average of \$60 a month to three of the pensioners who were taken over from the company's own pension rolls in 1937.

During 1954 a total of 1,069 former Milwaukee Road employes were added to the board's retirement rolls, and 623 were terminated, mainly because of death. This resulted in a net increase of 446 during the year. The average annuity paid to those added to the rolls was \$105 a month.

The board points out that in 1954 some 35,800 employes of the nation's railroads retired on annuities averaging \$106 a month. Of this number, 74 per cent retired because of age and 26 per cent because of disability. At the end of the year, the board was paying an average of \$100 a month to 296,000 retired railroaders, 102,000 of whom had wives receiving wives' annuities averaging \$37 a month.

Hobo Memo



The name "hobo" is said to have originated in the days when anyone looking for a farm hand who used a hoe would call, "Hoe, boy." This was gradually shortened to "hobo." The national hobo convention, which started as a hoax, has been an annual event at Britt, Ia., since 1900. This illustration appeared originally in The Milwaukee Road Magazine in March, 1950.

THERE was a time when hoboes, otherwise known as the "migratory unemployed," rode freight trains from one terminal to another, many of them conscientiously in search of work in the harvest fields or anywhere. They gave the railroads very little trouble—except for an occasional hospital case or one for the coroner. Usually, in either event, it was for the railroad police officers to determine if the cause was accidental or if the transient was the victim of a holdup man in the guise of a fellow traveler.

The harvest fields were a fertile source of booty taken from harvest hands at gunpoint, and not infrequently they were thrown off moving trains. Incidents of that kind reached their peak in depression years, E. F. Conway, superintendent of police, recalls. They occur only rarely in these times, for various reasons.

In the first place, the annual harvest, as once known, has disappeared from the national scene. "Automation" so far as harvest hands are concerned, made a very early appearance in those fields in the form of modern labor-saving devices, with the result that the demand for harvest hands has greatly diminished.

Farm hands and harvest workers today are recruited by farmers from state and federal employment offices and transported by bus, rail or truck to the point needed, thus diverting them away from railroad side-door "Pullmans."

Bona fide hoboes seldom caused trouble for railroad police. Phoney hoboes riding under cover, however, did frequently rob box cars at coaling and watering stations and at meeting points in single track territories. Genuine hoboes actually aided the railroads in clearing up many thefts.

Thefts, which formerly accounted for 10 per cent of the entire claim payments of The Milwaukee Road, now account for 7/10 of 1 per cent. Railroad police, with the cooperation of all branches of law enforcement, are largely responsible for this improvement.

As for the hobo, he has all but disappeared into railroading's past, but those who knew him best remember him as a pretty good guy.



test your knowledge of railroads and railroading

(Answers on page 32)

1. Which is the least expensive Pullman accommodation for one person—a bedroom or a roomette?
2. Does a locomotive-day cover an 8-hour period, a 12-hour period or a 24-hour period?
3. Are rate clerks employed in the accounting department or the traffic department, or both?
4. In what city are the headquarters of the Railway Express Agency—New York, Washington, Chicago or St. Louis?
5. If one leg of a wye is removed, what does the remainder become—a siding, a spur or a passing track?
6. How many torpedoes are placed on a track to signal an approaching train to proceed at reduced speed?
7. Do waybills originate with the shipper, the freight agent or the train conductor?
8. What are transit privileges—the right of a shipper to pay his freight in installments or the right of a shipper to mill, fabricate, process or store commodities at one or more intermediate points?
9. What is the name of the card used by ticket agents and Pullman conductors to record the sale of Pullman space—score card, diagram, or reservation card?
10. In which department of the railroad are bookkeepers usually employed—operating, traffic or accounting?

Graduation Party – Safer on the Train

CHANGES are taking place in that great American institution, the high school graduation party. Last month, in partnership with the University High School in Minneapolis, The Milwaukee Road worked out one solution for a teen-ager's idea of a thrilling—and at the same time, safe—commencement fling.

The novelty of the affair, which was arranged to keep the students off the highways at night, attracted considerable advance publicity in the Twin Cities. Among those who endorsed it, Cedric Adams gave this preview of

events in his widely-read column in the Minneapolis Sunday Tribune:

"The all-night sprees of the high school kids are just about upon us. Some of them are well-managed affairs, others can sprout a bushel of trouble. Parents of University High seniors have devised a wrinkle that should put their party in the first category. The whee will be an all-night breakfast dance with variations for the 73 graduates. A chartered bus will take the students from the graduation exercises to the Milwaukee depot. There they'll board a chartered

car of the Pioneer Limited and ride to Winona. The party will then detrain for the Oaks, a Winona supper club. They'll eat and dance there from 1:15 to 5:30 A.M. Then board their train again for the return trip.

"You can't blame the youngsters for wanting one final fling with the kids with whom they've been going to school for years, but with the problem of fatigue on the all-night whing-dings, cars and the tendency to overlook some of the safeties in driving, the train idea looms as one good answer. Parents have done a great job of budgeting, too. The entire jaunt, bus, train, orchestra and food, costs each participant \$8. A lot better than a hospital or a garage bill or maybe a lawsuit or—worse—a morgue."

The program was carried through just as it was outlined. Twelve chaperoning parents accompanied the group to the Winona supper club. A full orchestra was provided for dancing, ping pong tables were available, and everybody had his choice of soft drinks. At 3:30 in the morning a smorgasbord breakfast was served.

By the simple means of tagging each party-goer with a baggage check, the chaperones accounted for all of their charges. The checks were punched as the students boarded the train, when they arrived in Winona, and again when they boarded the northbound Pioneer for home. On the return trip the checks were turned in for a drawing. The winners, boy and girl, each received a key to a Milwaukee Road station locker containing a portable radio.

An important feature of the party was that the students as well as their parents suggested the safety angle—no cars, no liquor and no headaches.

PR in Montevideo

THAT MILWAUKEE ROAD people out Montevideo way have their feet under them when it comes to public relations, is attested to by the following item which appeared in the May issue of Public Relations Journal:

"Here's one: Office employes of The Milwaukee Road up in Montevideo (Minn. that is) send floral bouquets to local merchants for store openings and anniversaries. Profits from the office coke and candy machines provide the dough . . . as well as for making office gifts to local charities. Nice twist."

SAFETY GOGGLES SAVED THEIR SIGHT



Machinist Helper John Maier still smiling after being struck (on the goggles) by a chip of flying steel.



A. J. Souhrada studies the damage to his safety goggles after they got in the way of a broken steel pin.

EVERY day, the use of safety goggles proves to be more effective in averting accidents on the job. Probably thousands of shop men are enjoying good eyesight today as a result of taking this precaution.

A recent example of the need for wearing safety goggles was the experience of A. J. Souhrada, air brake mechanic at the Milwaukee, Wis., shops. One afternoon late this spring Mr. Souhrada happened to be working on the understructure of a passenger car, driving a steel pin, when a piece of the pin broke off and struck his glasses. There was no warning of course, just the sharp blow as the metal struck home. With foresight, however, Mr. Souhrada had worn his safety glasses, and although the right lens was fractured, there was absolutely no injury. The eye was saved.

An almost identical experience was reported by John Maier, machinist helper at the shops. It happened while he was

driving a steel pin into a springboard hanger frame in the locomotive truck shop and a piece chipped from the pin. In this instance the force of the blow was sufficient to break the hardened glass of the safety lens, but again there was no eye damage.

Any doubts either man may have had about the necessity for wearing safety goggles was completely dispelled by these experiences. "As a measure of safety, there is no substitute for them," Mr. Souhrada stated. "It is my opinion that all mechanical employes should always have the goggles issued to them on their person." In complete accord, Mr. Maier added, "I am positive that the goggles saved my eye. I had always been aware of their value, but now I really know how important it is that they should be worn. I appreciate the interest the railroad shows in my safety by furnishing them."

here's how we're doing...

	MAY		FIVE MONTHS	
	1955	1954	1955	1954
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$22,409,478	\$19,064,166	\$96,976,615	\$93,935,754
PAID OUT IN WAGES	9,911,847	9,796,549	47,163,332	48,350,247
PER DOLLAR RECEIVED (CENTS).....	(44.2)	(51.4)	(48.6)	(51.5)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	615,831	577,098	2,863,180	2,758,660
PER DOLLAR RECEIVED (CENTS).....	(2.7)	(3.0)	(3.0)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest..	9,477,114	9,650,508	43,267,490	44,592,878
PER DOLLAR RECEIVED (CENTS).....	(42.3)	(50.6)	(44.6)	(47.5)
NET INCOME	\$ 2,404,686		\$ 3,682,613	
NET LOSS		\$ 959,989		\$ 1,766,031

REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:

Number of cars.....	117,651	112,582	555,737	542,182
Increase 1955 over 1954.....		+5,069		+13,555

Carloadings by Commodities during June 1955 compared with June 1954

	%	Carloads				
		Total Revenue	1955	1954	1955 + or - to 1954	
					Number	%
INCREASES:						
Forest Prod. (excl. Logs & Pulpwood).....	12.2%	10,144	8,297	+ 1,847	+ 22.3%	
Iron & Steel incl. Machinery.....	8.1	8,019	7,445	+ 574	+ 7.7	
Coal and Coke	4.6	8,180	6,915	+ 1,265	+ 18.3	
Logs and Pulpwood.....	3.9	10,383	6,984	+ 3,399	+ 48.7	
Petroleum and Products	3.8	4,714	4,525	+ 189	+ 4.2	
Agri. Impl. & Tractors incl. Parts.....	3.0	1,883	1,462	+ 421	+ 28.8	
Autos, Trucks, Parts & Tires.....	2.9	3,197	2,443	+ 754	+ 30.9	
Merchandise	2.6	8,616	8,401	+ 215	+ 2.6	
Flour and Grain Products.....	2.2	5,367	5,160	+ 207	+ 4.0	
Fruit and Vegetables.....	1.5	3,245	3,080	+ 165	+ 5.4	
Ore (excl. Pooled Ore).....	.5	410	309	+ 101	+ 32.7	
Miscellaneous	26.9	30,379	28,290	+ 2,089	+ 7.4	
Total Increases	72.2%	94,537	83,311	+ 11,226	+ 13.5%	
DECREASES:						
Grain	13.2	8,173	8,429	- 256	- 3.0	
Cement, Brick, Lime and Plaster.....	4.0	3,593	3,688	- 95	- 2.6	
Meat and Products.....	3.6	4,501	4,809	- 308	- 6.4	
Clay, Gravel, Sand and Stone.....	3.5	6,232	6,743	- 511	- 7.6	
Beer	2.4	2,399	2,834	- 435	- 15.3	
Live Stock	1.1	1,457	1,607	- 150	- 9.3	
Total Decreases	27.8%	26,355	28,110	- 1,755	- 6.2%	
TOTAL	100.0%	120,892	111,421	+ 9,471	+ 8.5%	

retirements

The following employees' applications for retirement were recorded during June, 1955

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

DENT, ARTHUR H.
Waiter Chicago, Ill.
O'MALLEY, THOMAS J.
Chief Div. Clerk Chicago, Ill.
WYSE, ELMER
City Frt. Agent Chicago, Ill.

CHICAGO TERMINALS

GLODEK, WALENTY
Carman Chicago, Ill.
MUNSCH, EMIL
Sec. Laborer Chicago, Ill.
SLETTA, ANTON I.
Ex. Gang Laborer Chicago, Ill.
VASSALLO, JIM
Sec. Laborer Chicago, Ill.
WERNER, PAUL E.
Frt. Handler Chicago, Ill.
WILSON, JOHN
Trucker Chicago, Ill.

COAST DIVISION

GATES, MERRILL E.
Clerk Tacoma, Wash.
JOHNSON, BERNIE R.
Switchman Seattle, Wash.
KENNARD, HARRY C.
Car Cleaner Tacoma, Wash.
RASCH, WALTER H.
Loco. Engineer Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

CLEVELAND, PERCY E.
Yardmaster Marquette, Ia.
FOSSER, ARTHUR M.
Loco. Engineer Savanna, Ill.
GENOCHIO, ANTHONY
Engineer Ottumwa, Ia.
GRAHAM, IRVING J.
Loco. Engineer Davenport, Ia.
HARVEY, CARL E.
Loco. Engineer Savanna, Ill.
HURLEY, EDWARD
Agent LaCrescent, Minn.
McALISTER, G. L.
Boilermaker Helper Ottumwa, Ia.
O'HERON, JOHN A.
Engine Hostler Savanna, Ill.
OSBORN, ALBERT C.
Brakeman Kansas City, Mo.
OSTERT, CHARLES
Engineer Kansas City, Mo.

HASTINGS & DAKOTA DIVISION

FOSTER, GEORGE M.
Loco. Engineer Aberdeen, S. D.
HOLTER, OSCAR M.
Loco. Engineer Minneapolis, Minn.
KANE, WILLIAM J.
Chief Clerk Aberdeen, S. D.
PHELAN, GEORGE R.
Station Clerk Milbank, S. D.
SCHROEDER, WILLIAM L.
Loco. Engineer Aberdeen, S. D.

IDAHO DIVISION

DOWNEY, JOHN P.
Conductor Spokane, Wash.

IOWA DIVISION

LANSCHWAGER, WILLIAM H.
Coal Shed Laborer Clinton, Ia.
SAMSON, L. W.
Coal Shed Foreman Sewal, Ia.
WILLIAMS, WILLIE
Engine Wiper Council Bluffs, Ia.

IOWA & DAKOTA DIVISION

BYRNE, JR., MICHAEL
Ex. Gang Laborer Clear Lake, Ia.
CASEY, CHARLES H.
Loco. Fireman Mason City, Ia.
POMPY, JOSEPH A.
Sec. Foreman Tyndall, S. D.
ROHDE, HENRY A.
Sec. Laborer Spencer, Ia.
SCOBEE, GEORGE C.
Agent Algona, Ia.

IOWA & SOUTHERN MINNESOTA DIVISION

AMES, GEORGE W.
Conductor Austin, Minn.
BEERS, ALBERT L.
Loco. Engineer Austin, Minn.

STENCEL, PETER F.

Sec. Laborer Minn. Lake, Minn.

LA CROSSE & RIVER DIVISION

MONTEITH, BERT C.
Engineer Portage, Wis.
SCOTT, WALLER C.
Frt. Service Insp. Portage, Wis.
UMBERGER, LYNN J.
Loco. Engineer Minneapolis, Minn.
WOODMAN, LEONARD C.
Loco. Engineer Portage, Wis.

MADISON DIVISION

SAKORAFAS, STEVE
Sec. Laborer Racine, Wis.
STEWART, HARRY H.
Boilermaker Helper Janesville, Wis.
YLVISAKER, OLE
Sec. Laborer Stoughton, Wis.

MILWAUKEE DIVISION

BUZZELL, RAYMOND D.
Crossing Tender Milwaukee, Wis.
McDERMOTT, EUGENE F.
Conductor Ripon, Wis.
MEIER, PETER J.
Conductor Milwaukee, Wis.

Sounds at South Cle Elum

A DREAM home for rail fans—that is how Mr. and Mrs. R. A. Zawistowski of Washougal, Wash., remember their home of several years ago across from the Milwaukee Road station in South Cle Elum, Wash. Mrs. Zawistowski recalls how they used to watch the trains at night. "We loved to wake up and see them pull into the station," she says, "the horns blowing, and their big headlights illuminating our bedroom." Memories of that pleasant time inspired Mr. Zawistowski, a free lance writer, to set this full-toned medley to modern verse:

*In South Cle Elum, the NP and The Milwaukee Road
rub shoulders, and engines bellow across the tracks.
A mighty diesel roars its way past, singing "Steam is
through, steam is through, steam is through!"
A Roslyn coal drag, chugging down the hill, snorts
a blast of steam and swallows more coal.
The chime-tone trumpet of the Hiawatha floats
down the valley, as hot wires sizzle and crackle.
The juice work train dashes for the siding, croaking
its hoarse "Zonk! ZONK! ZONK!"
The flange-footed giants thunder by, followed
by speeders tiptoeing in their tracks.
Gently the mantle of silence falls on South Cle Elum,
covering the subdued hiss of a stand-by steamer.*

Answer to "How Well Do You Know Your Railroad?"

THE TRAIN? It's No. 6, the Morning Hiawatha. The location? Rondout, Ill., a junction point on The Milwaukee Road, and also served by the Chicago North Shore & Milwaukee and the Elgin Joliet & Eastern. The railroad reached this point in 1872 (when Montgomery Ward was established) and the town was first known as Liberty Junction. And of course it was the scene of the great train robbery of 1924 in which the goal was \$3,000,000, the most ambitious holdup attempt in railroad annals. J. E. Boeshaar, Magazine correspondent for the Milwaukee Division First District, took the picture.

Note: The Magazine is interested in learning the origin of the station name of Rondout, Ill.—when it was so named and why—and will be glad to hear from anyone having such information.—Editor

RATHKE, ED. F.
SwitchmanMilwaukee, Wis.
SMITH, CHARLES T.
TruckerFredonia, Wis.
WALBER, JOHN
Sec. LaborerRandom Lake, Wis.

MILWAUKEE TERMINALS & SHOPS

BERGEMANN, JULIUS P.
Boilermaker HelperMilwaukee, Wis.
BOUCHER, ALPHONSE G.
MachinistMilwaukee, Wis.
FARQUHAR, GEORGE
Mach. HelperMilwaukee, Wis.
GRICIUS, EDWARD F.
Dist. StorekeeperMilwaukee, Wis.
HOPPE, ALFRED G.
Mech. EngineerMilwaukee, Wis.
RUSSELL, ROBERT J.
MachinistMilwaukee, Wis.
SAUERWEIN, HENRY J.
Sec. LaborerMilwaukee, Wis.
ZASADA, JOSEPH
LaborerMilwaukee, Wis.

ROCKY MOUNTAIN DIVISION

ELLIOT, MARK F.
Loco. EngineerThree Forks, Mont.
FRANK, ROBERT A.
StorekeeperHarlowton, Mont.
HELMAN, WILLIAM T.
ConductorDeer Lodge, Mont.
MUNTEAN, THEODORE
Sec. LaborerHarlowton, Mont.
NISONGER, FRANK L.
TelegrapherMissoula, Mont.
SPARKS, HENRY G.
Sub-station Oper.Loweth, Mont.

TERRE HAUTE DIVISION

DWYER, MICHAEL R.
BrakemanTerre Haute, Ind.

July, 1955

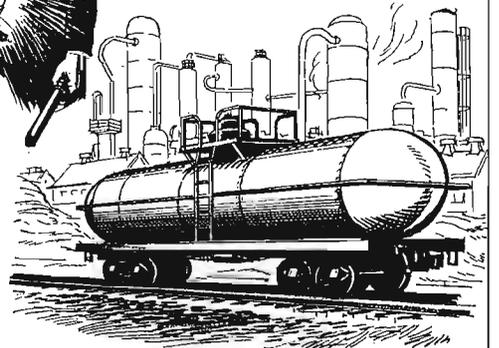
Rail oddities

THE FAMED GOLDEN SPIKE DRIVEN TO MARK COMPLETION OF THE FIRST TRANSCONTINENTAL RAIL ROUTE IN THE U.S.A. (MAY 1, 1869), HERETOFORE IN CUSTODY OF THE WELLS FARGO BANK OF SAN FRANCISCO, HAS BEEN SENT TO STANFORD UNIVERSITY IN PALO ALTO, CALIF. THE SPIKE CONTAINS ABOUT \$350 WORTH OF GOLD.



FOR THE PAST 22 YEARS, SPECIAL AGENTS OF THE EIGHT RAILROADS SERVING COUNCIL BLUFFS, IOWA, HAVE TAKEN OVER THE CITY'S POLICE DUTIES FOR ONE NIGHT SO THAT MEMBERS OF THE REGULAR FORCE COULD ATTEND THE ANNUAL POLICEMEN'S BALL.

EVERY YEAR RAILROADS HAUL OVER FIVE MILLION TONS OF ACIDS USED IN MAKING EXPLOSIVES, PAINT, STEEL, PETROLEUM AND MANY OTHER PRODUCTS. THE VALUABLE CHEMICALS TRAVEL IN WELDED TANK CARS OF MANY SPECIAL DESIGNS AND ARE SUBJECT TO SPECIAL ORDERS FOR LOADING, MOVEMENT AND UNLOADING.



ASSOCIATION OF AMERICAN RAILROADS 155

EASTON, ADAM E.
CarmanTerre Haute, Ind.
FONCANNON, JOHN H.
CarmanTerre Haute, Ind.
LEWIS, NICK
Sec. LaborerBedford, Ind.
RAMEY, WILLARD A.
Tel. OperatorWebster, Ill.
VAUGHT, LEWIS J.
Roundhouse LaborerBedford, Ind.
WEIMANN, ARTHUR A.
Roundhouse ForemanJoliet, Ill.

TRANS-MISSOURI DIVISION

SCHIEFELBEIN, LOUIS W.
ConductorMobridge, S. D.

TWIN CITY TERMINALS

RYAN, CLAIRE C.
Ex. Gang Laborer....Minneapolis, Minn.

Disillusionment comes slowly for amateur gardeners, but by now most of them realize they won't get much rhubarb pie out of those giant burdocks.
—Chicago Tribune.

Summer School Takes to Rails

A UNIQUE plan for summer school sessions was introduced this year at Yankton College, Yankton, S. D., where the 53rd annual summer term June 6 to July 9 included a "Tour for Teachers". On an accelerated classroom program, students earned six semester hours of credits for the five-week term, plus an additional three hours while taking a 12-day tour of the historic East and Canada.

The educational tour by rail and boat originated on the Milwaukee Road July 10. Under the personal direction of Professor K. L. Martyn and his assistant, Freeman Otto, about 50 credit-seeking students left Yankton that morning for Sioux City where they boarded the Midwest Hiawatha. Their itinerary included stops in Chicago, Washington, D. C., New York City, Montreal, Quebec and Toronto. Returning by way of Niagara Falls, the party was due in Chicago July 21 to board the Midwest Hiawatha for home.

HOT WEATHER GARDENING RULES

DURING hot, dry weather, lawns and gardens need more than the usual attention to watering and mowing. Shrubs especially require water in huge quantities.

A good trick for watering trees and shrubs, to quote an article in the July issue of *Better Homes & Gardens* magazine, is to lay a foil pie plate beneath the end of a garden hose, at the base of the shrub. The water will soak in quickly, with little run-off and no washing of top soil. To water a wide area without waste, the article recommends using a canvas or plastic soaker. The water will soak in without evaporation.

Irrigation ditches are good, too, says the writer. Shallow trenches scooped out between plant rows will carry water from the hose to the plant roots without run-off. This method is best where gardens are on a slight incline. The hose, without a nozzle, carries water to the top of the trench, and gravity brings it to the lower end of the garden.

To further aid the gardener, a tool has been developed to revive plants that have begun to show damage from drouth. It is a soil needle that attaches to the hose and forces water under pressure into the root zone of the plants.

The proper height to cut grass is particularly important in summer because the blades manufacture the nourishment for the roots. Where grass is mowed too short, root damage is bound to occur.

Experts recommend cutting Kentucky bluegrass and fescues to a height of 1½ to 2 inches—the latter height in hot weather—and bent grasses at a half inch. The recommended height for Merion bluegrass, since it grows horizontally, is 1 inch.

Regular and thorough watering is the rule of thumb during hot weather. A soaking to a depth of five or six inches will encourage the roots to grow deep and strengthen the root system. Frequent light sprinklings, on the other hand, may damage the lawn by keeping the roots near the surface where they can be weakened by the hot sun. How often to water depends on the type of soil. A sandy type may require frequent watering, while an average soil may need to be sprinkled only every fourth or fifth day.

It is not enough for the gardener to love flowers. He must also hate weeds.

home department



Iced tea was introduced at the St. Louis World Fair in 1904 by a tea merchant who added ice to hot tea on a sweltering day to oblige the fairgoers.

ICED TEA—with sugar and spice

DRESSED up with fresh mint, clove, cinnamon and other imaginative variations, iced tea can be one of the most debonair of summer beverages.

To brew iced tea at its best, make it in a saucepan. Bring cold fresh water to a rolling boil, take the pan off the heat and put in seven tea bags or seven teaspoons of loose tea for every quart of water. Let stand for five minutes, strain, and pour into a pitcher. Cool at room temperature. Cloudiness is caused by too fast cooling. If it should turn cloudy, a little boiling water will restore the clarity.

For a tea party touch, fill a silver compote with lemon wedges, orange slices and maraschino cherries. Stud some of the orange slices with whole cloves and dip the ends of the lemon wedges in ground cinnamon. Fresh mint always gives a refreshing flavor to iced tea. Put the sprigs in a glass bowl filled with water. This keeps the mint fresh, too.

For sparkling effervescence, fill a glass half full of iced tea and add an equal amount of ginger ale, or add ginger ale and orange juice cubes. To make the cubes, fill one ice tray with ginger ale and another with orange juice, and freeze. A maraschino cherry frozen

in the center of each cube provides a bit of color.

Spice lovers will like the tangy flavor of a few whole cloves or cinnamon. Add the spices to the water, remove them before adding the tea, and brew as you would ordinarily.

Sugar cubes decorated with tiny candy flowers and fruit will furnish another dainty fillip. To make the decorations, put one egg white in a deep bowl, add half a teaspoon cream of tartar and one cup sifted confectioner's sugar and beat until the frosting is stiff enough to stand alone when a knife is drawn through it. You may have to add more sugar, depending on the size of the egg white and the moisture in the air. Divide the frosting into small bowls and tint with food coloring. Press through a pastry tube onto the cubes of sugar, or stroke on with a toothpick, to make the decorations.

Travel Tip for Women

WHEN you pack a traveling bag, include several envelopes filled with soap flakes to wash your hosiery and nylon lingerie. —Mae E. Graney, Galewood freight house, Chicago.



Coffee Butter Bits



Sugar Crispies

Drop Cookies for Summer Snacks

WHAT is more pleasant on a hot summer day than to relax in a breezy spot with a refreshing drink and a plate of crisp cookies?

Perfect for porch, parlor or picnic snacks are these drop cookies made with candy-coated cereal, the solution for quick-baking summer sweets. Kept in a tightly covered jar, they will stay crisp for days.

Sugar Crispies

- 1½ cups sifted flour
- ½ tsp. salt
- ½ tsp. soda
- 1 tsp. water
- 1 cup butter or margarine
- ½ cup brown sugar, firmly packed
- ½ cup granulated sugar
- 1 egg, unbeaten
- 1 tsp. vanilla
- 2½ cups candy-coated puffed wheat
- 1 cup chopped pecan meats

Sift flour once, measure, add salt, and sift again. Dissolve soda in water. Cream butter, add sugars gradually, and cream until fluffy.

Maple Coconut Drops



Add egg and vanilla and beat until blended. Add flour gradually, then add dissolved soda and blend well. Fold in puffed wheat and nuts. Drop by teaspoon on ungreased baking sheet, top with additional nut meats or cherries if desired, and bake in moderate oven (375 F.) about 12 minutes. Makes about 7 dozen.

Crisp, crumbly, bite-size, not too sweet, Coffee Butter Bits have a delicious flavor and couldn't be easier to make; to serve with iced coffee sweetened with simple syrup.

Coffee Butter Bits

- ½ cup cornstarch
- ½ cup confectioners' sugar
- 1 tbs. instant coffee
- 1 cup sifted enriched flour
- 1 cup butter or margarine

Mix and sift cornstarch, confectioners' sugar, instant coffee and flour. Have butter or margarine at room temperature. Blend butter into dry ingredients with a spoon until a soft dough is formed. Chill about 1 hour. Shape into balls about 1 inch in diameter. Place on ungreased cookie sheet about 1½ inches apart. Flatten cookies with lightly floured fork. Bake in a slow oven (300 F.) 20-25 minutes. Makes about 3 dozen. (*Pan American Coffee Bureau recipe*)

A breath of the northwoods turns up in the maple flavor of these drop cookies, another recipe to make with a flip of the wrist. These are good with ice cream.

Maple Coconut Drops

- ½ cup maple syrup
- ¼ cup shortening, melted
- 1 egg, beaten
- ¼ cup milk
- 1½ cups sifted enriched flour
- 2 tsps. baking powder
- ½ tsp. salt

recipe of the month

It's blueberry season, and time for this molded salad highlighted with the blush of diced peaches and the blue of the fresh berries. Evaporated milk and cottage cheese give the salad its creamy texture. For eye appeal, serve it with endive and peach halves brimming with fresh blueberries; just right for a warm weather meal.

Molded Peach and Blueberry Salad

- 1 pkg. orange flavored gelatin
- 1 cup boiling water
- 1 cup evaporated milk
- ½ cup mayonnaise
- 1 cup creamed cottage cheese
- 1 cup diced, well drained canned peaches
- ½ to 1 cup fresh blueberries

Remove stems and wash blueberries. Drain dry on paper towels. Empty orange gelatin into a large mixing bowl. Add boiling water and stir until gelatin is dissolved. Cool slightly, then stir in milk. Cool until partially set, stirring frequently while cooling to keep smooth. Fold in remaining ingredients. Turn into a 1 quart mold or a pan 9x9x2 inches. Chill until firm, about 2½ to 3 hours. Makes 6 to 9 servings.

NOTE: In season, fresh peaches may be used in place of canned peaches. (*Evaporated Milk Association recipe*)



- ½ cup shredded coconut

Combine syrup and melted shortening. Stir in beaten egg and milk. Mix and sift flour, baking powder and salt. Add gradually, mixing well. Stir in coconut. Drop by teaspoonfuls on greased baking sheet. Bake in moderate (350 F.) oven 12-15 minutes. Cool. Frost with melted semi-sweet chocolate and coconut. Makes 3 dozen. (*Pan-American Coffee Bureau recipe*)



SUMMER NEEDLEWORK PROJECTS take the form of work which can be made up quickly. The patterns featured this month are ideal for this type of pick up work. The beaded shrug, for instance, is crocheted in individual motifs which are later joined in a cobweb design and decorated with pearl beads; a good "cover up" for cool summer evenings. Lacy and colorful, the crocheted handkerchief edgings combine white with one or two colors. The designs include edgings for both straight and scalloped hems. Direction leaflets for **BEADED SHRUG** and **HANDKERCHIEF EDGINGS** may be had, free of charge, from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

Good Buys for the Book Shelf

A REVISED edition of "Infant Care," the 10th since this publication was first issued by the U. S. Children's Bureau in 1914, is now being offered for sale. The latest revision has a section on the care of premature babies, as well as increased emphasis for precautions against accidents, the greatest single killer of children. For copies, write to the Superintendent of Documents, Government Printing Office, Washington 25, D. C.; price 15 cents.

A valuable book for meal planning that any homemaker can afford—that's "Everybody's Book of Modern Diet and Nutrition", just released by the Dell Publishing Company in a pocket edition that sells for 35 cents. The authors, Dr. Henrietta Fleck and Dr. Elizabeth Munves of New York University, have covered in simple terms every phase of diet for grownups and children, including subjects such as what to eat during

pregnancy, meals to gain and lose weight, eating between meals, and adapting family menus for members who are ill or who require special foods. Handy charts show the values of foods, sources of vitamins and calorie counts.

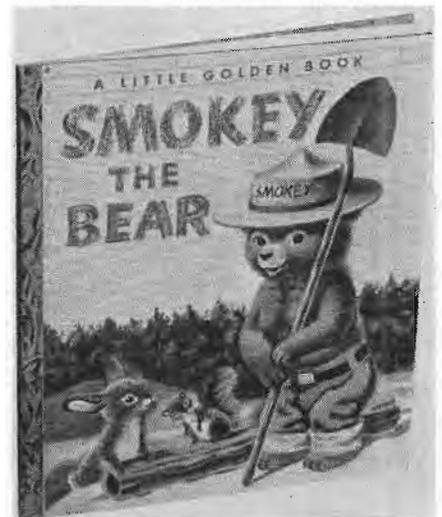
Scheduled for publication in July is "The Travel Play Book," an addition to the Wonder Book series. Timed for the summer, it contains all sorts of games to keep children entertained while traveling in a train, car, bus or airplane; a good buy for 25 cents at your book store or from the publisher, Wonder Books, 1107 Broadway, New York 10, N. Y. Small fry will also like "The Golden Stamp Book of Trains", which tells the railroad story, past and present, in 48 pages illustrated with stamps depicting the equipment. It sells for 50 cents; published by Simon & Schuster, Inc., 630 Fifth Avenue, New York 20, N. Y.

How to Be Safe in a Boat

BOATING is one of our most healthful summer sports, but small boat accidents take the toll of about 1,200, or one-fifth, of all drownings a year. This is greater than the deaths from most communicable diseases. Yet with few sports can we so surely avoid danger by observing simple precautions. Common sense dictates the following:

1. A boat or canoe that is made of wood, or a metal boat with buoyancy chambers, will not sink even when filled with water. If it capsizes, use it as a support.
2. Do not venture out in a boat unless it is equipped with a life preserver. Obviously the regular use of a life preserver would prevent virtually all drownings.
3. If an alternate possibility of saving yourself exists, do not try to swim ashore unless you are sure you can make it. The dangers, even to good swimmers, are: (a) the distance is usually far greater than you estimate; (b) clothes handicap the swimmer, though the distance is short, unless you are experienced in the proper technique—slow swimming with the arms beneath the surface; (c) cramps could affect you if you have not swum for a long time, or have eaten shortly before, or the water is cold.

Parents who foresee hazards to their children during the vacation months from rowing, canoeing and sailboating might encourage them to take a skills and safety course such as the Red Cross offers free in many locations.



Smokey Bear's vigilant battle to keep our forests green has been extended this summer to the field of child literature. "Smokey the Bear", a new Little Golden Book, is based on the true life story of the real Smokey and contains an offer of a Junior Forest Ranger membership card. Published by Simon & Schuster, Inc.; price 25 cents.



the cost of HIGH LIVING

Does it seem that you can't keep pace with the budget? The problem, alas, is not new to housewives. "It's not the high cost of living, but the cost of living high", to quote from an article in the old Chicago Record Herald which appeared . . .

42 Years Ago in The Milwaukee Road Magazine

IT CANNOT be denied that our standards of living have been sky-rocketing the last few years. People once were contented to dwell in thatched cottages and sleep on straw. Now they demand porcelain bathtubs at \$60, gas ranges, electric lights, hardwood floors and food in fancy bottles.

I assert that any young couple can live nicely in any big city on \$100 a month and enjoy some luxuries. Household economists have figured what proportion of one's income should be expended on rent. I believe they usually figure one-third or one-fourth. On the basis of \$1,200, a young couple would therefore pay \$400 or \$300 a year rent. I should say that one-fourth was the better estimate.

There is no doubt that the modern woman is lured into laziness by the attractiveness of manufactured products. We are constantly tempted by fancy bottled foods, selected dates, nuts, etc. Meats, too, are bought with reckless extravagance. It is not necessary to consume a porterhouse steak nightly. The cheaper cuts are quite as nutritious and can be prepared by cooking many hours in the fireless cooker.

Our electric light bills can be reduced

considerably by a little care in turning off the flow every time we leave a room. To be sure, a 16-candle bulb costs but a cent an hour, and most people would laugh to scorn any suggestion that they save a fraction of a cent by turning this off. If one does so continually, however, many dollars are saved yearly.

The gas bill often mounts up because we think we have to have many kinds of food which require hours of cooking. To reduce this we need only use the fireless cooker. It cooks our cereals beautifully while we sleep, and presents them to us in the most nutritious state in the morning; or prepares our complete dinner while we are gone all day at the Suffrage Club. I defy anyone to claim that the fireless cooker does not pay for itself many times over.

Some woman wrote to her paper recently, complaining that her income had been reduced to \$65 a week and asked helplessly if the editor could suggest ways and means to her for meeting this vital problem. . . An absurdity like this is only a symptom of our modern snob-bishness. Every one of us knows full well that a woman can and does administer her home on much less than \$65 and her family is in health and comfort.

IT'S AN IDEA! If yours is an average family, you probably have many photographs—family portraits, pictures of friends, of cherished pets, vacation snapshots and the like—that you would like to display if you knew how to coordinate them with your decor. A charming solution suggested by decorators is a portrait gallery on a stair wall. Small pictures are mounted on a broad ribbon hung from a brass curtain ring, narrow ribbons link a group of portraits placed along the stair case. Plan an arrangement that will vary the horizontals and verticals, and at the same time lead the eye on and up in a pleasant ascent.



Good Housekeeping Hints

Dresser drawers will not stick and bind from summer humidity if you coat them with a resin sealer. The sealer keeps out moisture, which causes uneven swelling of the wood.

You'll get more juice out of lemons if you quickly heat them in hot water for several minutes before using. If you need only a few drops of juice, make holes in the lemon with a fork and squeeze the juice from the holes.

Remove light rust from tools with a piece of rubber cut from an old tire casing. Tiny abrasive particles in the rubber will grind off rust in a jiffy when it is rubbed over the affected metal.

For a morning taste treat, sweeten hot cooked cereal with honey and add a pat of melting butter. Or tuck a teaspoon of honey-whipped butter into the hot biscuits. The biscuits are good with fried chicken, too.

You can prevent a chopping block or a wood breadboard from cracking by coating with warm salad oil. Let the board stand overnight and then wipe off any excess oil. Add another coat of oil in about three months.

If your dog annoys by persistent barking, douse him with a hose four or five times in the midst of his outbursts. You should also scold the dog during each hosing. The punishment will cause your pet to overcome his barking.

Rusted pipe connections are always a problem to loosen. This method may work for you: Spill a few drops of household ammonia on the connection. After allowing the fluid to penetrate the rust for several minutes, try turning the connection with a wrench.

To remove mildew from washable white cotton material, apply a mixture of soft soap, powdered starch, salt and the juice of a lemon. Use on both sides of the material where the mildew appears and expose to the sun.

Before painting basement walls, excess mortar can be smoothed down with a piece of concrete building block or a brick. The block does a fast job on excess mortar when pressed tightly against the wall and moved slowly.—*Better Homes & Gardens Magazine*

The Indian sang his death song



100 YEARS AGO, during a frontier skirmish, an Indian brave, singing his own death song, charged down on a young officer.

Lieutenant George Crook, 4th Infantry, coolly fell to one knee, carefully aimed, and dropped the brave in his tracks.

It was not Crook's first Indian, nor his last. (His right leg already contained a flint arrow-head he was to carry to his grave.) And by the time he made general, Crook was the greatest Indian-fighter this country has ever had.

Yet, he was also one of the best friends the Indians have ever had. For he understood them well, dealt fairly and firmly, and always kept his promises.

When Crook died, Indians wept. And a Sioux chief named Red Cloud said: "He never lied to us. His words gave the people hope."

No nation can ever have enough men like George Crook. But America had, and still has, a lot of them. That's important to remember. Because it is a wealth of human character rather than a wealth of money that gives America its real worth. Just as it is the Americans, all 160 million of them, standing behind our country's Savings Bonds, who make these Bonds one of the world's finest investments.

For your sake—and America's—why not take advantage of this fact? Invest in, and hold, United States Savings Bonds.



★ ★ ★

It's actually easy to save money—when you buy United States Series E Savings Bonds through the automatic Payroll Savings Plan where you work! You just sign an application at your pay office; after that your saving is done *for* you. And the Bonds you receive will pay you interest at the rate of 3% per year, compounded semiannually, for as long as 19 years and 8 months if you wish! Sign up today! Or, if you're self-employed, invest in Bonds regularly where you bank.

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about people of the railroad



Milwaukee Shops

STORE DEPARTMENT

Virginia Schori, Correspondent

E. F. Grisius, Middle District storekeeper, retired on June 9, having completed 43 years of service. He started in 1912 as a tool room helper in the mechanical department at the Milwaukee shops and transferred to the store department in 1917 as a stockman. In 1925 he was promoted to chief clerk to the district storekeeper at Miles City and in 1929 to division storekeeper of the SC&D Division with headquarters at Sioux City. Returning to the general storekeeper's office at Milwaukee in 1936, he served on various positions, including that of chief clerk, until July 1, 1949 when he was appointed inspector of stores. He has been storekeeper in charge of the Middle District since Mar. 16, 1951. A retirement party honoring Mr. Grisius was held at Old Heidelberg on June 30. He will continue to make his home in Milwaukee.



E. F. Grisius

Congratulations were extended to Leon Esser, Edna Kufalk and W. J. Kutter, all of the GSK office, who recently were presented with their 35-year pins. Each can look back on a fine record of faithful service to the company—full of rich experiences and friendships.

Arriving a little too late (May 28) to be mentioned in the last issue of the Magazine was Roland Johannes, No. 4 son of Jerry Johannes, traveling diesel storekeeper.

Ethel Aebi, comptometer operator, has applied for leave of absence to await the arrival of a newcomer.

Boleslau (Bill) Lukaszewski, the oldest member on the store department roster, who has been on sick leave, visited the shops on June 15 and presented cigars to his friends after making plans for his retirement.

Rudolph Freuler attended the 58th congress of the North American Skat League on June 12 at the Milwaukee Eagles Club and outplayed his opponents by winning 19 games. He's still trying to find out what prestidigitator was responsible for the one loss.

Al Zirkel, former secretary to AGS L. V. Schwartz, was recently appointed chief clerk for District Storekeeper W. J. Beckel.

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

H. J. Montgomery, Correspondent

Wedding bells rang for Electrician Apprentice Wayne Ludorf on June 25. The "lucky" girl was Charlotte Baltus. Ed Driscoll, Wayne's uncle, was on hand and looking very healthy—Ed is a retired painter foreman. A card of signatures and a cash gift were given to the couple by the mechanical engineer's office, where Ludorf is finishing his apprenticeship.

John Coutley, former apprentice who served some time in the mechanical engineer's office, has left the railroad to work for AC Spark Plug in Milwaukee.

William Jurgenson, machinist apprentice, will be with us for a few months to learn the art of making drawings so the shop can read them. Bill is the son of Andy Jurgenson, foreman in the machine shop.

With sincere regret we report the death of Adelaide Hetzel, wife of Bill Hetzel of the passenger electrical department, on Apr. 17. She was the mother of William, Jr., of the locomotive electrical department, and of Mary Ann.

The William Reitmeyers were in their new home on 76th and Eagle on July 1. Bill also has a cottage on Moose Lake, which takes up quite a bit of his relaxing hours. Bill, electrical draftsman in the mechanical engineer's office, is also a retired colonel in the Army. The Reitmeyers have three sons—David at home, Clayton, an officer in the Navy, and Lawrence, who is studying to be a priest.

The new maintenance electrician in the freight shop is George (Ken) Drake. George has finished his apprenticeship and is the father of this writer's grand-daughter (in other words, he is H. J. Montgomery's son-in-law).

CAMPUS CEREMONY.

The family of Edward T. Nowicki Sr., accountant at the Fowler Street freight house, Milwaukee, shown at the graduation of Edward Jr. from Stout Institute, Menominee, Wis., last month. From left: sons Jack and David (front), Mrs. Nowicki, Edward Jr., Miss Myra Evans, a friend, Mr. Nowicki and daughter Joyce. Edward Jr., who received a degree in science and education, intends to teach.



Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

On June 18 wedding bells rang for D&I Division Conductor Harry Boaz and Alice McCullah of Chicago. They will make their home in the new two-flat building they purchased in Chicago just before their wedding.

Sorry to report that our old friend Robert Helton, retired night operator at Sturtevant, recently suffered another heart attack. Wife Nellie says he's a hard man to keep in bed when the fish are biting.

Fred Grund, retired train clerk, passed away recently. He is survived by Mrs. Grund. Fred had been ill for some time, but his death came as a shock to his many friends on the railroad.

Billy Klaus, up and coming ball player for the Boston Red Sox, is the son of C&M brakeman Norbert Klaus. Admirers of the young player from Fox Lake are honoring him at a special day on July 22.

GALEWOOD

Norma Gunderson, Correspondent

Your correspondent returned to work June 20, and Rita Schroeder of the car record department from an extended leave of absence on June 21.

Clyde E. (Doc) Watson, car record department, retired July 1.

Greetings were received from Frances Mason, retired telephone supervisor, while visiting in Halifax, N. S.

Galewood now has three generations of the Boyle family, Dominick of the payroll and accounting department, Stanley of the over and short department, and Kelvin,

stationery and records. The last member will be with us for the summer vacation period.

Sympathy was extended to Caller Frank Arcara, whose wife passed away early in June.

Stower Tom Lawlor returned recently from an extended trip to Ireland.

Glanz Dierking, in-freight department, has opened up Dierking's Driving Range, miniature golf and baseball batting, in South Elgin on route 31; lessons by appointment.

In connection with a recent fire at a manufacturing plant at Galewood that spread to railroad equipment nearby, the crew dispatched to the scene was commended for their special efforts to protect railroad property. Two cars were pulled out, one of which was damaged, but due to the efficient work of the crew, the other received no damage at all. The men commended were Engineer L. F. Ellerman, Fireman R. G. Hennessy, Conductor Minor Angle and Switchmen E. R. Matz and K. Beresford.

I & S M Division

Erle Jorgensen, Division Editor
Office of Agent, Austin

D. W. Olson has been appointed agent-telegrapher at Alden, succeeding Ralph C. McDaniel who has been appointed agent-telegrapher at Rapidan. The latter succeeded C. H. Nelson who retired June 1.

A. B. Kalland, operator-cashier at Wells, successfully passed his examinations for promotion to train dispatcher and will work temporarily in the Austin office during the vacation period.

J. N. Klema, retired switch foreman at Austin, recently underwent surgery on his leg. He is now at his home and out each day, looking much better.

Ivan Callies, retired Second District engineer, passed away recently at Madison Community Hospital after being in failing health for a year. Mr. Callies retired in 1945 after 43 years of railroad service. He and Mrs. Callies had celebrated their golden wedding anniversary in July, 1954. He is survived by his widow and three children.

Alfred P. Brakke, veteran conductor on the Second District, underwent surgery and passed away at Community Hospital, Madison, on June 14. Burial was at Jackson, Minn., his birthplace. Al was a veteran of 47 years of service and had been a conductor since 1912. Survivors are his widow, one son and one sister.

The two and a half year-old son of Ray Kauder, and grandson of Retired B&B Carpenter George Kauder, drowned recently in a cistern at their home.

Henry G. Stuewer retired as agent of the Railway Express agency at Austin after 51 years of service. On June 28 fellow employes of the railroad and the express companies gathered with several members of the G. A. Hormel Company traffic department to extend their good wishes to Mr. Stuewer during his retirement. Also present was Mr. Spencer, retired route agent, who had come to Austin for the party. E. M. Diederich, newly appointed agent, acted as toastmaster.

James F. Elder has been appointed trainmaster, succeeding G. W. Mealey who leaves this division to go to Sioux City. We now have two Elders on the division, as Don B.

Elder is our chief dispatcher at Austin.

R. F. Hogan, chief dispatcher's clerk and trainmaster's clerk, has returned from his vacation, during which he attended the Eagles convention in Grand Rapids, Minn.

E. J. Full, agent at Austin, attended the Railroad Agents Association meeting at Chicago last month.

The retirement of John Schmelzer, after 50 years of railroad service, was an event of late spring. Mr. Schmelzer started at the coal house at Fountain on Feb. 24, 1905, working there until he entered military service in World War I. After being discharged in 1919, he returned and worked with the section force until his retirement this year. John had a variety of experiences, and no emergency existed on the La Crosse Line or maintenance work was completed in which he did not do his part. During the days of steam power he was the engine watchman for work trains.

H & D Division

EAST END

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

Tom and Marietta Fasching are to be congratulated on the arrival of a little son. This is the first baby of Operator Tom and his wife.

Retired Conductor Jim Murphy and his wife have been visiting H&D friends. They live in Mesa, Ariz. When last seen, and at the time they bade us good-bye, both Jim and Betty were looking well fed but weary after a constant social whirl.

Brakeman Doug Oleson is back home after a stretch in Germany in the Army.

Tom Monroe and his wife are wondering if there is anyone else on the H&D who qualifies as having been in every one of the 48 states. They just finished up the list by visiting Louisiana and Mississippi.

Retired Engineer George Reese died on June 11. He had retired in 1938.

Retired Engineer Con Dougherty of Blanchardsville, Wis. stopped in recently to look around on his way through Montevideo. Connie retired several years ago and now farms in Wisconsin, and we wouldn't believe it when he said he was 72.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Joseph Piatz, car department laborer, recently underwent surgery at St. Luke's Hospital in Aberdeen. He is recuperating at home at this writing.

Conductor Detling and family recently returned from Chicago where they visited their daughter and her husband, who is a minister in the Chicago area. Fishing took up the balance of "Red's" vacation.

John Reiger, store department helper, is in the local hospital at this writing.

Sympathy was extended to the family of Dispatcher Rollie Marlett who died suddenly in Beloit, Wis., following a heart seizure; also on the death of Retired Agent Harvey Marlett, Rollie's father, who passed away about three weeks after his son.

Carman Ludwig Stefan broke a bone in his foot and will be confined to his home

for about six weeks.

Yours Truly returns from vacationing about Aug. 1, and then Dispatcher L. E. Larson and wife Ann go out west, visiting in Oregon and Washington. Dick Carlson, chief clerk to DF&PA, and family are vacationing on the west coast at this writing.

Virgil Parker was appointed agent at Bristol, permanent, and Vern Thiel was appointed agent at Holmquist.

Sam Simonson has bid in the temporary position of agent at Corona, which is on from July to the end of the year.

I & D Division

FIRST DISTRICT

Darlene Peta, Correspondent
Trainmaster's Clerk, Mitchell

The M. L. Larsons have returned from a successful fishing trip to Park Rapids, Minn. They also vacationed at Milwaukee and at La Crosse where they visited with Mr. and Mrs. Harry Davis, former Mitchell employes.

Roadmaster and Mrs. M. B. Kirschbaum celebrated their 40th wedding anniversary at Algona, Ia., on June 15.

Assistant Superintendent Dimmitt and family vacationed at Austin, Chicago, Springfield, Ill., and Ames, Ia.

Sympathy was extended to Yard Clerk George Reyner on the death of his infant son the past month.

EAST END

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

B. H. Bothmer, Inwood, spent part of his vacation in Washington, D. C., visiting his son. During his stay, he made a trip through the Blue Ridge Mountains of Virginia, visited Thomas Jefferson's home at Monticello, Arlington Cemetery, and other points of interest. En route he visited his daughter in Des Moines, a son in Pekin, Ill., and stopped briefly at Excelsior Springs, Mo.

William T. Cross, retired conductor, 71, died at his home in Mason City May 29. He retired in 1949 after 45 years service. He is survived by his wife; a daughter, Mrs. John Shellington, Falls Church, Va.; three sons, John M. Cross, Austin, Minn., Capt. Richard A. Cross, Griffiss Air Force Base, Rome, N. Y., and Thomas R. Cross, Oconomowoc, Wis.; and 13 grandchildren.

Harry L. Kinney, chief clerk in the Mason City freight office, has returned from vacationing in Joplin, Mo., and a trip through the Ozarks.

Arthur Larson, 11, grandson of Engineer Alex Meurs, had the distinction of catching the largest walleye reported at Clear Lake, Ia., this season. He was fishing from a dock, using a minnow for bait, and landed the six-pound nine-ounce walleye without assistance.

Mrs. E. L. (Carrie) Hathaway, wife of retired agent, passed away at their home at Chancellor, S. D., May 14. She had been ill several months with a heart ailment.

Assistant Superintendent J. D. Simon is recuperating from surgery on his ankle, and getting around with the aid of crutches. He expects to have a walking cast shortly. Stanley O. Jones has been temporarily appointed acting trainmaster to assist him.

The Milwaukee Road Magazine



George Sample



Jack Sample



Wallace Sample



Donald Sample

FOUR, AND ONE TO GO. Wallace, Donald and George Sample, who were formerly employed on the section at Bridgewater, S. D., and a fourth brother, Jack, all sons of Section Laborer Clarence Sample of Bridgewater, are Air Force volunteers. The first to join was Donald, who is now an airman first class stationed at Forbes Air Force Base, Topeka, Kans. Wallace, an airman second class, signed up the day

after Donald and is now at Kyuska Island, Japan. George is an airman third class currently stationed at Bangor, Me. Jack, the youngest of the group who left school to volunteer, was hospitalized for a while but is now completing his training at Parks Air Force Base, Calif. A fifth son, Stanley enters high school this fall, but he too plans to join the Air Force as soon as he is old enough.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Operator W. W. Anderson, who has returned to work at the west yard, is the proud father of a boy born May 29.

L. P. LaBrune has been assigned as agent at Charter Oak, effective June 1.

Dispatcher Drury and family are enjoying a vacation in the South, as well as a trip into Canada, at this writing. Vacationing in Colorado and Arkansas are Time Revisor Bailey and wife.

Your correspondent recently received a letter from Carl F. Bergquist, general freight agent for the Midland Continental Railroad in Minneapolis, saying he always enjoys reading the Magazine, inasmuch as he worked for the Road 35 years ago as a call boy at Mitchell, and also as a fireman during World War I on the old Running Water line. He was sorry to read, he said, of the death of Engineer John Seekatz, as he fired for him at one time. Glad to receive letters of this kind. It makes us feel that our news is appreciated.

Mrs. Esther Noonan, cashier at the Sioux City freight house, is in a Sioux City hospital at this writing, after undergoing surgery.

Engineer Emil E. Nyberg, 63, and a veteran of 46 years of Milwaukee Road service, died June 27 at Sioux City after a six-month illness. He had resided in Sioux City all of his life. He was a member of the BLE, serving as chief engineer, recording secretary and past chairman of the grievance committee; also a member of the Fraternal Order of Eagles, Scandinavian Societies and Trinity Lutheran Church. He is survived by his widow, a son, Robert E., and a daughter, Mrs. Alice Schrieber, all of Sioux City.

Engineer John Leafstone is proudly displaying pictures of twin grand-daughters born to his daughter Ruth in California.

Madison Division

SECOND DISTRICT

Claude J. Murray, acting car foreman at Rockford, died recently in the Illinois Research Hospital in Chicago. He had been ill about two weeks. Mr. Murray was born July 1, 1896 in Pingree Grove and was a veteran of 40 years of Milwaukee Road service. He had many friends at Ladd, Davis Jct., Wisconsin Rapids and other points where he had worked before transferring to Rockford. Survivors include his widow, Abbie Reed Murray; three sons, Roy, Claude and Doran, the latter a car department employe at Wisconsin Rapids; seven grandchildren and two sisters. Funeral services were held at St. Patrick's Catholic Church in Rockford and burial rites in Calvary cemetery there.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

Many interesting vacation trips are being enjoyed by our employes this year. One of the most beautiful ever, says Engineer Carl Lewis of Faithorn, is the trip he and Mrs. Lewis took recently, driving from their home in Chicago Heights southward through Indiana, Kentucky, Tennessee and Georgia. After visiting friends for several days and motoring to Asheville, N. C., they proceeded northward over the Blue Ridge Parkway and the Sky Line Drive, stopped to see the Natural Bridge of Virginia, and then home via West Virginia, Pennsylvania, Maryland and Ohio.

The June vacation of Superintendent Shea was spent partially in Virginia where he attended a short session of summer camp at Ft. Eustis, and then was joined by Mrs. Shea and daughter Suzanne for a trip home

via historical points of interest in Virginia, Pennsylvania and Washington, D. C.

On his vacation in early July, Trainmaster O. L. Clawson and Mrs. Clawson are making a visit to Gatlinberg, Tenn., a favorite vacation spot in the heart of the Smoky Mountains.

The many friends of our general car foreman, Clyde L. Dawson, were saddened by his sudden death on June 2 when he succumbed to a heart attack. Mr. Dawson was a native Terre Hautean and entered the service of the railroad in March, 1913 at the age of 17 as a water boy. Progressing to various positions in the car department at Terre Haute, in 1939 he was made assistant car foreman and transferred to Chicago, where he worked in that capacity until Dec. 1, 1942, when he succeeded C. R. Patton to the car foreman's position at the Terre Haute shops. He was promoted to general car foreman of the Terre Haute Division on July 31, 1948. All who knew Mr. Dawson were impressed by his fine character and intense loyalty to the railroad and to his job.

M. O. Pickett, agent at Webster, Ill., spent a portion of his vacation on his farm at Flatrock, Ill., and the remainder visiting in Newark, Jersey City, New York City, Albany, Buffalo, Erie and Cleveland. While away, his position was filled by Operator R. C. Croxdale.

Section Foreman Ed Darr of Stockland, Ill., while on vacation was relieved by Relief Foreman E. H. Fryer.

Jerry Dodson, who formerly worked as cook during summer periods with Foreman Dale Resler on the B&B crew, was graduated from John Hopkins University this June with a degree of M.D.

Third Trick Operator A. C. Dressler of Dewey, Ind., recently enjoyed a visit from his mother, coming from Wisconsin, and his brother who was recently discharged from

military service.

Police Captain Roy Mulhern at this writing is in St. Anthony's Hospital at Terre Haute with serious injuries received when he was struck by an auto while opening the door of his car to enter it. He was thrown several feet.

Virgil P. Wilson, former special officer on this division, has taken over the position of lieutenant of police with headquarters at Terre Haute, succeeding R. T. Mulhern who retired on July 1.

Conductor Bernard Dennison and Mrs. Dennison have departed for Maine to visit Mr. Dennison's mother, who is 87 years of age. The Dennisons have made this their regular vacation trip for many years.

The car distributor in the Rea Building relieving George Scholl on vacation was Bruce V. Blaker from the Crawford Street freight house.

Brakeman Mike Dwyer, after 38 years of service on this division, retired on May 17.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

The following is a true fish story contributed by the participants whose veracity on fish stories has never been questioned: Conductors Harris and Moran were fishing recently at Moran's cottage near Minocqua. George was unable to catch any fish so Ed grabbed the pole and told him, "I'll show you how to catch them," threw out the hook, and pulled in a very fine clam.

The annual picnic outing of the Agents and Station Employees Association was held at Elkhart Lake on June 25. Two hundred and forty-seven employes made the trip via special train. A good dinner and supper, plus the recreational events that were engaged in, made a pleasant day for all. The girls' baseball team clobbered the men's team by a score of 17 to 7. Many thanks from the association members to the URT Company and the members of the train and engine crews without whose contributions the affair could not have been such a success.

W. A. "Bill" Stuebner, veteran engineer who was the subject of the article "A Safe Day on the Engine" in the April Magazine, was commended by Superintendent Garelick last month for averting an almost certain accident. He was handling No. 6 at the time of the incident, which involved a car on the track in the vicinity of Touhy Avenue and a truck which was pushing it clear. On the lookout, Engineer Stuebner was alert to their danger, and only his quick action in slowing the train and permitting them to drive off the right of way prevented a collision.

THIRD DISTRICT

At this writing Conductor Clyde Moffatt of the way freight is confined to the hospital after becoming ill at Hartford.

On June 22 a safety rally and get-together was held at Horicon, attended by 75 persons from the Old Line. Movies were shown, followed by safety discussions after which refreshments were served. This meeting was one of the last functions of Trainmaster



ON SALT WATER DUTY. Fred Nielson, seafaring son of Milwaukee Division Fireman Herbert Nielson, who was graduated from the Great Lakes Naval Training Center this spring. Currently he is a cook aboard the aircraft carrier U.S.S. Hancock.

James F. Elder, who has since been transferred to a trainmaster position at Austin, Minn. Paul Bridenstine is replacing Mr. Elder, with headquarters at Horicon.

LaCrosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

We are sorry to report the death of Merton H. VanWormer, veteran conductor, 73, who retired two years ago. He passed away at Portage suddenly on June 24. The funeral was under Masonic auspices, and burial was in Oak Grove cemetery, Portage. Surviving are his wife; four sons, Adrian of Milwaukee and Harold, Gordon and John in Portage; three daughters, Margaret (Mrs. Phil Jacobs), Bernice (Mrs. William Zamzow Jr., Portage) and Dorothy (Mrs. Bernard Morgan, Madison); two brothers, Erving and Herbert, Babcock; a sister, Mrs. Harry Barrett, Gary, Ind.; and 22 grandchildren. Mr. VanWormer was a member of the Order of Railroad Conductors, Brotherhood of Railroad Trainmen and Fort Winnebago Masonic Lodge 33 F. and A. M. His sons Harold and Gordon are conductors on this division.

At the home of Agent Jerry Tracy at Reeseville there arrived recently a son, Richard Carroll, and at the home of Phil Jacobs, freight house clerk at Portage, a daughter named Kathleen Marie.

We have had a lot of Coast business, starting in June when the parks opened, and hope to keep it coming.

Remember when the old smoky oil lamps were the thing, and they lit up the room only for a short distance? We are getting right back there with the TV sets, and everything in the dark so we can see the picture.

Mrs. O. H. Frick of Wauwatosa, Wis., wife of a former superintendent of the LaCrosse & River Division and later general manager

of the Chicago Union Station Company, passed away in the Oconomowoc Memorial Hospital on June 30. Funeral services were held in Milwaukee. In addition to her husband, she is survived by a daughter, Mrs. W. J. Merrill, and five grandchildren. Mr. Frick, a graduate of the University of Wisconsin engineering school, started with the Road in 1905 as a valuation and construction engineer on Lines East. He was promoted to superintendent of the old Northern Division in 1922, and transferred to LaCrosse in charge of the consolidation of the LaCrosse and River Divisions in 1931. In May of that year he accepted an appointment as manager of the Union Station Company in Chicago, from which position he retired in 1949.

Anton J. "Tony" Schmaus, a retired brakeman well known on this division and to employes in the Milwaukee area, passed away June 16 after a brief illness. His death occurred at Berlin, Wis., where the family had recently moved from Cedarburg. Mr. Schmaus was a veteran of 44 years of service and had been on the Hiawatha run between Milwaukee and Minneapolis from its inauguration until his retirement in 1950. He is survived by his wife, with whom he celebrated his 50th wedding anniversary early this year, seven children, 21 grandchildren and three great-grandchildren.

THIRD DISTRICT

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

Engineer and Mrs. Roy Hintze welcomed their third son on May 29.

Retired Agent Nick Semmelhack is back in Wisconsin for the summer.

Engineer R. R. (Dick) Akey died at Merrill on June 2 after a brief illness. He was in engine service for 49 years and for many years had been engineer on the Tomahawk. He was married in 1913 to Etta Noel, who died in 1951. Survivors are two stepdaughters and two sisters. Funeral services and interment were at Merrill.

The May meeting of the Women's Club was held in Marathon Park at Wausau, 40 members attending a picnic dinner. Cards were enjoyed in the afternoon and prizes awarded.

George Hodge, furloughed clerk, is now at Keesler Air Force Base, Biloxi, Miss., in training as an airman 3/c.

Bob Akey, Jerry Borski, and Jared Harder have joined the ranks as trainmen; Dennis Wolf, Bill Lonsdorf and Larry Osswald as firemen.

Engineer Edward G. Hintze, 44, who has been in ill health for several months, died May 30 in a Madison hospital, where he had been receiving treatment. He is survived by his widow, two sons, a daughter and a grandchild; also by his parents, Engineer and Mrs. Ralph E. Hintze, two sisters and four brothers. Three of his brothers are also Milwaukee employes—Engineers Roy and Ralph and Clerk Herbert Hintze. Funeral services were held in the First Universal Church. Interment followed in Pine Grove cemetery at Wausau.

Approximately two-thirds of all American households own one car, and eight per cent own two or more.

Chicago General Offices

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

John Wetherell wrote us from California about moving into his new home the latter part of June. His address is 8760 Alpine Street, LaMesa, Calif. W. F. McDonald lives in the same town, and Mr. Strate may settle down just south of LaMesa.

Bill Blanchard, retired assistant engineer, is spending the summer touring Europe. His home address is 1051 Elm Avenue, Long Beach, Calif.

Henry Howind, retired water inspector, and Mrs. Howind were in June 24 to say good-by. They are moving to Orlando, Fla., and are very happy about their new home there.

Marjorie Moline and Don Bessey were married June 17 in the Park Ridge Community Church. The wedding was a double ring ceremony. Four bridesmaids assisted the bride, and her younger sister was flower girl. The reception was held in the church hall. The happy couple left immediately after the reception.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The last two rehearsals in June were well attended, and several new musical selections have already gone into the mill in preparation for next season. It is good to see so many new faces in the men's section.

We are proud to say this has been a very active and successful year, and the annual picnic was the climax. Forty adults and ten youngsters did justice to the bill of fare and enjoyed the outdoor activities at Deer Grove Camp on June 25. A vote of thanks is due all who did the planning, and to those who volunteered their services.

We very much regret the necessity of Ed Stoll resigning as president of the Choral Club.

Jim and Isabelle Mitchell are the proud parents of a baby daughter, Dale Ann.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

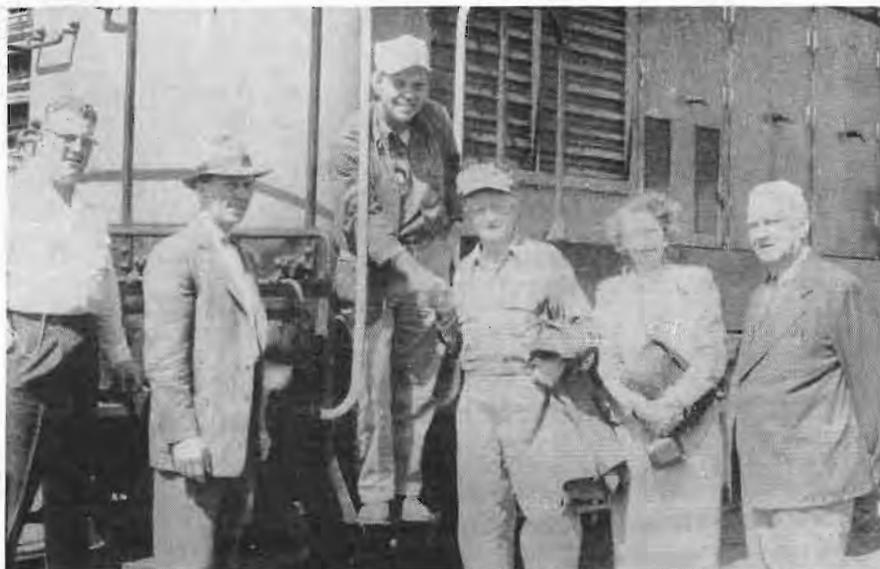
Ann Kissane has been presented with a pin for her volunteer work for USO servicemen's center.

Sympathy was extended to Marvin Brick of the timekeeping bureau on the loss of his mother, who passed away June 15; also to Maria LaPiano of the keypunch bureau on the death of her mother.

Jimmie Lynn of the machine room night shift and his wife Dorothy, also formerly of the machine room, report the birth of a baby girl, Donna Jeane.

Moonlight and roses have hit the keypunch section again, Ann Brough becoming engaged on June 23.

Sporting Florida vacation tans are Colene Elsenbroch of the keypunch bureau and Ruth Brauneis and Eleanor Grutzmacher of the B&V bureau. Kathleen McArdle spent a week in New York showing her cousin from Ireland the big city. Milda Swanson, keypunch bureau, had a wonderful vacation in California.



ENDS 59 YEARS' SERVICE. Bert Monteith, 78, veteran LaCrosse Division engineer who retired June 1 after 59 years of service, is shown tying up at the Portage yard. The well wishers are, from left; Engineer A. R. Hanson; E. C. MacKenzie, travel agent; Russ Pike who was on the switch engine with Mr. Monteith; Miss Hazel Monteith; and H. H. Neimeyer, a brother-in-law. Starting as a switchtender in 1896, Mr. Monteith was promoted to fireman two years later, and to engineer in 1902. He became a charter member of the B. of L.E. Division 618 in 1903. Some of the hobbies which Mr. Monteith enjoys are fishing, hunting, curling, gardening and a game of cards. (Portage Daily Register photo)

On June 18, Josephine Gottschalk of the payroll bureau and Lawrence Botzon of the railroad police department were married at St. Michael's Church; reception was held at the Sherman Hotel.

Rose Chambliss of the B&V bureau and Al Elwart of the general bureau were married June 25.

We had surprise visitors on June 22. Florence Beck and Ruby Wilk, formerly of the keypunch bureau and bookkeeping bureau who now live in Florida, spent some time here telling their friends of their experiences in the eight years since they left the railroad.

I regretfully report that we have been informed by Raymond Kramer, retired special accountant, of the death of his wife Dorothy on June 29.

OFFICE OF FREIGHT AUDITOR

Clara Fister, Correspondent

Wedding bells rang in Trinity Evangelical Lutheran Church on June 11 for Kay Duvall of the machine room and Mike Kutska; also for Mertis Godee, formerly of the interline bureau, and Frank Kuntz who were married on June 4 in Vero Beach, Fla. William De Leshe, son of Rose De Leshe of the machine room, and Rosemary Siverson were married June 26 at Bethany Presbyterian Church.

The visitors for the month were Delphine Erickson with her little boy Michael Thomas, Margaret Simon and her daughter Sue Ann, and John Krieter.

Mae Craine of the revising bureau is in Illinois Research Hospital under observation at this writing.

Herbert Diven, former head of the revising bureau, has returned to work after 26 years.

Walter Fendt became a grandfather on June 15 when his daughter, Carol Ann, became the mother of Debra Ann.

Eddie Marks, revising bureau, has a new addition to his family. A son, Kenneth Raymond, was born June 14. This is the second boy.

Grace Bowe, formerly of waybill filing, gave birth to a girl, Kathleen Ann, on June 2.

Pat Ptack, Beverly Klein and Marge Nielson left June 30 to await the stork.

Sympathy was extended to Blanche Debs on the death of her father, to Herb Mueller on the death of his father-in-law, and to George Markell on the death of his brother.

The new people around the office are Jim Carroll, son of Clement Carroll, Geraldine Rennhack, daughter of Herb Rennhack, and Mary Cuniff, Harriet Johnson, Kathleen McGuire and Shirley Raskow.

Joseph Riplinger, chief clerk to the freight auditor, spent his vacation in Seattle. Otto Hartung went to Arizona, John D. Orlovski and his family and Jane Mezak to Miami Beach, Kitty McKenzie to Springfield, Mo., Tony Cynova to Denver, Jack Narva to Florida, and Nina Clark to the West.

Carl Berner, revising bureau, left June 3 to take other employment.

At this writing Jim Murin is in St. Theresa's Hospital, Waukegan, and Bill Steckman in Alexian Brothers Hospital.

Frank Caufield, review bureau, is recovering at home after a stay at Ravenswood Hospital, due to a heart condition.

Goldie Berliner, Bob West, Elizabeth Lindmark and Marie Meyer have all returned from their sick leave.

Stella Mazur, machine room, became engaged to Joe Bialas, interline bureau, on June 28. The big day is set for Aug. 20.

OPERATING DEPARTMENT

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

Wedding bells kept ringing during June, a report having come in of the marriage of Andrew Spencer (business car attendant for our vice president) to the former Mrs. Lorenzo Means at the Metropolitan Community Church in Chicago on June 17; also the marriage of Larry Botzon (police department) to Miss Josephine Gottschalk at St. Michael's Church, Chicago, on June 18, with a reception at the Sherman Hotel.

On June 17 the girls of the transportation department helped "Millie" Nelson celebrate her 30 years of service with the Road with the gift of an orchid, and luncheon in Fred Harvey's restaurant.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

The event of the month was the observance of Mr. and Mrs. John Meyer's golden wedding anniversary June 21. At the open house they were assisted in greeting their friends by their four children, 14 grandchildren and their great-grandson. The office presented them with a tree of money and many congratulation cards.

Chick Richardson is convalescing at his home in Morton Grove at this writing, following surgery.

Sympathy was extended to Les Kinkaid in the loss of his sister on June 12.

Walter Guziec resigned on June 3 to accept other employment, after several years' service in our office.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Arona Puttrich

Genevieve Sauter became Mrs. Bruno Wiak June 18 at Good Shepherd Polish National Catholic Church. A reception was held at Lenards' restaurant. The newlyweds honeymooned at Niagara Falls.

Shirley Pondel and Mary Flatley left recently to await the arrival of the stork.

Sympathy was extended to Jack Brandenburger on the death of his father.

We welcomed Ardell Westerberg and Erna Reck back from furloughs.

Vacation time is here again. Ken Stone went to Indianapolis. Ann Doran visited New York and Washington, D. C. Lorrie Peters vacationed on a cruise in the Caribbean. Mary Kelley spent some time in Oregon and California. California was also the choice of Tom Gavin and his wife. Tom and Arona Puttrich went down to New Orleans. Tim Martin spent his vacation in Omaha. Gail Wilson went to New York. Marian Reiter decided her home town of Marinette, Wis., was fine as a vacationland.

A big welcome was extended to Helen Grant, a newcomer to our office.

Charlie Trainor and his wife vacationed in Florida and were on their way home when they had a serious automobile accident. They were the victims of a careless driver near Hinsdale, Ill. At the present writing both are hospitalized.

Your regular correspondent, Bill Tidd, is improving at the Alexian Brothers Hospital.

AFTER 52 YEARS Edward Hurlley, agent at LaCrescent, Minn., since 1906 and top man on the D&I seniority list, has retired after 52 years of railroading. He was a country school teacher (starting at 16) before becoming an operator at Wilkins, Ia., in 1903. As a civic leader at LaCrescent, he was village clerk for 20 years; also a Scout Master, PTA president and president of the Community Club. Currently he heads the LaCrescent Telephone Company. (LaCrosse Tribune photo)



PURCHASING DEPARTMENT

E. Galbreath, Correspondent

We are happy to report that Louis Smith, head price clerk, is well on the road to recovery after a sudden illness. His recovery is due to a rugged physique and excellent attention from his doctor and nurses.

Mr. B. H. Perlick, retired head of the tie bureau, was also hospitalized, due to a heart condition. His condition is still serious, but he is off the critical list.

Two former employes of this department were recent visitors: Mrs. Joe Cole (Marilyn Rycroft), who now resides on Staten Island, N. Y., and Mrs. William Chisman (Dorothy Hess) with her two small daughters, now residing in Lisbon, N. D.

James Snider has joined our force as invoice clerk.

D & I Division

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

Chief Clerk and Mrs. George Schmidel, Savanna freight house, celebrated their 25th wedding anniversary on June 10 and were entertained at a family dinner. They have one daughter, Joan, who is attending college.

Mary Faye Notz, daughter of Clarence Notz (mechanical department, Savanna), Sabula, Ia., was married to Thomas Hojnacke of Webster, S. D., in St. Peter's Catholic Church in Sabula on June 18. A reception followed in the home of the bride's parents.

Mr. and Mrs. Benjamin Mills of Savanna, who were married on June 19, have returned from a wedding trip to Alberta, Canada, and are getting settled in their new home in Savanna, where Ben is employed in the car department.

Hospital patients: Switchman S. B. McCall is still in the hospital at Savanna at this writing, but able to be up and about. . . . We recently learned that Brakeman Howard Meyers was confined to the Elmhurst Hospital; also Brakeman Salzgeber.

Roy Newell, pipefitter at Savanna roundhouse for many years, passed away at his home in Arcadia, Calif., May 25, following a brief illness. Mr. Newell had been employed at the roundhouse 47 years, retiring in 1951. Funeral services were held at Savanna May 31, with burial in the Savanna

cemetery. Surviving are his widow and three children.

William Sheetz, retired assistant roundhouse foreman at Savanna, passed away at his home in Davenport, June 18, following a heart seizure. Mr. Sheetz came to Savanna in 1914 as a machinist at the roundhouse, was advanced to assistant foreman, and retired in 1950. Surviving are his widow, the former Opal Langley to whom he was married Oct. 16, 1954, two sisters and a brother. Burial services were held in Freeport, Ill.

Leon DeAville (Leon Dialoa) of Sterling, Ill., formerly of Savanna, a retired section man with 37 years of service, passed away in the Sterling Public Hospital following a heart attack. Surviving are his widow, two daughters and a son.

Walter Shrake, father of Conductor Irvin Shrake, Caller Ned Shrake, and grandfather of Ticket Clerk Bob Shrake, all of Savanna, passed away in East Moline, June 13. Funeral services were held at Savanna with burial in the Savanna cemetery. Surviving are two daughters and four sons.

Switchman Albert Falls of Savanna attended the funeral of his mother in Buena Vista, Va., the latter part of June.

Joseph O'Heron of Savanna, brother of Retired Hostler John O'Heron, brother-in-law of Switchman Robert Blair, Sr., and uncle of Switchman Robert Blair, Jr., passed away at his home in Savanna on June 14, following an illness of many months.

Switchman J. P. O'Heron of Savanna died of injuries June 30. He was a nephew and cousin of the employes named above. Surviving are his widow, mother and three brothers. Funeral services were held at Savanna, with burial in the Savanna cemetery.

SECOND DISTRICT

P. E. Cleveland, yardmaster at Marquette, chose June 11 as the date of his retirement after 47 years of railroading. He came to the D&I as a switchman in 1917, was appointed yardmaster at Marquette in 1945 and took over the duties of day yardmaster in 1954. He had also served as station agent at Dancy, Wis., from 1908 to 1912, and as a switchman on the I&D from 1912 to 1917, before transferring to the D&I. He and Mrs. Cleveland reside in Marquette where their only daughter, Mrs. R. E. Barr, also lives.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

A. L. (Art) Piper, chief clerk to general manager, passed away June 9 at Providence Hospital, Seattle, after an illness of several months. He worked for the Milwaukee for 34 years, starting in a clerical capacity at Sioux City in March, 1919; was division accountant at Austin, Minn., from 1925 to 1926; chief clerk and time inspector at Sioux City and Chicago from 1927 to 1928; transferring to Lines West in August 1928 as division accountant on the Rocky Mountain Division at Deer Lodge and Butte. He was accounting department bureau head at Tacoma from 1933 until 1940 when he returned to Chicago as traveling time inspector out of the auditor of expenditures office before being appointed chief clerk to general manager at Seattle. His wife Dorothy and son Richard survive.

Dick Golze of the tax department passed around cigars and candy with the news of a new boy, Michael James, born June 7. The Golzes have two other children, a boy and girl.

Earl Connelly, chief tariff clerk, is back on the job after several weeks' stay in Providence Hospital.

Roy Newell has transferred from the office of general agent to the electrification department as stenographer, taking over the position formerly held by Lillian Javete.

Mrs. Lillian Harris, steno in the general passenger office, underwent an emergency appendectomy June 16, resulting in a week's stay in Providence Hospital. At this writing she is recuperating at home.

Sympathy was extended to Bill Sarakenoff, chief clerk in the transportation department, on the death of his father, Victor Sarakenoff, at Spokane June 18. He was employed as baggage cashier in the Union Station at that point.

Carol Menard, stenographer in the freight claim department, spent her vacation visiting in Wisconsin, Minnesota and Illinois.

Assistant Engineer W. R. Nelson, for the second consecutive year, won the Northwest District Directors Trophy at the Northwest district convention of the American Rose Society held at the Winthrop Hotel in Tacoma June 24. His entry consisted of six exhibition roses displayed separately. If Mr. Nelson is successful in winning the trophy next year, it will be awarded to him permanently. The convention, which was sponsored by the Tacoma Rose Society, drew exhibitors from both Washington and Oregon.

Trans-Missouri Division

EAST END

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

Conductor Louis W. Schiefelbein retired recently after 53 years of service. He started at New Lisbon, Wis., at the age of 15 as a section laborer, entered train service as a brakeman on the old Wisconsin Valley Division in 1907, and came to Mobridge in 1912. He was promoted to conductor in 1918. After his 50th year of service, he and Mrs. Schiefelbein were presented with a Gold Pass. They will continue to make their home



Switchyard Foreman R. W. Wolfram (right) and Conductor L. W. Schiefelbein who retired recently. For details read the Trans-Missouri East End news.

in Mobridge. The Schiefelbeins have one daughter, Mrs. John Lohr (Joan), and three grandchildren who live in Cincinnati, O.

Switchyard Foreman Robert W. Wolfram of Mobridge retired recently after 48 years of railroading. He started with the NP at Portland, Ore., in 1906 and later that year went to work for the Road in Milwaukee. He made his first trip from Mobridge as a brakeman in 1911, transferred to switching in the Mobridge yard in 1915, and became yard foreman in 1950. He has held a Silver Pass since 1952. He has one daughter, Mrs. Grace Burns of Cleveland, O.

Emil B. Johnson, retired yard foreman, and wife, former Mobridge residents now living in Shreveport, La., spent a week here as guests in the J. L. Caldwell home.

Mrs. Walter Klucas, president of Mobridge Chapter of the Women's Club, attended the district meeting at the Raddison Hotel in Minneapolis May 19. She was accompanied by Mrs. L. W. Schiefelbein and Mrs. Dora Anderson.

Mrs. F. C. Williams, wife of our retired agent, spent three weeks here visiting rela-

tives and friends, en route home from an extended western tour.

Horace Cook, retired roundhouse foreman, and wife of Tacoma stopped here en route home from a trip to Detroit where they purchased a new car. They were accompanied by Mrs. Cook's sister, Mrs. Ada Helmey, and family.

Miss Patricia Miller, daughter of Engineer Edgar Miller, won a scholarship to the Vermillion summer music camp held on the University of South Dakota campus. She was sponsored by the South Dakota Federation of Women's Clubs in the district to which Mobridge belongs.

Conductor L. W. Clark and wife are now comfortably settled in their brand new trailer home on 1st Avenue West.

Dr. and Mrs. A. W. Spiry and son Bill attended the graduation of the Spiry's son-in-law, Gale Hankins, from the University of Missouri where he received his bachelor of science degree in agriculture; also a distinguished military graduate. Mr. and Mrs. Hankins are visiting the Spiry's here.

Engineer Claude Preston and wife are having a family reunion at their home with three children and their families. They drove to Cheyenne, Wyo., to meet their daughter, Mrs. Bob Bednar, and husband and grand-daughter Claudia who came that far by train from San Diego. Mr. and Mrs. Howard Preston and Mr. and Mrs. Rolland Sultze Jr. of Appleton, Wis., are also here.

Pat Leary, son of Water Service Foreman Leary, who is a Brookings state college student, has accepted a position for the summer as linotype operator at Ashland, Ore., for the Ashland daily newspaper.

Mrs. Charlotte Timberman went to Miles City for her daughter Joyce's graduation from high school. Joyce will spend the summer with her parents here.

Ticket Clerk Larry Hourigan and wife had as recent guests Miss Marion Odegard of Highmore, S. D., and Miss Connie San Nicolas and Miss Nikolasa Borja of Sin



(Advertisement)

Juana, Guam. The young ladies are attending summer school at Northern, at Aberdeen.

Mrs. Leo Swanton, wife of baggage man, has returned from a visit at Clinton, Ia., with her mother, Mrs. Maude Moran, and at Savanna, Ill., with her sister, Mrs. Kirk Schneider; also in Chicago where she attended the graduation of the Moosehart seniors and presented a gift of \$200 from the local women of the Moose to their "sunshine boy," Ned Sargent.

Dispatcher C. K. Todd and wife, with their daughter Lynne, are spending a month's vacation visiting their children in Washington and California. On their return the family will move to Aberdeen, S. D., where Mr. Todd has been working the past six months.

Mrs. Pete Collins, wife of our agent, recently attended the area clerks' conference of the Soil Conservation Service at Huron.

Headed by Mrs. Walter Klucas, president, members of Moberge Chapter of the Women's Club and their families picnicked at Lake Molstad on July 19. The day was devoted to playing games and visiting.

Engineer Fred Oeschle and wife are vacationing in Wisconsin and in Minneapolis at this writing.

WEST

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

Frank J. Scharf, son of Mr. and Mrs. Anton Scharf, received his bachelor of science degree in electrical engineering at Montana State College, June 6. Frank has accepted a position as junior engineer in the Pilotless Aircraft Division of the Boeing Aircraft Company in Seattle.



F. J. Scharf

Word has been received of the death of G. F. Hilleman, retired TM brakeman, 72, who had been making his home in California.

The Miles City Milwaukee Road bowlers ended the season with their annual banquet at the Crossroads Inn on May 17. The Arrow team, composed of Claude O'Brien, Ken Geniesee, Everett Hubbs, Ray Moore, Joe Peschl and Arnold Running, won the season's championship. Earl Brown won the high average trophy, John McElroy that for high single game, and Jim Lynam rolled the high series for the season. The officers elected for 1955-56 are John McElroy, president; Ernie Wyttenhove, vice president, and Ray Grant, secretary-treasurer.

Milwaukee employes at Miles City have been bidding adieu to many old friends. District Adjuster Ray Moore and his family have moved to Missoula where he has taken over the same post. Beverly Moore gave up her steno job in the superintendent's office to move with the family. Master Mechanic and Mrs. Lou Rabun have departed for Milwaukee where he has the same position. Bill Klar is the new chief clerk to the master mechanic at Minneapolis. Bill McGrew has an appointment as traveling auditor—Lines East.

The Miles City's Custer County High School successfully defended its class A track title at the 20th Montana interscho-

lastic meet held recently in Missoula. Chuck Carlson, senior dash man, and son of Mr. and Mrs. E. Carlson, was awarded a gold watch as the class A high point winner.

Harold F. Oliver, locomotive engineer, passed away at his home in Miles City June 17 following a long illness. He was born in Minneapolis July 26, 1894, and moved to Miles City with his parents in 1908. After completing his education he started work with the railroad as a fireman in 1911. He is survived by his wife and a daughter. Requiem mass was celebrated at Sacred Heart Church and burial was in Calvary cemetery. Pallbearers were D. P. Brady, John Gray, Rex Glover, P. Guidice, C. Bundy and Jack Teats.

Miles City was one of six Montana cities which were honored by the American Automobile Association for having no pedestrian traffic deaths in 1954.

Machinist Guy O. Comstock died suddenly at his home on June 18. He was born Feb. 8, 1896, in Elysin, Minn. A long time resident of Miles City, he was employed in the local shop. He is survived by his wife, two daughters, a sister and two brothers. Funeral services were held in the Graves Funeral Home, and interment was in Custer County cemetery. Pallbearers were Elmer Stockhill, Waldo Northcut, Jack Fulks, Art Gilbert, Jake Hinthier and Ed Sherman.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Earl Short, retired switch foreman now living in Citrus Heights, Calif., was in Lewistown for several days. The California sunshine must agree with Earl. I never saw him looking better.

Dispatcher C. E. Cornwall of Butte took over the chief dispatcher job at Lewistown when A. W. Wickersham left the service of the Road. He will move his wife, two sons and daughter to Lewistown Aug. 1.

June 3 marked the wedding date of Section Laborer Jim Sherman and Marjory McLaughlin, who were married in the Methodist Church. After their wedding trip they moved into the Main Apartments.

Section Foreman Clyde Kingsland of Denton received first bid on the Lewistown yard section and took over his duties as yard foreman July 1. The Denton section is still open for bid at this writing.

Mr. and Mrs. Rudy Parac announce the arrival of a baby girl, born June 28. Rudy is the youngest son of Sectionman Joe Parac.

Mrs. O. E. Rudisil of Perry, Ia., has come to Lewistown to be with her husband who is the operator on crane 50. Mr. Rudisil was borrowed from Lines East to work in this territory until fall.

Storekeeper R. A. Frank of Harlowton has retired after 36 years of service. During his years in the store department, Mr. Frank was storekeeper in Avery, Lewistown and Harlowton. He was active in civic affairs in Harlowton; also took a great interest in the Moose lodge, in which he held all the high offices that could be obtained in this territory. T. G. Nissen, who was raised and schooled in Harlowton and has worked for the store department more than 10 years, succeeds Mr. Frank.

Grain Doors
Railroad Cross Ties
Hardwood Lumber
Timbers

Webster Lumber Company

2522 Como Ave., West

St. Paul, Minn.

UNION REFRIGERATOR TRANSIT LINES
4206 N. GREEN BAY AVE.
Milwaukee 12, Wisconsin

EAST END

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

Conductor and Mrs. C. J. Niemiller and son Jerry of Moberg joined their daughter and son-in-law, Engineer and Mrs. L. C. McKinnon, on a trip through Glacier National Park.

Boardman and Mrs. W. H. Merrill have returned from a vacation trip to California where they visited with Retired Engineer and Mrs. W. Whitehead. From there they visited their daughters in Washington.

Engineer and Mrs. Friend Eggleston are home after a tour of the west coast.

Engineer Donald K. McIntosh and family have moved to Lewistown where Mr. McIntosh will work on the Northern Montana Division.

Conductor and Mrs. Homer Jenkins spent two weeks visiting in and around South Dakota. Their trip took them through the Black Hills. Conductor and Mrs. Warren Dixon spent a week in Idaho.

D. A. Radabaugh has been appointed assistant master mechanic at Harlowton. Mr. Radabaugh started as a machinist helper in 1941 and completed his apprenticeship in 1944. After working as a machinist at Aberdeen and later in the Milwaukee shops where he was made foreman, he came to Deer Lodge where he was roundhouse foreman until 1953 when he was promoted to assistant master mechanic. His latest promotion gives him supervision over locomotive department matters west of Aberdeen, to and including Harlowton. He will make his home in Harlowton.

Brakeman and Mrs. Skates are visiting in Grand Rapids, Mich., at this writing.

Hostler A. J. Barton spent his vacation in Seattle, visiting with his daughter.

Deer Lodge Chapter of the Women's Club entertained a large group of members at a luncheon in the Paradise Cafe June 17. Mes. Wayne Goudy, Lawrence Wren and Wayne Bittner were in charge of arrangements. Out of town guests included Mrs. V. E. Straus of Butte, who delivered a report on the district meeting held in Seattle in May, which included the statement that the club had paid out \$6,000 for good cheer and \$2,000 for welfare work in 1954. Mrs. Straus also stated that she had invited the Lines West chapters to hold the 1957 district meeting in Butte and asked the help of the Deer Lodge unit to make it a success. Entertainment consisted of accordion music by Kay Roberts and recordings of "On the Old Milwaukee Road" and the "Hiawatha Centennial March." The balance of the afternoon was spent playing cards at the home of Mrs. Goudy.



IOWA WEDDING. Robert J. Brueske, assistant engineer at Marion, Ia., takes a bride, Miss Fayette Suehl of Clinton. Their marriage on June 11 in Sacred Heart Church in Clinton was followed by a reception at the rural home of the bride and a honeymoon trip through the West. They are now living in Marion.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Roscoe Brueske, brother of Bob of the Marion engineering department, is working as a tapeman during the summer vacation; also Darrel Failor, son of Chief Clerk W. E. Failor.

Robert Lark of Evanston, Ill., who worked for a short time during the summer vacation in the Marion engineering office, left on June 17 for four weeks' training with the Air Force at Denison, Tex.

Chandler Boettcher, son of Assistant Division Engineer L. R. Boettcher, Marion, left on June 21 for Denver, Colo., after spending a 10-day vacation with his parents. He is working for his master's degree in business management at the University of Denver.

Bill Lundquist, engineering student at Iowa City who worked temporarily for the Milwaukee during the early summer vacation, left on June 24 for Ft. Leonard Wood, for six weeks' training in the Army Engineers.

Switchman George E. Bristol who retired a short time ago has purchased the popcorn stand at the corner of the Marion city park which was formerly operated by Charles Carrington, retired Milwaukee conductor.

Richard W. Bristol, son of Car Inspector

R. F. Bristol, has been appointed director of the Marion Youth Center.

Mrs. Richard Martin and Shirley left on June 15 for St. Paul to join Mr. Martin who was appointed trainmaster there.

Trainmaster D. P. Valentine has been transferred to La Crosse, and his successor is Russell Scott who has served in the same capacity at Aberdeen, S. D. Mr. and Mrs. Scott will occupy the apartment being vacated by the Valentine family.

Mayme Berryhill spent three weeks traveling in Mexico during June, and Hazel McCalley relieved in the superintendent's office. Mrs. Carmen Jones worked the position of secretary to chief clerk during Mayme's absence.

Mrs. A. B. Cadenhead of Georgia recently visited her grandparents, the W. L. Irelands, now Marion residents and formerly of Hayesville, Ia., where Mr. Ireland was the Milwaukee agent for many years.

L. Matthewson, retired lineman, and wife visited recently in Marion, en route to Dubuque to see their grandson, Larry Rettenmeier, who left June 4 for Korea.

Tom Manton, FSI at Cedar Rapids, and his wife and daughter Eileen visited the Mantons' daughter and son-in-law, Mr. and Mrs. Tom Deder of Seattle, and J. B. Dede, traveling auditor at Spokane, during their recent vacation.

Mr. and Mrs. O. A. Beerman have returned from a visit with their son-in-law and daughter, Mr. and Mrs. C. A. Rivedal, in Sioux City. Their grandson, Gary Rivedal, graduated June 3 from the Sioux City Central High School.

Mr. and Mrs. Robert O'Brien of Oelwein are the parents of a son, John Robert, born June 4. Mrs. O'Brien is the former Kathleen Mullaley, daughter of the late Edward Mullaley, who was wire chief in the MA office at Marion before his death.

Mrs. John Grote, wife of retired yard clerk, was treated at St. Luke's Hospital in Cedar Rapids for a fractured arm and severe bruises resulting from a fall late in May.

Mrs. David Perkins, wife of general clerk in the Cedar Rapids freight office, underwent surgery in Mercy Hospital May 27.

The death of Mrs. Alverta Groff, widow of Switchman Clayton M. Groff, occurred May 21 in a Cedar Rapids hospital after a long illness. Mr. Groff passed away in September, 1945.

Mrs. John B. Straubinger, mother of George Straubinger, chief operator in the Marion MA office, died June 2 at a Marion nursing home. She had suffered a stroke several weeks previously. Burial was in Oak Shade cemetery in Marion.

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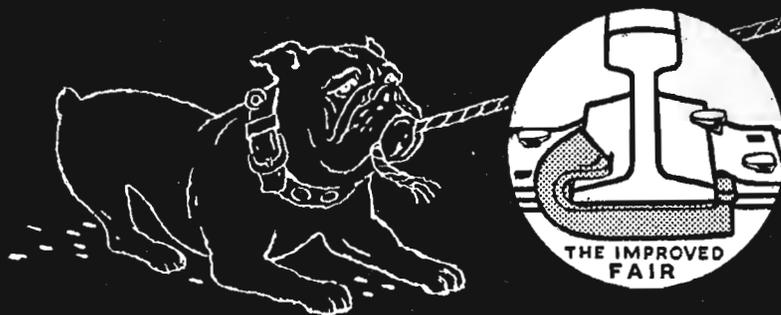
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MIDDLE & WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Irene Springer, whose father, Charles Springer Sr., and brother, Charles Jr., are in the maintenance of way department at Perry, was married to Everett Hanselman. The wedding was a quiet affair, with only the family present.

A June wedding united Carole Olson, daughter of Engineer Virgil Olson, to Jerome Hanlon. Jerome is a student at a mortician's school in Chicago, where they will make their home for the present.

Dean Nath of the signals and communication department, was married June 5 at the ME Church in Perry to Betty Lea Griffith of Perry. A reception for 100 followed the ceremony. Dean and his wife visited the Ozarks during their honeymoon. On his return to work he relieved Maintainer Earnest Hayard for a three-week vacation.

June 5 was the wedding date for Miss Dulcie Mickelson, daughter of the late Antone Mickelson, long time Milwaukee Road shop man. She was married at Trinity Lutheran Church to Francis Taylor of Perry.

Miss Lynnea Katheryn Walker, daughter of Des Moines division Engineer Ralph Walker, was married June 4 to Paul Bancroft at St. Patrick's Church. A reception followed at McDonald's Tea Room.

The forthcoming marriage of Corp. William R. Cox of the Marines to Sharon Rae

QUIZ answers

1. A roomette.
2. A 24-hour period.
3. Both.
4. New York.
5. A spur.
6. Two.
7. Freight agent.
8. Right to mill, fabricate, process or store en route.
9. Diagram.
10. Accounting.

Riggenberg was announced following the graduation of the bride-to-be from Perry High School. Corporal Cox, son of Engineer W. E. Cox, is a brakeman on military leave.

Another wedding of late summer will be that of Joanne Millard, daughter of Engineer Frank Millard, who will marry Thomas M. Archer of Des Moines.

Raymond Cross, who had been on sick leave for several months, returned to work in June as foreman of the Perry yard section force, to relieve Raymond Becker so he could take charge of an extra gang.

Engineer Fred Sies and his wife spent their vacation in Montana during June, and Fred enjoyed some mountain trout fishing. Gus Koch, another Hiawatha engineer, pulled some of the big ones out of the Canadian lakes.

Fireman and Mrs. La Verne Huffman are the parents of a daughter born June 19. The little miss is a grand-daughter for Engineer Clarence Huffman.

Mrs. C. A. Lee, widow of the former agent at Dawson, died after a short illness in a Des Moines hospital. Her son Edwin is now the Dawson agent. Mrs. Fred Harvey, wife of the agent at Bayard, is a daughter and Larry Harvey, operator at Perry yard, is a grandson.

Conductor Albert Gates of the middle division force died at his home in Perry during June.

C. E. Marshall, who worked for many years as a tinsmith at the Perry roundhouse, died in June following several months' illness. A son, Phillip, holds seniority as a fireman.

Mrs. Walter Jarnagin, widow of a long time Milwaukee Road shop man, died at a nursing home in Perry in June. She was 85 years of age.

Vernon Bell, son-in-law of Retired Engineer Mike Costello, passed away at the Veteran's hospital in Des Moines in June, following a long illness.

Clarence Wasson, brother of Retired Engineer Halsey Wasson, and Mrs. Herbert Taylor, wife of retired switchman, died in a Des Moines hospital during June. Burial was at Perry.

Crane Operator Delbert Baldwin had a rather harrowing experience while on a Canada fishing trip. He and his 10-year-old daughter were out in a boat on the lake when a storm came up, and knowing they could not get back to their camp, he tied up the boat and spent the night in the open. Delbert made a bed of pine boughs for his

The Milwaukee Road Magazine



TURN GOLDEN MILEPOST. J. M. Reel, retired Iowa Division conductor, and Mrs. Reel who celebrated their 50th wedding anniversary with an open house at their home in Perry on June 5. Until his retirement after 55 years of service, Mr. Reel was for many years a delegate to the ORC conventions. (Perry Chief photo)

daughter, covered her with their raincoats, and she slept soundly all night while he kept a bonfire burning. When a searching party found them, aside from being extra hungry, they were none the worse for their experience.

Mason Hildrith, retired store department employe now living in Long Beach, made his annual trip to Perry over Memorial Day. Another former Iowa division employe, Alex Hutton, and his wife also came east during May, as Mrs. Hutton attended the 50th anniversary of her graduating class in the Olin High School. Alex was agent at Herndon for many years.

George Stoner, who graduated from Perry High School in May, has gone to work in the signal department and is now working with a gang at Bensenville. His grandfather, great-grandfather and uncles were all Milwaukee Road employes.

Rolland Huffaker of Manilla, son of Yard Clerk E. L. Huffaker, was one of the Navy recruits who attended Navy Day ceremonies at Spirit Lake in June. The recruits were assembled at Spirit Lake for two days' ceremonies before they entrained for the Great Lakes training station.

Engineer P. Anfinson of the west division Hiawatha crews went to Oak Ridge and Knoxville, Tenn., with his family to visit two of his children.

Agent W. A. Hamilton of Defiance and wife became the parents of a daughter in May. She was named Mary Therese.

"Nancy Ann" is the name which Agent and Mrs. W. J. Skow of Templeton gave

to their first baby, born at a Carroll hospital in June.

D. A. Stoelk, operator at Madrid, has taken a leave of absence and is now working in the traffic department office in Des Moines.

A seven-pound boy born June 5 to Mr. and Mrs. Keith Hull at Glendale, Calif., is a new grandson for Harry Hull Sr., retired Perry shop man.

Switchman Hilry Rawlins and his father, Retired Switchman George Rawlins, went to Deer Park, Wash., for their recent vacation. George continued on to California to visit.

Section Foreman Ray Poole has a new grandson. The baby, named Michael John, was born at Knoxville June 5 to Ray Poole and wife.

Coast Division

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

Aaron Kopel, retired engineer, passed away in a local hospital on June 27. Retired Carman A. O. Simons also passed away in a local hospital the same day.

Assistant Engineer Leo Jensen, with his wife and son, vacationed in Montana and Wyoming. Since his son had been studying in school about General Custer and Buffalo Bill, they visited the Custer battlefield at Hardin, Mont., and Buffalo Bill's museum at Cody, Wyo. On their way home they took in Yellowstone National Park.

Chief Dispatcher N. C. Grogan is visiting relatives at Lewistown, Mont., during his vacation.

Miss Ruby Baker, stenographer in the dispatcher's office, became Mrs. John Tiffany on July 2.

A correction for last month's issue: Frank Bryan, who recently returned from Boston, says that he *did* find the baked beans. They were in the can all the time.

Locomotive Fireman Walt Raedisch is improving in the Doctors' Hospital at Tacoma, following a heart seizure.

Guy Bell, retired time revisor, was the guest of honor at a surprise birthday party given by his sister, Mrs. Francis Saul, at her home on Bainbridge Island to celebrate his 70th birthday, July 11. Mr. Bell, who made a trip to Australia last year, wrote a very nice account of the trip, and reading it makes you feel as though you took the trip with him.

Back on the job after returning from military service are Yardmen D. R. Brown and B. E. Fennell.

Conductor A. C. Tucker retired on June 1



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after completing more than 45 years of service with the Road. He started on the Coast Division in 1909 as a brakeman, and in 1912 was promoted to conductor.

Train Dispatcher Bill Smith was very ill with the mumps last month. We hope to see him on the job soon.

Train Dispatcher H. L. Hitchcock entered a local hospital on July 3 for an operation.

Locomotive Engineer Henry Stiemann was released from the hospital on June 21 after spending more than 100 days there.

At Puyallup, Wash., the local success of the recent all-state civil defense alert was credited largely to W. E. "Bill" Jones, retired locomotive engineer who serves as chief of traffic control police for the eastern half of Pierce County. According to G. K. Partridge, county director of civil defense, the test of the traffic control system directed by Mr. Jones proved that had the alert been an actual emergency, Pierce County would have been able to move many thousands of people who otherwise might have lost their lives in congested traffic. "Bill" Jones served Puyallup as director of civil defense for three and a half years until last fall when the department was placed on a standby basis. Since then he has assisted the county sheriff's office in developing the new state civil defense traffic control system. The area he supervises covers Puyallup, North Puyallup, Sumner, Orting and Buckley.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Agent O. R. Powels attended the 1955 annual meeting of the Freight Station Section of the AAR in Chicago June 14-16.

E. G. Kiesele, superintendent of safety, held a safety meeting in Tacoma June 14.

Carl McMullin, general car foreman at the Tacoma shops, has been promoted to district general car foreman with jurisdiction over car department matters at Moberge. Mr. McMullin had been foreman at Tacoma for a year, and prior to that was foreman at Deer Lodge. He has been with the Road since 1917, starting as an apprentice.

Gail Schrock, daughter of Mrs. Manda Schrock of the car department, recently appeared in her fourth ballet recital, "Dansations of 1955," at the Temple Theater in Tacoma. She is a pupil of Lewis Harter of Tacoma.

Frank Bushey, outbound revising clerk in the freight office, is the proud father of his first child, Claudia Jo, born June 25. Frank is very active with the Tacoma Boy Scouts.

We are taking this opportunity to thank

Ralph Moyles for the beautiful flowers he has been supplying for the freight office.

Bernice Clark of the telephone office, whose position was abolished recently, has bumped Messenger Raymond Haskins. Mr. Haskins bumped the messenger in Seattle.

Mrs. Caroline Jensen, who has been employed temporarily in the freight office, took a vacation with hubby L. C. Jensen, Tacoma civil engineer, driving to Montana, Wyoming and Yellowstone National Park.

Mrs. Velva Spann is relieving during vacations in the freight office.

Tacoma Chapter of the Women's Club: Following the district meeting at the Roosevelt Hotel in Seattle on May 26, Mrs. C. C. Steed, president general, Milwaukee, and Mrs. A. O. Thor, general advisory officer, Miles City, came to Tacoma to present Mrs. Chris Schmidt, good cheer chairman, with the flowers which had decorated the official table. Mrs. Schmidt was unable to attend the meeting because of illness. On May 30 the chapter entertained Mrs. Steed and Mrs. Thor at the monthly luncheon and business meeting. Mrs. Clinton Miles arranged special entertainment, and Mr. and Mrs. Glen Frye of Seattle showed colored slides of the Chris Schmidts' 50th wedding anniversary party. Meetings have been adjourned until September.

BELLINGHAM — PORT ANGELES

Gene Park, Correspondent
Operator, Bellingham

The virus known as "vacation fever" has overcome quite a number in our midst. Conductor Jackson and family motored to California in their new station wagon. Section Foreman and Mrs. Fraser toured California via the silver rails. Conductor Gustafson "sweated" out his vacation waiting for a real estate deal to materialize. Understand it, did just that, and the Gustafsons are now the owners of a new home. Conductor and Mrs. Cross at this writing are enjoying a vacation with relatives in Nampa, Idaho. Had a card from Cashier and Mrs. Clark Robinson. At the time, they were on the open road somewhere in Oregon. The cashier's job is being held down by Gregg Doty. Gregg's assigned job as bill clerk is being handled by Esther Finley.

A new name on the trainmen's board is that of Jack Witman. Jack hired out the latter part of May.

Conductor R. L. Swanson has been wearing that "proud papa" look. Reason for same was the arrival of a baby daughter the early part of June. Wife Audrey and baby are both doing fine.

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Our article on the Swanson fund, "The Family Spirit in Bellingham," which appeared in the April issue of this Magazine, has been reprinted in the May issue of the Order of Railroad Telegraphers monthly magazine. That means that the worth while efforts of all employees who participated in the fund drive have received national recognition; tribute to all who were their "brother's keeper".

A company sponsored safety and claim prevention meeting was held the evening of June 21. An interesting film, "A Job Worth Doing", dealing with claim prevention, was shown. After the film Larry Dietrich gave a talk on safety precautions.

Sorry to have to report that at this writing Conductor Jackson is undergoing treatment in a Seattle hospital for an arm ailment.

Don't forget, gang, this column is what you make it, and must have newsy items to maintain it. Send any and all along to me, and I'll be more than happy to include same. —Gene Park.

Twin City Terminals

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House



Capt. D. L. Rothmund

My son, Capt. Dudley L. Rothmund, who is motor officer at Camp Hanford, Wash., informs me that last month, on behalf of the Camp Hanford motor pool, he was presented with a Department of the Army Safety Award. The award was conferred for no time lost due to injuries

between May 1, 1954, and May 1, 1955. I would like to thank all my friends for their kindness during my recent stay in the hospital.

Robert Stewart, revising clerk, enjoyed a profitable vacation. He painted his home.

My youngest son, Richard, was again transferred to another Army post. This time it was from Ft. Sill, Okla., to Ft. Bragg, N. C.

I understand the flowers are now in full bloom at Chief Clerk Jack Dehmer's home in Highwood. He always has a beautiful display of rare flowers.

At this writing I notice Agnes Diamond acting as relief P.B.X. operator.

"HEAD OF THE LAKES"

E. W. Mastin, Correspondent
General Agent's Office, Duluth

With the arrival of summer, Duluth again becomes the headquarters of this wonderful vacation land, the Arrowhead country, served by The Milwaukee Road.

P. P. Gehrig, GA, and sons Paul Jr. and Lou spent an enjoyable week fishing at Bowden Lake in Ontario, Canada, and report that the limit of large walleyes and northerns were caught.

James Neuses, son of our traveling freight agent, Ralph Neuses, was honored recently as one of the outstanding Jaycees of the year

July, 1955

by the Superior, Wis., Junior Chamber of Commerce.

Jack Tait, steno-clerk to the general agent, now serving his two-year hitch in the Army, reports that he has landed in Heidelberg, Germany.

"Hats off to the people of The Milwaukee Road." Those were the words of Mrs. M. Orlich, student adviser at the Hermantown High School, Duluth, after their recent trip to Chicago via the Milwaukee. Mrs. Orlich reports that the 55 students of the senior class gained an outstanding experience from the educational tour to Chicago as offered by the railroad. Our thanks to all who helped make it so enjoyable for them.

Mrs. E. C. Chevalier, wife of our city freight agent, and daughter Jane recently visited in Detroit at the home of son Leonard. At this writing the Chevalier family is on vacation.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Pat Flaherty, grain clerk in the local freight, visited with his son Terry on his vacation. Terry is a radio announcer at Fairfield, Ia., or Pat thought he announced only, so imagine his surprise when he heard his son warbling cowboy songs a la George Gobel.

Ann O'Toole Starr was a recent office visitor with her three children.

Vera Friberg and husband Bill made good use of the July 4 weekend to paint their new home in South Minneapolis.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

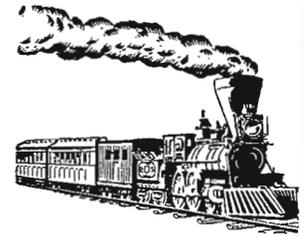
Carl Matson, foreman in the store department who underwent surgery recently, is recuperating nicely.

George Jukich, chauffeur in the store department, is on sick leave.

Mrs. Ivy Hancer and daughter Helen Mae attended the wedding of a relative at Everett, Wash., on June 18 while on vacation.

L. J. Umberger, L&R Division engineer with 47 years of service, retired on June 20.

Charles Yost, retired machinist who celebrated his 100th birthday last Dec. 24, recently sustained a fall which resulted in a broken hip.



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Donald P. Sutherland, former blacksmith helper, passed away on June 25 after a long illness.

Lloyd V. McGuire, machine operator in the wood mill, and his wife adopted their third child on June 1, a six week-old girl. They have two adopted boys, Michael and Geary, 13 and 11 years of age. All are happy to have Deborah Lee.

Sympathy was extended to Clerk LeRoy Samuelson whose stepfather, Thomas T. Nelson, aged 70, passed away June 26 after a long illness.

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary F. Shields, Correspondent
c/o General Agent

The St. Paul general agent's office is recovering from a hair(hare)-raising experience. When Bob Young, whose wife was expecting a baby momentarily, walked into the office one morning and announced they had eight babies at their place, it raised more hair than 10 treatments at Frommes, but when he explained that it was rabbits, the hair subsided into place. On June 8, however, the smile on Bob's face announced the good news, and only the detail "It's a boy," was needed to complete the picture. He is going to be called Jeffrey, and is the fourth child and the third son to arrive in the Young household.

Mary Borowske, former secretary to George Quinlan, general agent in St. Paul, gave birth to a baby girl on June 28. As this is a deadline story, the details of the big event do not include a name for the little girl.

Ray Schwietz, tracing clerk in the general agent's office, is lucky to be eating with his own chopers after an experience while playing ball. While running backward for a catch, his cap slipped over his eyes and the ball hit him in the mouth. Then he went out a few nights later and wrenched his leg. Ray says he's through for the season. Enough's enough!

B. W. Erickson, St. Paul yards, was married June 26 to Carol Lyman Morrow. The couple honeymooned at Park Rapids.

George Paul, formerly employed as a boilermaker at the St. Paul roundhouse, passed away June 15. George started to work for the Road in 1936.

Einar Thysell, employed in the St. Paul roundhouse, had the misfortune to fall recently and break his wrist.

James Lyness, also a roundhouse employe, is recuperating at his home after a six-week

illness. He hopes to return to work soon.

Gardeners who have trouble with slugs will be interested in this remedy put forth by a prominent St. Paul gardening family. Pour stale beer into a saucer and place level with the ground, and your slugs will vanish. We don't know how it works, but the remedy is guaranteed, or your beer refunded. Incidentally, be sure the ground around the saucer is moist.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent



Ray Benthien

A Gold Pass has been presented to Ray Benthien, commemorating 50 years of service with the Road. Ray started Mar. 10, 1905 as a mail messenger. He was then transferred as a yard clerk to Muskego yard where he remained until 1911. His present duties as

yard clerk at Upper Fowler district have been carried on, from that time to the present date. Ray has proved his efficiency over the years and, being of a congenial nature, has made many friendly contacts among shippers. Gardening and carpentry are his chief interests, and will serve to fill in the leisure hours of his retirement, which starts July 15. He and Mrs. Benthien will continue to make Milwaukee their home.

The Anthony Stollenwerks took advantage of a recent vacation to visit son Robert, who has been stationed the past two years at the Army Chemical Center near Baltimore. Bob's military service will terminate about Dec. 1, and he will then be able to follow the career which he has chosen. He is a graduate of the School of Business Education at Marquette University.

Kenneth Stelzel, yard clerk at North Milwaukee, was installed as adjutant of the Milwaukee Road Post of the American Legion on June 27. Simultaneously, Fred Stelzel, yard clerk at Grand Avenue, was installed as first vice commander of the same post.

Esther Millard, timekeeper at house 7, flew from Seattle to Fairbanks, Alaska, last month. She expects to spend a month with son Robert, who is a dentist at the Army

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post at Fairbanks, where he resides with his wife and four children. Esther will also have her first glimpse of the newest arrival, Edward. Mr. Millard accompanied her on the trip.

Our veteran fisherman, Fred Roessger, reported a catch of about 40 pounds of fish on his vacation, taken from Robert's Lake between Wabeeno and Laona, Wis. He and Mrs. Roessger are both enthusiastic about the sport and spend many hours on the pier at Lake Michigan. Surplus catch is distributed among friends. Bruno Kowalski occasionally joins the line-up at the pier with an array of poles which he ultimately loans to interested but unprepared spectators.

Assistant Freight Agent Arthur O'Rourke and family are spending their vacation in Iowa, which happens to be the home state of both Art and his wife.

Ted Wojtasiak has lined up various chores to be done at his farm at Antigo, Wis. When they are completed, he and Mrs. Wojtasiak will hop in the car for a trip.

Elmer A. Keller was among the 1,400 delegates who attended the National B.R.C. convention in Boston. As a representative of Victory Lodge 1233 Milwaukee, he reports a busy time and not much sightseeing. Mrs. Keller accompanied him.

Mr. and Mrs. Barney Nowicki and son Butch again traveled to California, Texas and Arizona on their vacation, returning home with even a deeper interest in their favorite vacation spot.

New clerks on the roster include Mrs. Betty Jo McLeod who has been pinch hitting in the LCL billing department, while Ollie Yerman and Ray Gatzke attended the IBM school. Betty was formerly employed at the Schlitz Brewing Company as a key punch operator, and at General Motors, LaGrange, Ill. Husband Bob, a native of Milwaukee, attends the Marquette School of Engineering and is employed part time as a fireman on the Road.

Margaret Cary, daughter of Ray Cary, assistant agent at Muskego, is helping out in pickup and delivery. During the winter months she is a student at Holy Angels Academy.

Our latest recruit from a typical railroad family is Carol Houting, a recent graduate of Riverside High. Sister Nancy is employed as a steno at the Milwaukee shops. Dad, R. Weckwerth, is lieutenant of police at the shops, and brothers Jerry and Kenneth Weckwerth are also employed at the shops. Carol is on the Broadway messenger run.

Robert Jasinski is the new addition to the auto messenger force.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Conductor J. P. Downey thought about retiring but just could not figure out what he would do with his spare time. About June 1 he did retire, however. He had been off work since Nov. 30, and now he tells me that there just does not seem time enough for what he has to do. Mr. Downey started to work for the Milwaukee in 1900 as a caller at LaCrosse, Wis., and came west with the railroad in 1908.

Another side of the story of retirement is

that of Mr. Spetz, baggageman, who had been planning his retirement for some time. Instead he spent a week in the hospital, went home, and on June 26 he passed away. Hugo will be missed around the railroad. His service dated back to 1909, and most of his work had been as baggageman at Spokane.

P. T. O'Neill, retired, had a fall at his home recently and broke his hip.

"Cap" Allen, retired, received an invitation to attend the dedication services at the Albeni Falls Dam on June 24. Needless to say, he was there—got there on the GN which runs to Newport, Wash.

After several years' operating at Spokane, C. H. Coplen has been assigned to the agency at Warden, Wash. He has sold his Spokane home and will be settled in the new location soon.

Melvin Bell has bid in the Spokane vacancy. His job at Plummer Junction is being worked by A. L. Sidwell until assignment.

A. L. Schlatter has taken the Manito operator's position, which left the Warden vacancy.

Trainmaster E. A. Duszak left Spokane to go to Bensenville as trainmaster.

F. A. Barton has taken over his new duties at Spokane and has also gotten his family settled.

Trainmaster J. W. Stuckey of St. Maries was honored at a farewell party when his transfer to Portage, Wis., was announced.

After eight months of trailer traveling, Mr. and Mrs. J. Z. Ramsey have returned to Spokane for a visit before continuing on to the coast and later heading South for the winter. They have thoroughly enjoyed their adventure. Mr. Ramsey retired as agent at Spokane last October.

There will be no Spokane ties to keep the E. D. Jeffersons here, as they came to Spokane from Mexico, sold their house, and are now on a fishing trip to the lakes around the coast. There are some big fish stories told when Jeff and Jim get started.

Vacation time is over for me, but I can still dream about the beautiful snow-capped mountains, that hot desert sand, that ice cold lake, and mostly that Grand Canyon of the Colorado. The bigness of it fascinates everyone, and the coloring is breathtaking.

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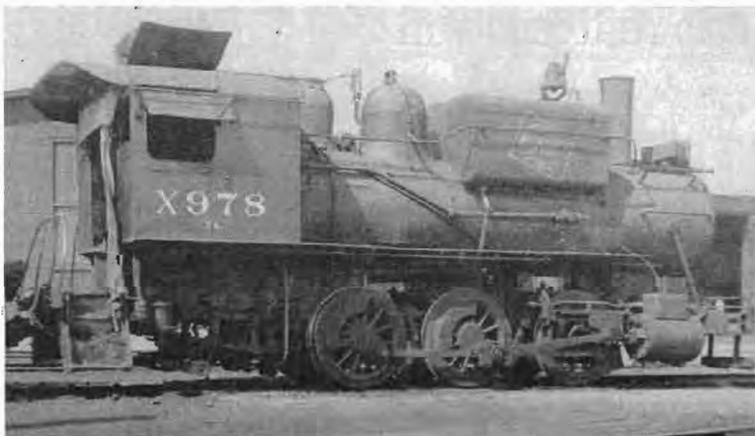
TAGGED FOR THAILAND. An 89-ton locomotive, one of 15 especially designed and built by the Davenport Besler Corporation for the state railways of Thailand, is inspected at Davenport, Ia., prior to being shipped via The Milwaukee Road en route to San Francisco for transport overseas. Shown, from left, are: Chalem Vadhanakom, Thailand agent; B. H. Fischer, Besler vice president; R. A. Hueser, Besler traffic manager; J. K. Fell, Milwaukee Road city freight and passenger agent; R. J. Casey, division freight and passenger agent; and (on the car) Chamlong Tultameya, Thailand government agent. (Davenport Daily Times photo)



FISH BITES MAN. Here's proof, offered by Bob Adams, assistant city ticket agent at St. Paul, that the big ones are biting this year in Big Sauk Lake. The victim of a sneak attack while he was cutting weeds, Bob has a gash to mark the spot where his underwater assailant got a taste of blood. A 10-pound northern landed by Mrs. Adams while he was applying first aid stands accused as the "man-eater." (St. Paul Dispatch-Pioneer Press photo)



EPILOGUE. The scrapping of old X978 at Miles City early this year marked the end of an era for the Trans-Missouri Division. The sturdy little "yard goat" was built in 1889 at the Milwaukee shops and as number 1149 was in service on Lines East for many years. It was sent to Miles City in the early 1920's and renumbered in 1937.



MOST BEAUTIFUL JUNE BRIDE in the Sioux Falls area was the title bestowed on Beth Grange, daughter of the late Conductor Ross Grange of Mobridge, who was married to Roy D. Jurgenson of Sioux Falls at the Episcopal church in Vermillion on June 4. Miss Grange, a beauty contest winner during her school days, attended the University of South Dakota, of which her husband is a 1955 graduate. After summering in Colorado Springs, they will live in Allentown, Pa.

SEATTLE SEAFAIR, proudly billed as the city's "midsummer madness", will attract thousands of visitors to the Puget Sound metropolis during the period July 29 through August 7. The 10-day pageant, a kind of Mardi Gras in a Carnival of Venice setting, is designed to point up the fact that Seattle is the boating capital of the world, with over 40,000 registered boat owners among its half-million population. Shown are some of the many participants in the big show—ships of the Navy's Pacific Fleet, which add a note of grandeur to the fun; "Aqua Darlings" from the large cast of the Aqua Follies; and a trio of Davy Jones' pirates whose capture of the city provides the central theme of the Seafair plot.



JUMBO PACKAGE of five laminated fir beams shipped last month by American Fabricators from Bellingham, Wash., is typical of the dimension loads which the Milwaukee is especially equipped to handle. Shown inspecting the shipment on the Road's new depressed track

on Railroad Avenue are, from left: J. C. Paige, DFGPA, R. H. Holcomb, CF&PA, and Agent D. V. Finley. The beams, 92 feet 6 inches long and 15 feet 4 inches from rail to the highest point, were for a school gymnasium in Minneola, Kans. (Bellingham Herald photo)



THE MILWAUKEE ROAD MAGAZINE

Chicago Milwaukee, St. Paul and Pacific Railroad Co.
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Busy Day in Milwaukee

