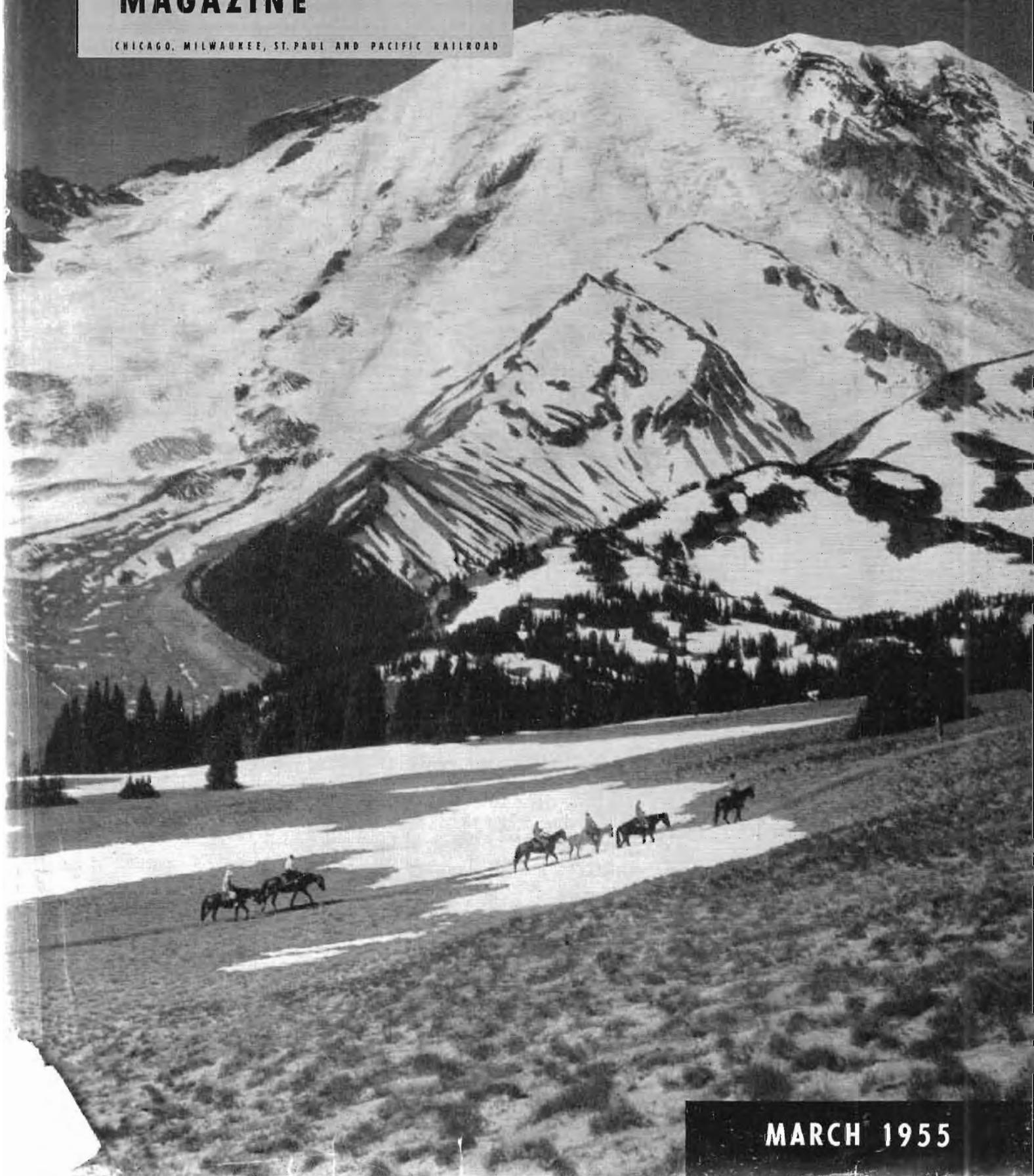


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



MARCH 1955

THE MILWAUKEE ROAD MAGAZINE

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A Matter of Momentum

AMONG THE letters on my desk one morning recently were several praising Milwaukee Road service very highly . . . and some others which were definitely critical. There was nothing especially unusual about the letters, but in reading them I suddenly realized something which had never been quite so clear to me before.

It was simply this—and I wonder how many of you have already discovered it: When a patron of our service sets about telling us how we did, whether good or bad, he is almost always motivated by a *combination* of things.

Thus, a passenger may tell us that the train was late and that some members of the crew seemed unfriendly. Another passenger may comment that the food in the dining car was delicious and the entire crew of the train was courteous and pleasant. A user of our freight service may write that the shipment arrived on schedule, undamaged, and that the local freight agent called to make sure the service had been satisfactory.

There is a principle of psychology involved here which I do not know the name for, but having been trained as an engineer, I think of it as a matter of momentum. And it is remarkable what it can accomplish. As a matter of fact, one of the most interesting things about it is that it adds a new dimension to the familiar idea of cooperation. It shows that our responsibilities go far beyond ourselves as individuals. We depend upon each other to combine service with service in such a way as to make a good, lasting impression on our customers. In this way we build traffic and jobs.

The things we do right are good in themselves, but when they are combined with the things done right by others, they are wonderful.

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

AN ENCOURAGING WORD

"The writer is a priest who has lived in St. Paul over a quarter of a century.

"In life people spend too much time offering criticism and seldom encourage persons who do good things. So it occurred to me that I should write you about the good service that is given in the St. Paul city ticket office by Mr. Golden and Mr. Olsen and the others. Always I found the men in that office very cooperative and anxious to give service and to help a patron. It is a friendly office."

*Rev. F. J. Gilligan
St. Paul Seminary*

St. Paul, Minn.

QUEENS FOR A DAY

"This is to tell you a person doesn't have to be an Elizabeth or a Sheba to be treated like a queen on your trains. Recently I took my two aunts, one aged 82 and the other 88, to visit my father on his 87th birthday. We took the Afternoon Hiawatha out of Chicago, and both the porter and the conductor were most kind. . . . The porter never passed us without asking if we were comfortable, or if there was anything he could get us. When it came time to get off at Winona, he told the conductor about us (getting two women of my aunts' age and our grips off could be a problem) and the conductor would not allow my older aunt to even get up from her seat until the train had stopped. Then he helped her up and to the platform. They also opened the car at the nearest exit for us . . . and the porter helped her down as though she were a child.

"So I feel I should tell you we enjoyed our trip . . . Your porter and conductor made it such a pleasure, we all said we wouldn't hesitate to do it again. Our thanks, also, for a smooth, comfortable ride."

*Mrs. Loren W. Russell
12322 Harold Street*

Palos Heights, Ill.

COURTEOUS CONDUCTOR

"I should like to thank the conductor in charge of your train No. 135 leaving Union Station at 8:15 A.M. Feb. 11 [C. H. Trantor] for his courtesy to me. This was my first trip on this train, although I am a daily commuter on the Elgin line. My purpose was to go to Morton Grove to attend a funeral at 10 A.M. The weather was below zero and trains were delayed.

"Soon after the train left Western Avenue it stopped and the conductor announced to the passengers that the delay would be indeterminate due to a derailment at Mayfair station. Naturally I was greatly disappointed that I could not get to Morton Grove on time, and I hunted up the conductor to tell him my problem. I was very appreciative of his courtesy to me and wish you would tell him so."

*Grace M. Kelley
c/o N. W. Ayer & Son
135 S. La Salle Street*

Chicago, Ill.

MATTER OF ORGANIZATION

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

"Just a note to express my appreciation for the friendly and courteous treatment my party and I received on the Olympian Hiawatha upon which we traveled from Seattle to Chicago. Everything was done for our comfort and convenience, beginning with your general agent, Mr. R. E. Schaffert, in Seattle who arranged our transportation. We were indeed fortunate to have aboard Mr. M. P. Ayars, your superintendent of sleeping and dining cars, and Mr. L. Wylie, your superintendent of electric power. It was a splendid trip, and in addition to your officials named above, we received friendly and efficient service from your entire train crew. Congratulations on a splendid organization."

*Cecil M. Webb
Chairman*

*State Road Department of Florida
Tallahassee, Fla.*

The Milwaukee Goes on TV

BEGINNING the middle of March The Milwaukee Road starts its first full-fledged advertising campaign on television. Six cities comprising four major markets are covered by the program—Milwaukee, St. Paul-Minneapolis, Spokane and Seattle-Tacoma.

What do we have on the air? It varies. On WTMJ-TV in Milwaukee, the railroad is sponsoring "Look at the News" each Saturday evening. Over KSTP-TV in the Twin Cities, there is Dick Nesbitt's Sports on Tuesday and Thursday evenings.

On KXLY-TV in Spokane, we are sponsoring "Top Secret," a brand new mystery drama on Sunday afternoons, plus one-minute announcements twice weekly before the late movie.

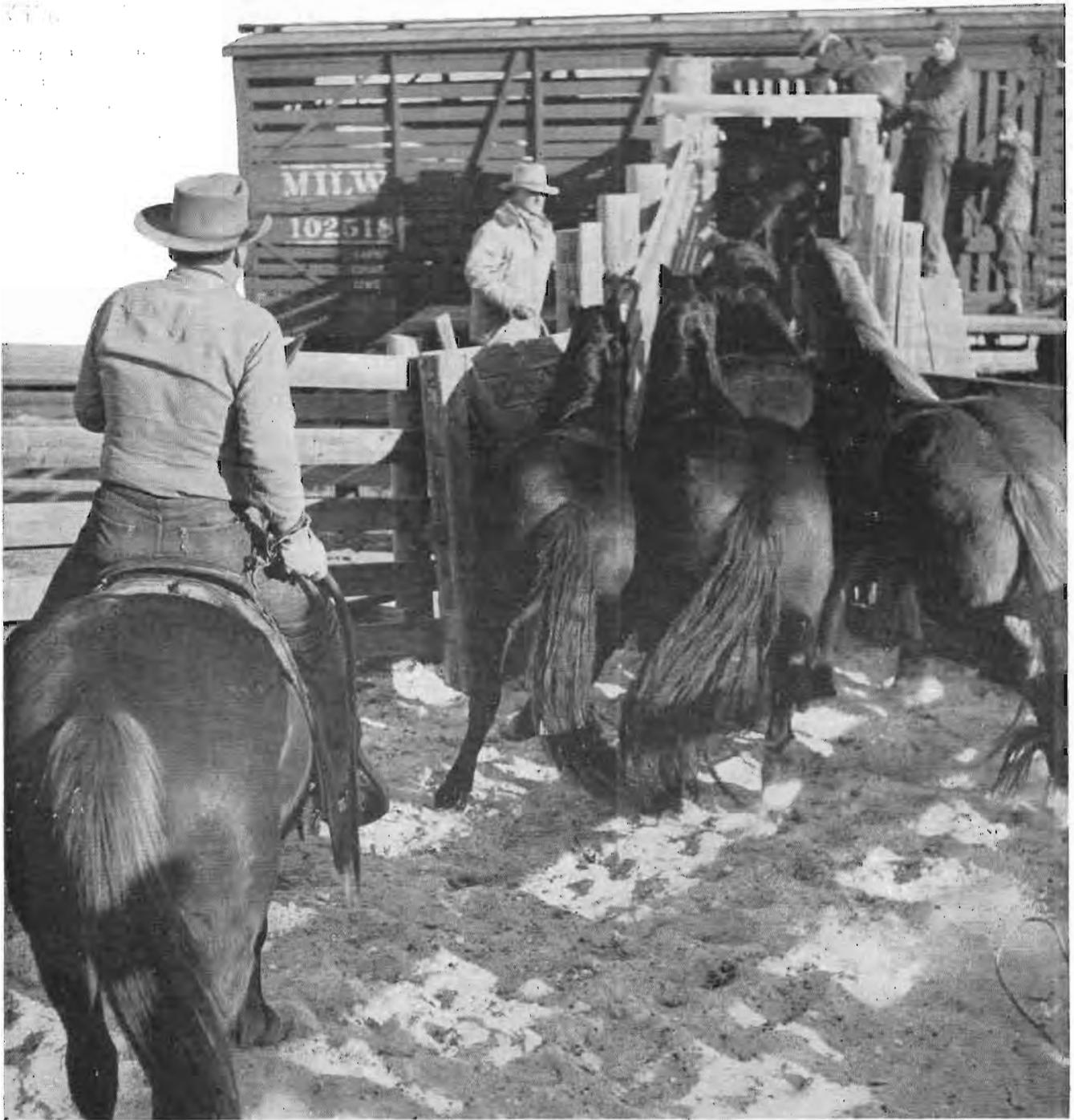
In Seattle-Tacoma we are on KING-TV with participating sponsorship of "The Falcon" on Monday evenings, "Badge 714" on Fridays and "King's Ring" on Saturday. This latter is an amateur boxing program.

The commercial announcements are sound-on-film. For the passenger department each announcement is, in effect, a brief travelogue featuring the advantages of travel on the Hiawathas and the attractions of the territories served. There are also some institutional messages covering our freight service and featuring such things as the complete dieselization and electrification of the railroad, the operation of the Bensenville and Airline classification yards and the recent speedup in freight schedules.

The Sunday radio newscasts that have been a part of the Milwaukee's advertising program for many years are being continued on a number of radio stations in cities where we have no television.

Dividend Declared on Common Stock

A DIVIDEND of \$1.00 per share on the common stock of The Milwaukee Road was declared out of 1954 earnings at a board of directors' meeting in Chicago on Mar. 9. The dividend is payable Apr. 7, 1955 to holders of record at the close of business Mar. 19, 1955. As announced last month, a dividend of \$5.00 per share on the company's Series A preferred stock was declared at the meeting of the board on Feb. 9. A dividend of \$1.00 per share on the common stock was also paid last year.



heading for trail's end, via The Milwaukee...

THE LAST of the WILD HORSES

THE end gate closed Jan. 24 on the wild horse chapter of central Montana history when wranglers near Winifred corralled and shipped the last of the cayuses to the meat-packing plants.

Out in a country where "they ain't nobody what can't sit a hoss," Long Irv Smith, his son, Vernon, and Elmer

(Monk) Ward shipped about 130 head to the dog-and-cat food houses of Oregon where they'll bring \$2.50 the hundred pounds. Nineteen-year old Vernon, who kicked in about 30 of his own, estimated the three of them should split \$2,500 on the deal.

"We used to load every month,"

young Vernon said of the horses. "Once Dad even shipped 600. But we got down to one loading every six months and this is the end of them." In his lifetime Ward estimated he had shipped 20,000 horses.

Although only 21 of the herd were "slick" (unbranded), the horses turned

EDITOR'S NOTE: There was a time not so long ago when wild horses were a familiar sight from Milwaukee Road trains crossing Montana's vast rangelands. For a great many years these horses have been symbols of a limitless land and the romance of the Old West. But times have changed.

One day last month L. F. Walsh, division freight and passenger agent at Great Falls, Mont., sent the Magazine an article from the Lewistown Daily News which focused attention on this colorful aspect of western life for what may be the last time. The article told how, in the words of the author, Barbara Lenmark, the end gate had been closed on the wild horse chapter of central Montana history.

The account was so picturesquely given that, through the courtesy of that newspaper and the author, it is reprinted here with only those deletions demanded by limited space. The photos are also from the Lewistown Daily News.

out months ago by the three men to graze were almost as wild as their unbranded cousins when trailed in from the desolate breaks by the Missouri.

Originally, the cayuses seen around the Badlands came from Spanish stock, imported by Cortez when he set his sights for a new empire. Tradition has it that at the end of the 16th Century, the Spanish government turned horses loose to go forth and increase. Most of the boys believe, though, that the "mustangs" were stray and runaway horses lost by the Conquistadores.

Watching the loading, many a Mon-

tana oldtimer had reason to shift his cut from one cheek to the other and allow that times and methods of round-up sure had changed. This was especially true when Monk Ward hopped into his high-powered car and tore off across the field to honk his horn at some recalcitrant beast that wouldn't bunch up with the herd brought down three days before.

About the only familiar thing about the round-up was the wrangler's immortal: "Git in thah, yu so-and-so. Git! Yip yee-awww. Yaw!"

Certainly it was a far cry from the 1897 affairs Emerson Hough used to chronicle. Instead of shipping them off for meat, the boys used to catch them in March and use the summer months for bronco bustin'.

This round-up took three hands and only a day's trailing. Smith sent his offspring to do the job—Vernon, and his two sisters, Margie and Betty, 18 and 13, respectively. Shy, pretty and small, the two girls proved that range women no longer have to be of the hard-bitten Calamity Jane school.

The drive was relatively short once the horses were sighted, about five miles from the loading corral. No mishaps were reported by the trio even in swimming the herd across 150 feet of water. Time was that dozens of horses were drowned when swimming swollen rivers, others were killed in falls over cliffs and the like.

The Smiths hurried the horses from Dog Creek to an enclosure high above the corral. For three days the animals had a chance to inspect the five yawning freight cars, which stood patiently on a siding, and speculate about their futures.

A cold, early morning wind flicked ashes from the tailor-made cigarettes of the half dozen cowpokes as they milled about, waiting for the signal to drive the 130 head down to the corral. Car after car poked around the road as Winifred residents checked to see that everything was proceeding on schedule. Program for the day was to sort the horses, check the brands and load so that a 6 o'clock Milwaukee Road train could haul the cargo westward.

No hearty "hi-ho, Silver" sounded the charge when the riders pounded up the rise. Stationing themselves around the herd where the horses could only move forward, they began yelling, waving Stetsons and lariats. The cayuses, wild as antelopes, burned up the turf trying to escape the stinging ropes and whips.

Wranglers circled them around the boxcars and fed them into the big corral, keeping eyes alert for independent horses that refused to follow the leader. With the gates closed behind the animals, the men cast glances for what might still be an "easy keeper" for possible saddle material.

Some looked sleek enough to crash the Kentucky Derby set. Others looked like crosses between mules and work horses which 400 pound dudes had been riding.

Most of the horses belonged to Irv Smith who was able to single out almost every one by name, whether they were his own L-Bar brand or his purchases from the Rocky Boy Reservation.

"Indians won't sell usually, unless they want to celebrate," Margie Smith explained.

The arrival of Hilton Hess, the branding inspector, started the long day of

Opposite Page: A whip cracks and the horses funnel up the chute into one of the five Milwaukee Road freight cars which took them from Winifred to the meat packing plants in Oregon.

Right: Some branded, some "slick", but none of them tame after months on the open range, the last of central Montana's wild horses descended from the mounts of 16th Century Conquistadores head for the Milwaukee Road stock pens and trail's end.





As shipper Irvin Smith (right) holds a horse steady, Brand Inspector Hilton Hess, brand book in hand, begins the search for an identifying mark. Every horse must be checked for the owner's "iron", if any. A "slick" one belongs to the finder.

sorting, weighing and loading. Clutching his fat brand book, he stationed himself in one end of the alleyway while the hands cut out two or three to see if they were the L-Bar of Smith, the Lazy-S-Bar of Monk Ward or were "slick". Every horse in the bunch had to go through his close scrutiny and if they carried another brand, the two shippers had to be ready with bills of sale showing that the purchase was a legitimate one.

Some roans were either so honkey (mad) or spookie (frightened) they bolted past the guard of cowpokes who tried to block the alleyway. Once horses got away, it was up to Tony LaFountain and his mount, Popcorn, to hustle them back to the inspector.

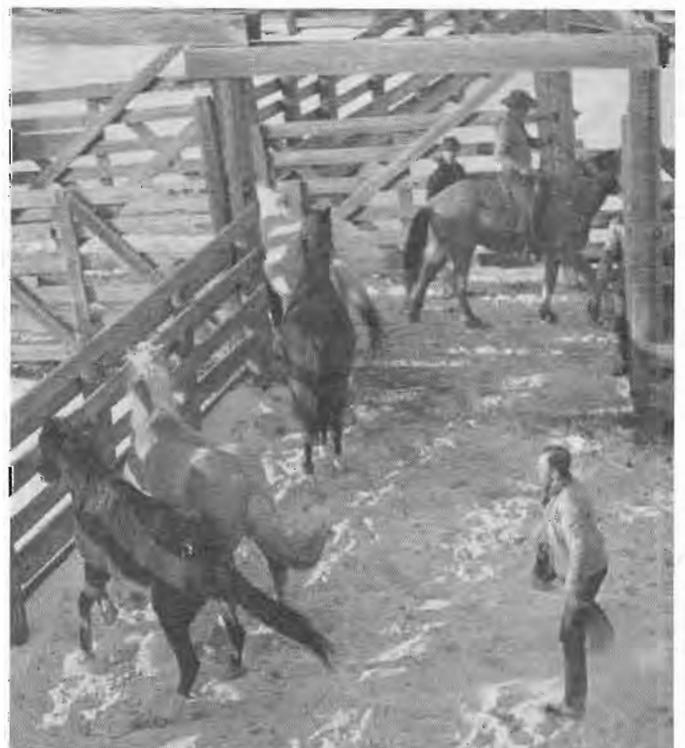
"Didn't get kicked or bit," Hess said later, "but I nearly got run down."

The boys opened gates and shoed and whistled the inspected horses into various pens, sorting them according to type, weight and for saddle possibilities. Last minute decisions by the owners saved a few from the glue factory. Some didn't make the grade, of course. There was the six-year old that Vernon Smith mounted and tested via the bareback-and-neck rein method. Thumbs went down after a 15-minute trial. Another big black was whisked off the loading chute at the last possible moment by the elder Smith who thought it might make good riding material.

By afternoon, the weighing process

was in full swing. Three horses were crowded onto the scales at a time with Monk Ward or Margie Smith tallying the total and dividing by three. The plan was to load an average of 20 horses to a freight car, although some animals were so obviously outsize that only 18 could be moved comfortably into that

Flapping his sweaty Stetson and shouting the classic epithet, one cowboy shoos four horses from the pen to the alleyway where the brand inspector waits to determine ownership.



space.

Once 20 were toted, the boys shuttled them down the narrow alleyway and opened the chute to the railroad car. Trouble broke loose as the horses began to sense they were indeed part of the last roundup. Dozens of onlookers, parked on the fences, added their ruckus to the din sent up by the wranglers doing the herding on the ground. When voices failed, butts of ropes and whips usually made the horses "git in thah".

Side-doors rattled shut and everything suddenly simmered down to dead silence, broken only by the curses on the other side of the corral where horses were being shunted into a truck.

As the "fence-sitters" began milling towards town, one grizzled veteran of many roundups paraphrased Charlie Russell's pal, Rawhide Rawlins. In 1925 Rawhide told the artist: "I read in the papers a while back where there's 70,000 wild hosses on the ranges of Montana. They say these animals are a menace to stockmen. . . . Mebbe this is right.

"But for thousands of years the hoss furnished all transportation on land for man an' broke all the ground for their farmin'. He has helped build every railroad in the world. Even now he builds the roads for the automobile that has made him nearly useless, an' I'm here to tell these machine-lovers that it will take a million years for the gas wagon to catch up with the hoss in what he's done for man."

Farewell To Steam

"To Lanesboro folk," the Winona (Minn.) Daily News reminisced, "the puff, puff of heavily-laden freight engines, the clank of their drivers on the rails and the sound of the soft whistle echoing against the bluffs of the Root River Valley will be sorely missed. The old steam engines are being sent east and will be junked for scrap. Another tie with the past has been broken by progress."

A Port Angeles, Wash. paper commented, "As dawn came over the Olympics, No. 1459 stood cold, her fires out, and waited for her last trip. . . ." And from Janesville, Wis., ". . . No. 1009 was one of the last to go, towed away like a helpless old man."

"It's hard to believe," mused a Madison, Wis. writer, "and it's more than a little sad. There was no thrill like that of going to the station with Dad to see the trains come in. . . ." And so the newspaper stories ran, toward the end of the year and through January.

The Milwaukee Road had bade farewell to steam.

It was a necessary leave-taking, dictated by the demands of progress, and it had been in process for several years. But once the job was done, the faint sound of a sigh went up along 11,000 miles of railroad. Editors of metropolitan dailies joined their brothers on the county weeklies in a heavy-hearted search through the files for a likeness of the proud beauty which had helped so much in putting their town and their state on the map many years before.

The last regularly scheduled steam locomotive operation on The Milwaukee Road occurred on Jan. 4. With Engineer A. J. McGinn on the seat box, locomotive No. 239, an S-2, had the honor of being the last as it pulled No. 91, a way freight from LaCrosse, into St. Paul yard at 4:30 in the afternoon.

It would not be completely accurate



History was made that day, and the photographer was on hand to record it—the last steam engine in regularly assigned service on The Milwaukee Road, with the crew that brought her train into St. Paul on Jan. 4. They are Conductor J. E. Donovan (on ground), Brakeman W. L. Murray (on steps), Fireman C. L. Falls (in gangway) and Engineer A. J. McGinn. The other brakeman, C. R. Baraniekiewicz, was not present when the picture was taken.

to say that a steam locomotive will never again be seen on Milwaukee Road rails. Approximately 100 of the Road's best coal-burners have been stored for use in the event of emergencies such as floods (which steam engines can wade through to much better advantage than diesels) or traffic demands such as arise during wartime. Also as a hedge against such emergencies, the railroad is retaining coal and water facilities in certain territories. Other such facilities have been sold to individuals or donated to municipalities for a variety of uses beneficial to the public.

To all intents and purposes, however, the railroad has said farewell to steam and has turned the motive power job

over to a fleet of 567 diesel locomotives (consisting of 757 individual units) and 103 electric locomotives. These diesels compare with the 2,110 steam locomotives which, with a small number of electric motors, were required to do the work of the railroad in 1923, the year in which locomotive ownership was at its peak on The Milwaukee Road.

As President J. P. Kiley recently pointed out, the Milwaukee's change-over from steam to diesel power began in 1948 as a 10-year plan. That the plan has been completed so much sooner than anticipated is an indication of the speed with which the Milwaukee has adjusted to modern transportation needs.



This made it official—going up into the cab of the electric locomotive at the head end of the Olympian Hiawatha in Tacoma. Shown with Fireman R. C. Patrick are Cub Scouts Stephen Fitzgerald (left) and Jim DePree, son of Dr. James DePree, chief surgeon of the railroad on Lines West.

Below: Passenger and Ticket Agent G. B. Baker at Missoula shows his ticket case to a group of local Cub Scouts and their den leader. They were part of a group of 26 Cubs, 16 Boy Scouts and five adults who made a trip from Missoula to Deer Lodge on No. 16 and back on No. 17, Jan. 30.



it was RAILROAD MONTH for the Cubs

"THERE were three boys in front of three boys, three boys behind three boys, and three boys between three boys. How many boys were there?"

The Mason City Globe Gazette writer who described a tour of Milwaukee Road facilities in those words succeeded very well in describing the abundance of blue-clad youngsters and the state of utter fascination in evidence throughout the railroad in January. The Cub Scouts had officially designated it as Railroad Month and the Milwaukee Road was privileged to play host to un-

counted thousands of them.

Boys clambered through locomotive cabs, visited yards, were taken on tours of Hiawatha equipment, studied mail handling, talked with train and engine crews, and made train trips. During their visits most of them received Milwaukee Road pencils, badges and railroad booklets.

John J. Dombrowski, superintendent of Milwaukee Terminals, who addressed three separate Cub Scout meetings in Milwaukee during Railroad Month, expressed himself as being surprised to

find the grasp which the young boys have of railroading matters. Following his talks, he said, he found himself besieged by boys asking questions having to do with such things as the weight of a box car wheel, whether couplers are automatic, and how much money the railroads spend for research.

From one end of the system to the other Cub Scouts were given an on-the-ground lesson in the operation of a great railroad and the vital part the industry plays in the life and welfare of the nation.



Left: Superintendent John Dombrowski of the Milwaukee Terminals found that parents of Cub Scouts at Jefferson Street School, Milwaukee, were just as interested as the boys themselves when he "talked railroading" with them.

Right: All set for a tour of Chicago Union Station, this group of Cub Scouts from suburban Deerfield stopped to cheer Engineer Merle Williams, who had just brought their train into the station.



Above: Art Cox, western news editor of Railway Age, and a resident of Deerfield, Ill., brought three groups of Cubs into Chicago for a tour of the Union Station. Here he lets the boys see how it feels to be "on the inside looking out" of the station jail.



Above Right: At Milwaukee Union Station these Cubs learned about baggage handling from Gilbert Thompson, baggage room attendant.

Right: Part of a group of 30 Cub Scouts who made a train trip from Richland Center to Lone Rock, Wis. With them is their cubmaster, Dr. Kilian H. Meyer, company surgeon at Richland Center.



Below Right: Favorite spot for the 1,570 Tacoma Cubs who visited the Olympian Hiawatha equipment set out for their special benefit was the top deck of the Super Dome.



General Superintendent F. R. Doud Retires

F. R. DOUD, general superintendent with headquarters in Minneapolis, and one of the operating department's best known veterans, retired on Mar. 1.



F. R. Doud

Mr. Doud, a native of South Dakota, joined the railroad as a caller at Mitchell in 1907 and the following year became an operator. When in 1910 he made his date as dispatcher he had just passed his 18th birthday and was the youngest dispatcher on a regular job on any railroad in the country. After serving as chief dispatcher he was appointed superintendent in 1932 and in that capacity was in charge of operations on the Iowa & Dakota, La Crosse & River, Kansas City and Madison Divisions. He was appointed general superintendent with headquarters at Madison, Wis., in July, 1951 and promoted to the general superintendent's position in Minneapolis in November, 1952.

Mr. Doud's career with the railroad is matched by an equally distinguished

record of military service. Enlisting for World War I, he served with the 13th Engineers as a first lieutenant and was discharged as a captain in the Reserve Corps. During World War II he was a lieutenant colonel in command of the 712th Railroad Operating Battalion, the supply line for the Third Army. For efficiency in keeping supplies moving without interruption, he was awarded the Bronze Star. Subsequent to VE Day he served on the Theatre General Board under General Patton.

For many years Mr. Doud has been interested in Legion and V.F.W. activities. As a delegate from South Dakota he attended the first Legion convention in 1920 and was on the committee that selected the Legion emblem. He organized the first legion post at Moberg and has served as commander of V.F.W. posts at various other points on the railroad.

Since being appointed general superintendent at Minneapolis, he has been active in civic work there, serving as vice chairman of the State of Minnesota Civil Defense Council—Railroad Committee, and as a director of the organization, "Keep Minnesota Green, Inc."

Some 80 employees and friends of The

Milwaukee Road gathered in Minneapolis on Feb. 24 for a retirement dinner in Mr. Doud's honor. Among the gifts they presented to him was a set of matched golf clubs, since it is known that in addition to catching up on his fishing and hunting, Mr. Doud intends to concentrate on breaking 100 with a little more regularity than he has done in the past. For the present, he and Mrs. Doud plan to live in Wauwatosa, Wis., near their married daughter and grandchild. They also have a son and three grandchildren in Endicott, N. Y.

THE COVER

Anyway you take it, March is an odd month, marked for the most part by bad weather, but spotted with just enough beautiful days to make people start thinking of summer and their vacation plans. The cover this month is by way of being a preview of at least one of the never-to-be-forgotten experiences awaiting vacationers who visit Mt. Rainier this summer.

how are we doing?

	JANUARY	
	1955	1954
RECEIVED FROM CUSTOMERS		
for hauling freight, passengers, mail, etc.....	\$ 18,597,905	\$ 17,633,965
PAID OUT IN WAGES.....	9,381,503	9,938,085
PER DOLLAR RECEIVED (CENTS)	(50.4)	(56.4)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	560,873	558,203
PER DOLLAR RECEIVED (CENTS)	(3.0)	(3.2)
ALL OTHER PAYMENTS		
for operating expenses, taxes, rents and interest...	8,470,083	8,494,313
PER DOLLAR RECEIVED (CENTS)	(45.5)	(48.2)
NET INCOME	185,446	
NET LOSS		1,356,636
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:		
Number of cars	109,928	103,723
Increase 1955 over 1954.....		6,205

M. L. Boydston Heads Railroad Tax Commissioners



M. L. Boydston

MAX L. BOYDSTON, Milwaukee Road tax commissioner, was elected president of the Western Association of Railway Tax Commissioners at a meeting held in Chicago on Feb. 8. At the same time Leonard R. Norberg, assistant tax commissioner, was re-elected secretary-treasurer.

Mr. Boydston previously served the association as secretary-treasurer, and for the past year has been vice president. He has been with the Milwaukee Road since 1941, when he started in Seattle, and has been tax commissioner since 1950.

The Western Association of Railway Tax Commissioners includes among its members representatives of almost all the principal railroads in the country, as well as public utility representatives.



test your knowledge of railroads and railroading

(Answers on page 38)

1. What is the meaning of the letter "f" placed before a time figure in a railway timetable—fast time, freight station, or flag stop?
2. To whom does the train conductor report in connection with operating matters—the trainmaster, the division superintendent, or the superintendent of transportation?
3. Approximately what percentage of the total freight car movement on the American railroads is empty movement—26 per cent, 36 per cent, or 46 per cent?
4. In which of the 48 states was daily railway transportation service first introduced?
5. What is a home signal—a signal at the entrance of a route or block to govern trains entering that

Minneapolis Attorney Wins Essay Award

Stuart W. Rider Jr. (left) receiving his award at a meeting of the New York Railroad Club on Feb. 24, together with W. J. Kangas, commercial agent of the Erie, New York (center), who won the first prize, and C. V. Lyon, car service agent, A.A.R., the second prize winner.



JUDGES for the annual essay contest sponsored by the New York Railroad Club awarded the third prize in the 1954 contest to Stuart W. Rider, Jr., the Road's assistant solicitor in Minneapolis. Mr. Rider was presented with a cash award of \$250 at a meeting in New York's Hotel Commodore on Feb. 24.

The New York Railroad Club has conducted the essay contest for the past six years with prizes being given for papers judged the most constructive in the direction of improved performance and service by the railroads. Mr. Rider's prize-winning essay was entitled "Increased Earnings Through Human Relations".

The first prize of \$750 was awarded to W. J. Kangas, commercial agent for the Erie Railroad in New York, for a paper entitled, "Maximizing the Rail-

roads' Net Earnings Through Their Inherent Advantages". C. V. Lyon, car service agent, Car Service Division of the A.A.R. in Washington, D. C., received the second prize of \$500 for an essay on the subject of "The Inherent Advantages of Railroads and How They Can Best Be Protected".

Mr. Rider also received a prize in the 1951 Roy V. Wright Memorial Essay Contest which the New York Railroad Club sponsors. His essay on "Essential Provisions of an Adequate National Transportation Policy", an assigned subject, was judged one of the top seven.

Mr. Rider is a graduate of the University of Minnesota law school. He was a practicing attorney in Minneapolis before joining the Road's law department staff in 1948.

- route or block, or any signal giving a homebound train a green light?
6. What is the name of the book or form used at designated stations for registering the time of arrival and the time of departure of trains—train register, station master's log, or time chart?
7. What is the height of a standard box car door opening—less than 7 feet, between 7 and 10 feet, or over 10 feet?
8. Does a railway company have the power to declare an embargo on freight shipments over its lines?
9. There are more than 50,000 tank cars on the American railroads bearing the letters UTLX. To what

- company do they belong?
10. Are the spandrel walls of a concrete viaduct—the walls of the foundation piers, the outer walls of the superstructure paralleling the roadway, or the inner walls of the superstructure?

Work is not only an economic but a psychological necessity. Freud called it man's strongest tie to reality. It's our most effective way of relating ourselves to the world, finding out who we are and what we can do, of being somebody and meaning something to others and to ourselves.

Health Benefits Provided For Non-Operating Employes

A HOSPITAL, medical and surgical insurance policy covering half a million railroad employes, including 17,109 Milwaukee Road men and women, became effective Mar. 1. The insurance coverage is being provided under an agreement entered into between most of the nation's railroads and the chief executives of the non-operating unions.

The policy affects 14,236 Milwaukee Road employes on Lines East, plus an additional group of 2,873 on Lines West who continue to receive benefits through membership in the Milwaukee Hospital Association but one half of whose association dues are now paid by The Milwaukee Road itself. For each Lines East employe affected by the agreement the railroad company is contributing \$3.40 per month per employe.

An equal amount is deducted from the earnings of the employe himself. An additional deduction is made from the earnings of those individuals who elect to take advantage of insurance coverage for their dependents.

At the present level of employment The Milwaukee Road contribution to this plan for employe health insurance is at the rate of \$55,584.90 per month, or approximately \$667,000 per year.

The benefits provided by the contract are described in a booklet which was recently distributed to all affected employes. Another booklet has also been distributed, providing detailed information regarding coverage available to the dependents of affected employes, as well as to furloughed or retired non-operating employes and their dependents.

Milwaukee Road Man to Head Air Force Construction Agency

LIEUTENANT COLONEL RICHARD J. COFFEE, who was division engineer with headquarters at Terre Haute when he was recalled to duty with the Air Force at the outbreak of the Korean War, has been assigned as



Lt. Col. R. J. Coffee

chief of the administrative division of the Air Force Academy Construction Agency at Colorado Springs, Colo. In that position he will take part in supervising the design and construction of the new Air Force Academy which is to be located near Colorado Springs. Previously he had directed construction of Air Force bases in Japan, the Philippines, Guam and Okinawa.

Colonel Coffee was employed by the Road shortly after his graduation from Purdue University in 1939 as a civil engineer. At the start of World War II he was called into the Army Air Corps as a first lieutenant and served for the duration with training and tactical units as a squadron commander and executive officer of a heavy bombardment unit. His overseas duty included assignments in New Guinea, Netherlands, East Indies and Manila, and the Philippines.

When recalled to duty for the Korean War, Colonel Coffee's first assignment was the development of Okinawa as a base of operations for B-29 units bombing North Korean targets. Most recently he has been stationed with Headquarters of the Far East Air Forces in Tokyo. For his part in the construction of United Nations bases in Korea he has been awarded the Bronze Star Medal.

R. H. Padgett

RALEIGH H. PADGETT, chief disbursement accountant, Chicago, died suddenly on Feb. 13. He was 55 years of age.

Mr. Padgett had been in railroad service since 1921, starting with the Pennsylvania in Terre Haute. Transferring to the Milwaukee in 1926, he was first employed in the office of the division accountant at Deer Lodge, Mont. He left the company in 1929 but returned in 1933 on a clerical position in the office of the auditor of expenditure in Chicago, and after successive promotions in the accounting department at Fullerton Avenue in 1944 was appointed assistant auditor of passenger accounts. He had been chief disbursement accountant since Jan. 1, 1952.

Mr. Padgett was buried in Chicago with Masonic rites. Survivors include his widow, Flossie; two sons, Ted and William; six grandchildren; and his father.



Mr. and Mrs. G. O. Downing

G. O. Downing Retires

GLENN O. DOWNING, the well known and well liked supervisor of signals and communications on the Milwaukee Division First District at Sturtevant, was honored at a retirement dinner held near Kenosha, Wis., on Feb. 19. More than 150 officials and fellow employes attended the affair, which was sponsored jointly by the local station agents and employes association and the signal department forces.

The Chicago-Milwaukee line, often referred to as "the hottest line in the world", has been the scene of 41 of Mr. Downing's 45 years of service. He has been at Sturtevant continuously since 1914, starting on a maintenance crew and advancing through promotions to the supervisor's position. He and Mrs. Downing have occupied the same home there for 35 years, during which Mr. Downing served two terms as village president and was clerk of the Sturtevant State Graded School.

The highlight of the retirement dinner was a "This Is Your Life" skit presented by fellow employes. Beginning with Mr. Downing's infancy, the review included incidents from his service with the 13th Engineers in France—he was the first Racine County man to enlist in World War I — his participation in sports, and his service with the railroad. He and Mrs. Downing will move soon to a new home near Sturtevant, where space has been allowed for display of their collection of antiques and the railway mementoes which belonged to Mr. Downing's father, Irving W. Downing, a pioneer Milwaukee Road conductor.

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

Operating Department

Effective Mar. 1, 1955:

F. G. McGinn is appointed assistant to vice president-operations, with headquarters in Chicago. Mr. McGinn, who started with the Road in 1930 as an operator and was later dispatcher, assistant trainmaster and trainmaster at various points on Lines East, has served as assistant superintendent at Dubuque, Savanna and Perry. He



F. G. McGinn

was appointed superintendent of the Iowa Division in January, 1953, and since April, 1954, has been superintendent of the Milwaukee Division.

J. A. Jakubec is appointed general superintendent with headquarters in Minneapolis, following the retirement of F. R. Doud. Mr. Jakubec started with the Road in Minneapolis in 1920, has been chief clerk, trainmaster and assistant superintendent at various points. In April, 1949 he was appointed superintendent of the H&D Division and has since served in that position in the Chicago Terminals and Milwaukee. Since May, 1953, he has been general superintendent with headquarters in Milwaukee.

L. W. Palmquist is appointed general superintendent with headquarters in Milwaukee, succeeding Mr. Jakubec. Mr. Palmquist has been with the Road since 1928, first in the engineering de-

partment and later as trainmaster and assistant superintendent. Promoted to superintendent, he has served in that capacity at Aberdeen, and since November, 1947 at LaCrosse.

Martin Garelick is appointed super-



L. W. Palmquist



M. Garelick

intendent of the Milwaukee Division with headquarters in Milwaukee, succeeding Mr. McGinn. Starting in the engineering department in LaCrosse in 1947, Mr. Garelick served as trainmaster in Terre Haute, Chicago and Portage. Since June, 1953 he has been general manager of the Des Moines Union Railway.

W. E. Swingle is appointed superintendent of the LaCrosse & River Division with headquarters at LaCrosse, succeeding Mr. Palmquist. Starting with the Road at Marquette, Ia., Mr. Swingle has served as trainmaster and assistant superintendent, and as superintendent at Minneapolis, Terre Haute and Miles City.

A. O. Thor is appointed superintendent of the Trans-Missouri Division with headquarters at Miles City, succeeding Mr. Swingle. Mr. Thor, who started with the Road at Green Bay in 1919,

served as trainmaster and assistant superintendent until 1942, and has since been superintendent of the Idaho, Coast, and most recently of the H&D Divisions.

P. J. Weiland is appointed superintendent of the Hastings & Dakota Division with headquarters at Aberdeen, succeeding Mr. Thor. Starting in track service in 1916, Mr. Weiland later served as roadmaster, trainmaster and assistant superintendent, and since 1949 division superintendent at Ottumwa and Sioux City.

A. C. Novak is appointed superintendent of the Iowa & Dakota Division with headquarters at Sioux City, succeeding Mr. Weiland. Mr. Novak, who has been with the Road since 1923, has served as trainmaster and assistant superintendent, and since Nov. 1, 1949 as superintendent of the Milwaukee-Kansas City Joint Agency.

R. R. Brown is appointed superintendent of the Milwaukee-Kansas City Joint Agency with headquarters in Kansas City, succeeding Mr. Novak. Mr. Brown entered the Road's service in 1927 and was trainmaster at Milwaukee, St. Paul and Austin before July, 1951 when he was appointed assistant superintendent of the Milwaukee Terminal Division.

R. W. Graves is appointed assistant superintendent of Milwaukee Terminals with headquarters in Milwaukee, succeeding Mr. Brown. Starting with the Road in 1916, Mr. Graves was trainmaster at various points before being appointed assistant superintendent at Beloit in November, 1947 and at Mason City in August, 1952.

J. D. Simon is appointed assistant superintendent of the Iowa & Dakota Division First District with headquarters in Mason City, succeeding Mr. Graves. Since starting with the Road at Mitchell in 1937, Mr. Simon has served as operator, dispatcher and trainmaster, and since November, 1952 as assistant superintendent of the Milwaukee Division First District.

F. H. Ryan is appointed assistant superintendent of the Milwaukee Division First District with headquarters in Milwaukee, succeeding Mr. Simon. Starting in station service in 1934, Mr. Ryan was later agent, operator, dispatcher and trainmaster at various

our safety score

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

Month	1955			1954			Percent Increase or Decrease		
	Fatal	Rep.	Inj.	Fatal	Rep.	Inj.	Fatal	Rep.	Inj.
January	20	.....	20	.....	.....	.....	.....	.....
February	17	.....	16	.....	.....	.....	.....	+6
TOTALS	37	.....	36	.....	.....	.....	.....	+3
Casualty Rates12*	4.47*	.....	3.99	.....	.....	.....	+12

*Estimated

points. Most recently he has been assistant superintendent at Beloit.

G. J. Barry is appointed assistant superintendent of the Madison Division with headquarters in Beloit. Since entering service in Milwaukee in 1948, Mr. Barry has been transportation assistant in Chicago, and trainmaster in Milwaukee and Davenport.

L. H. Walleen is appointed assistant superintendent of the Hastings & Dakota Division with headquarters at Montevideo. Since starting with the Road in 1932, Mr. Walleen has served as agent-operator and dispatcher, and most recently as trainmaster at Moberg.

W. F. Bannon is appointed trainmaster of the Trans-Missouri Division with headquarters at Moberg, succeeding Mr. Walleen. A Milwaukee employe since 1941, Mr. Bannon was previously trainmaster in Bensenville, Terre Haute and the Milwaukee Terminals.

E. P. Bunce is appointed trainmaster of the Milwaukee Terminals, Milwau-

kee, succeeding Mr. Bannon. Mr. Bunce has been with the Road since 1948, formerly as fireman and engineer and since last October as special representative to general manager in Chicago.

Q. W. Torpin is appointed trainmaster of the LaCrosse & River Division with headquarters in Portage. Mr. Torpin started his service as an agent-operator in 1944 and had been dispatcher at various points until last year when he became special assistant to general manager in Chicago.

Traffic Department

Effective Mar. 1, 1955:

G. E. McManamon is appointed general agent at Everett, Wash., following the retirement of R. A. Kinnear. Mr. McManamon who started with the Road in Othello, Wash., in 1919 has been chief clerk in the Everett office since 1935.

Effective Mar. 16, 1955:

G. V. Valley is appointed assistant

general agent at Portland, Ore. Mr. Valley has been district passenger agent there since January, 1947.

Law Department

Effective Mar. 1, 1955:



L. E. Neumen

L. E. Neumen is appointed assistant general adjuster with headquarters in Seattle, following the retirement of C. A. Peterson. Mr. Neumen has been with the Road since 1910, as adjuster since 1918 and as district adjuster since 1925. He has been district adjuster in Seattle since 1937.

Finance and Accounting Department

Effective Feb. 16, 1955:

H. G. Russell is appointed chief dis-

Anthony Thomas Goes To College

ANTHONY THOMAS' dream of a college education began quite a while ago. Back in 1925, when he graduated from the Milbank (S.D.) High School, he had ambitions to study medicine or law, and as a means of earning the money to make his dream a reality, took a job on the section. It was the natural thing to do, as his father, the late Frank Thomas, was a veteran section foreman.

Then came the depression and a change in plans. The years went by and his college plans were shelved. But this spring he took them down from the shelf, dusted them off and found them to be as bright as ever.

So it was that Anthony J. Thomas, 46, now a section laborer at Bristol, S.D., went to Milwaukee late in February and enrolled at Marquette University.

He realizes, of course, that a professional degree is out of the question now. In fact, he is not working toward a degree at all, but is using his three-week vacation, plus a five-week leave of absence, to study those things which he wants most, and which he feels he needs.

During the 30-year delay in his plans, Mr. Thomas never stopped reading. When books were hard to come by, he borrowed them, and in later years built

up his own library of philosophy, chemistry, physics and education. Last year he learned of Marquette's new program of night classes for adults, and, after a visit to Milwaukee at Easter, began to make his plans.

The adult evening classes at Marquette



Mr. Thomas giving his first talk before the Tuesday night speech class. Most of his classmates come to school after an eight-hour working day.

are friendly and informal. There are no entrance requirements or examinations, and they are attended by people of all age groups and from many walks of life. Mr. Thomas is settled in a hotel room near the campus for his eight-week stay, and is taking five short term courses. During the day he studies in the university library and observes college life. At night he attends classes in speech, philosophy, religion, English and reading skills. Week ends are spent in the city's art galleries and museums and enjoying other cultural advantages of metropolitan living.

Starting his railroad service on the section at Milbank, Mr. Thomas transferred to Bristol in 1939. A bachelor, he lives with friends who have encouraged him to return to school. At Marquette he is keeping a day-to-day record of his experiences for the small son of a friend, which his parents will save for him to read when he grows up. "I want him to know what college is like," Mr. Thomas says.

Mr. Thomas is continually urging younger friends to continue their education. Observing that when a man once drops out of school to take a job he seldom returns, he said, "I'm just lucky that the spark didn't die. After all these years, I wanted to go to college as much as ever."

bursement accountant with headquarters in Chicago, following the death of R. H. Padgett. Mr. Russell started with the railroad in 1910 in the engineering department in Minneapolis, where from 1932 to 1940 he was bureau head of the district accounting department office. Since 1946 he has been assistant chief disbursement accountant in Chicago.

Signals and Communications Department

Effective Mar. 1, 1955:

Alfred Trinka is appointed signal and communication supervisor with headquarters in Milwaukee, following the retirement of G. O. Downing. Entering service at Oxford Jct. in 1937, Mr. Trinka has been with the signal department since 1939, most recently as an inspector in Milwaukee.

C. A. Peterson Retires at Seattle

C. A. PETERSON, assistant general adjuster in Seattle and a member of the Road's law department since 1918, retired on Mar. 1.

Mr. Peterson was born in Mason City, Ia., and counts his service from 1908 when he worked in the trainmaster's office there during summer vacations. Upon being graduated from Drake University law school in 1915



C. A. Peterson

he became a full-time employe as a clerk in the operating department. Transferring three years later to the claim department, he served as an adjuster in Minneapolis, Milwaukee, Mason City, Cedar Rapids and Des Moines until 1920 when he was appointed district adjuster at Aberdeen. In 1922 he became district adjuster in Chicago where he was appointed assistant general adjuster in 1937. He has served in that capacity at Seattle since 1944.

A large group of associates honored Mr. Peterson at a retirement luncheon in the Seattle Athletic Club on Feb. 4. L. H. Dugan, vice president and western counsel, served as toastmaster. As a token of their esteem, he was presented with a projector for colored slides, the better to enjoy his hobby of photography.

March, 1955

A Job for Harry



The buildings on the Ben Dayhoff place include this picturesque log cabin, typical of many in rural Indiana.

As a profit enterprise, Ben Dayhoff markets cured meats. The ham and side of pork he is holding here were smoked with sassafras wood.



BEN DAYHOFF, retired Terre Haute Division machinist turned farmer, is advertising for a hired hand these days. He says he works harder now than he ever did on the railroad. So far the quest has been fruitless, for, like others before him, he has discovered it's not merely a question of "how you gonna keep 'em down on the farm", but how do you get 'em there in the first place.

Right now Ben is banking on an offer he made recently to a retired gentleman from Missouri. Until a few years ago this man held a good job at a fine salary, but it wasn't permanent and he has been out of work for some time. If Harry S. Truman is interested, though, Mr. Dayhoff says he can start working for him tomorrow. The story gets a little involved, so let him tell it in his own fashion:

"After spending 52 years and four months as a railroad employe I decided I was ready to retire [Ben finished his service at the West Clinton roundhouse in 1948], and after my wife and I talked the situation over, we decided we would buy a small home in the country and leave town. So we bought a 59-acre farm four miles west of Rockville, Ind., on Highway 36. It is really a beautiful home, and the nice large lawn looks restful from the highway.

"But where we made our mistake was that we stocked the place up like young folks would. First we purchased 500 chicks, a nice large team of black mares, and all the farming implements a place that size needs. Then we got five milk cows, 11 calves and 68 head of hogs.

So it wasn't long until I came to the conclusion that I hadn't retired, but had only changed jobs, for I am really working harder now than I ever did on the railroad.

"So that's how it happens now I need help. Then I noticed one morning in the Terre Haute Morning Star an ad for employment which read as follows: 'If anyone has any jobs to offer, please get in touch with me', and it was signed 'Harry S. Truman'. That gave me an idea, so I answered the ad and told him how I was situated and what was in it for him. I offered him \$20 a month, board and laundry, and a horse and buggy to drive on week ends for recreation, and I told him if he was interested to let me know; that I would hold the job open for him until Apr. 1.

"So think it over, brother railroad men. When you take your pension you should retire, not do as I did. You can see how hard it is to get help, for I haven't heard from Harry yet."

THE DAYS LONG BEFORE DIESEL

We admire the old-time locomotives with their bright paint, their fixtures of gleaming brass and their pairs of outsize driving wheels. Yet railroad travel in their day was an adventure involving showers of hot cinders and an energetic bouncing on hard benches. Charles Dickens described it as "a great deal of jolting, a great deal of noise, a great deal of wall, not much window, a locomotive engine, a shriek and a bell" The days before oil, it might be hazarded, have charmed people most as their reality has dimmed.

—from *The Lamp*, published by the Standard Oil Company (New Jersey)

r e t i r e m e n t s

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

CHAPMAN, ASA B.
Asst. Engr. Chicago, Ill.
CLAVEY, GERTRUDE C.
Clerk Chicago, Ill.
HECKINGER, WILLIAM J.
Telegrapher Chicago, Ill.
KING, LYLE W.
Chief Fire Insp. Chicago, Ill.
LEONARD, ERNEST E.
Waiter Chicago, Ill.
PETERSON, CLAUDE A.
Asst. Gen. Adjuster Seattle, Wash.
SCARPELLI, FANNIE
Laundry Shaker Chicago, Ill.

CHICAGO TERMINALS

BARKER, ALBERT F.
Switchman Chicago, Ill.
COX, FLOYD H.
Machinist Chicago, Ill.
DOMINIK, STEVE
Car Cleaner Chicago, Ill.
HEKKALA, Charles A.
B&B Carpenter Chicago, Ill.
MALINOWSKI, TONY
Boilermaker Helper Bensenville, Ill.
MPOKOLOS, GEORGE N.
Sec. Laborer Chicago, Ill.
NOWAK, JOHN
T. R. Operator Bensenville, Ill.
SECKLE, AUGUST
Sec. Laborer Chicago, Ill.
SKOPEC, FRANK J.
Electrician Chicago, Ill.
STARKE, ALBERT F.
Switchman Chicago, Ill.
WESTEN, HANS P.
Frt. Handler Chicago, Ill.

COAST DIVISION

BOWERS, HERBERT A.
Conductor Bellingham, Wash.



NATIONAL SAFETY COUNCIL

EHNAT, JOHN T.
Painter Tacoma, Wash.
ESHELMAN, WILLIAM M.
Frt. Insp. Tacoma, Wash.
GOLDING, FRANK
Laborer & Helper Tacoma, Wash.
MORRISSEY, PATRICK J.
Loco. Engr. Cedar Falls, Wash.

DUBUQUE & ILLINOIS DIVISION

BARKER, FRANK M.
Switchman Savanna, Ill.
CIMINO, JAMES A.
Coal Shed Foreman Savanna, Ill.
CLUTE, WILLIAM H.
Switchman Savanna, Ill.
COLWELL, DAVID
Sig. Maintainer Byron, Ill.
HARMON, FRANK M.
Fire Builder Davenport, Ia.
KEATING, EDWARD
Loco. Engr. Cedar Rapids, Ia.
LEWIS, BENJAMIN F.
Sec. Laborer Mystic, Ia.
MANN, HENRY E.
Laborer Marquette, Ia.
STIMAN, WILLIAM O.
Sec. Laborer Seymour, Ia.
TORRENCE, ALBERT
Loco. Carpenter Ottumwa, Ia.
WOODEN, HUBERT W.
Conductor Kansas City, Mo.

HASTINGS & DAKOTA DIVISION

FLOR, JOHN H.
Boilermaker Aberdeen, S. D.
HEYDT, WILLIAM J.
Boilermaker Aberdeen, S. D.
LUNDBERG, ANDREW F.
Train Baggage-man Aberdeen, S. D.
MAKETZKY, JOSEPH J.
B&B Carpenter Aberdeen, S. D.

IDAHO DIVISION

STEIN, ADOLPH
Carman St. Maries, Ida.
TILGER, LUTHER
Car Icer Othello, Wash.

IOWA DIVISION

McDUFFY, THOMAS
Laborer Council Bluffs, Ia.
NAYLOR, RAYMOND A.
Custodian Scotch Grove, Ia.

IOWA & DAKOTA DIVISION

COLE, HUBERT L.
Loco. Engr. Marquette, Ia.
FREESTONE, THOMAS A.
Machinist Mason City, Ia.
HUBBS, JAMES W.
Loco. Engr. Sioux City, Ia.
LINDBLAD, ERICK
Lineman Mitchell, S. D.

LOWE, CARL A.
Fireknocker Sanborn, Ia.
NESS, THEODORE
Carman Sioux City, Ia.
TROENING, HENRY
Switchman Mason City, Ia.
WOOD, WILLIAM
Machinist Mitchell, S. D.

IOWA & SOUTHERN MINNESOTA DIVISION

NELSON, ERNEST P.
Machinist Austin, Minn.
NELSON, GEORGE M.
Carman Austin, Minn.
WAGAMANN, JESSE E.
Crossing Flagman Albert Lea, Minn.
YARRINGTON, WILLIAM R.
Sec. Laborer Cresco, Ia.

LA CROSSE & RIVER DIVISION

DINGELDEIN, HENRY
Car Cleaner LaCrosse, Wis.
ERICKSON, ALFRED T.
Loco. Engineer LaCrosse, Wis.
GORSKI, FRANK M.
Loco. Engr. Milwaukee, Wis.
HUBBARD, HERMAN R.
Sec. Laborer Red Cedar, Wis.
HUEBNER, HERMAN T.
Crossing Flagman Watertown, Wis.
KLOSTRICH, GOTTLIEB
Ex. Gang Laborer Red Wing, Minn.
McGAUGHEY, NICHOLAS J.
Boilermaker LaCrosse, Wis.
PROCHASKA, CHARLES F.
Drill Oper. Tomah, Wis.
STOWELL, RAYMOND A.
Signalman LaCrosse, Wis.
SWINZROD, ALOIS M.
Machinist LaCrosse, Wis.
TUCKER, CHARLES H.
Welder Foreman Tomah, Wis.
ZINKE, GEORGE C.
Sec. Foreman Wisc. Dells, Wis.

MADISON DIVISION

McNULTY, BERNARD M.
Chief Clerk Madison, Wis.
NISSEN, PETER M.
B&B Carpenter Madison, Wis.
SCHMIDT, EDWARD G.
Machinist Madison, Wis.
STRNAD, JAMES F.
Supvr. Pontoon Engr. Marquette, Ia.

MILWAUKEE DIVISION

AUSLANDER, PHILLIP
Tel. Operator Bardwell, Wis.
GREINKE, ERNEST A.
Sec. Foreman Beaver Dam, Wis.
MARGRAF, EMIL P.
Laborer Green Bay, Wis.
VEDRA, ANTON A.
Sec. Laborer Wausaukee, Wis.

The Milwaukee Road Magazine

J. W. Wolf Retires at Montevideo



Sharing J. W. Wolf's interest in the shot gun presented to him as a retirement gift are, from left: Chief Rules Examiner A. J. Farnham, Traveling Engineer P. W. Anderson, Train Director Pat Maloney, Roadmaster L. E. Natzel, Chief Dispatcher Wayne Smith and Rules Examiner George Lane.

THE RETIREMENT of J. W. Wolf, assistant superintendent of the H&D Division, on Feb. 18 was observed with a family-type party given by some 175 employes and friends of the railroad. Mr. Wolf, a veteran of 43 years and 10 months of service, has been active in civic affairs at Montevideo since moving to H&D headquarters there in 1944.

The highlights of the gala evening at the REA Hall in Montevideo on Feb. 5 were a smorgasbord supper and a program of entertainment. Numbers on the program included music and dancing by youngsters who have appeared at civic functions which Mr. Wolf has sponsored in and around Montevideo, and a skit entitled "A Day in the Life of John Wolf". Engineer Frank Warner of Minneapolis was the emcee, and the part

of Mr. Wolf was played by Agent Bill Unker of Hopkins.

A surprise guest was Christ Wolf, an engineer on the D&I Division and one of Mr. Wolf's three brothers who are in railroad service. Two others are with the IC.

Mr. Wolf started with the Road as a switchtender in Chicago and had served in various operating department positions, including trainmaster at Mitchell and Faithorn, before being appointed assistant superintendent at Montevideo. It was at Mitchell that he developed a liking for the Black Hills country, and he has retired with the intention of enjoying his future years in that locality. He and Mrs. Wolf are building a new home at Rapid City, S. D., starting Apr. 1.

MILWAUKEE TERMINALS & SHOPS

BANASZEK, FRANK J.
 Sec. StockmanMilwaukee, Wis.
 BRUNO, CHARLES
 Lamp ManMilwaukee, Wis.
 BURNS, PAUL G.
 TowermanMilwaukee, Wis.
 CZUPRYN, JOHN V.
 CarmanMilwaukee, Wis.
 DALE, RICHARD M.
 BoilermakerMilwaukee, Wis.
 FAIK, ELIZABETH
 Car CleanerMilwaukee, Wis.
 HELINSKI, JOHN A.
 Pipefitter HelperMilwaukee, Wis.

KALENICH, JOHN
 Lamp ManMilwaukee, Wis.
 KILGREN, RUSSELL
 Carman HelperMilwaukee, Wis.
 KORZAN, MARY
 Car CleanerMilwaukee, Wis.
 KUFALK, ARTHUR J.
 PipefitterMilwaukee, Wis.
 LUEBKE, WILLIAM F.
 Loco. Engr.Milwaukee, Wis.
 MOLOGUSER, NICHOLAS
 Sec. LaborerMilwaukee, Wis.
 MORRISSEY, JAMES A.
 MachinistMilwaukee, Wis.
 PALMER, CLAUDE W.
 Loco. EngineerMilwaukee, Wis.

ROSMAN, JOSEPH
 Car CleanerMilwaukee, Wis.
 SAZAMA, JOSEPH E.
 Sec. StockmanMilwaukee, Wis.
 THIEL, ARTHUR W.
 SwitchtenderMilwaukee, Wis.
 TRAWCZYNSKI, JOSEPH
 Carman HelperMilwaukee, Wis.
 WEBER, RAYMOND B.
 Asst. ForemanMilwaukee, Wis.
 ZAREMBA, PAUL
 Carman HelperMilwaukee, Wis.

OFF LINE AND MISCELLANEOUS

BEIN, PHILIP R.
 T.F. & P.A.New Orleans, La.

ROCKY MOUNTAIN DIVISION

JOHNSON, BEN
 Ex. Gang LaborerGreat Falls, Mont.
 MARTIN, CLARENCE S.
 Sig. MaintainerWillow Creek, Mont.
 RINE, JOSEPH S.
 LaborerHarlowton, Mont.
 SAGER, ROY
 CarmanDeer Lodge, Mont.
 THIBADEAU, CLARENCE B.
 ClerkDeer Lodge, Mont.

TERRE HAUTE DIVISION

CHURCH, HARRY L.
 MachinistTerre Haute, Ind.
 HAFLEY, JOHN W.
 LaborerTerre Haute, Ind.
 TRYON, HENRY A.
 CarmanTerre Haute, Ind.

TRANS-MISSOURI DIVISION

BROWN, SR., JOHN F.
 CarmanMobridge, S.D.
 CURRAH, FRANK
 Loco. EngineerMobridge, S.D.
 HOBBS, CHARLES J.
 Machinist HelperMiles City, Mont.
 LUCCHESI, ORESTE C.
 Mach. HelperMiles City, Mont.

TWIN CITY TERMINALS

ANDERSON, GUST
 Air BrakemanMinneapolis, Minn.
 BENTER, AUDREY M.
 ClerkSt. Paul, Minn.
 JONES, ARTHUR W.
 LaborerMinneapolis, Minn.
 LAUVE, TOLEF
 TruckerMinneapolis, Minn.
 MICHAELS, JOHN A.
 BoilermakerMinneapolis, Minn.
 PETERSON, ERICK
 CarmanMinneapolis, Minn.
 VANDERSON, ANNA
 ClerkMinneapolis, Minn.
 ZAMBRANO, TRINIDAD
 LaborerMinneapolis, Minn.

Correction

Among the applications for retirement listed in the February Magazine, the name of Edward M. Marx, former city ticket agent in Seattle, was spelled incorrectly.

CHERRY PIE?

... here's how

ANYONE who thinks it's possible to get too much of a good thing can't have tasted Gladys Thorsen's cherry pie. To perfect the nimble-fingered skill which won the Washington state annual cherry pie baking contest this year, the young Puyallup High School senior practiced on no less than 75 pies, and then, with an eye on the national crown, she tossed off 52 more. "I had no trouble disposing of them", she says with a smile.

Two of Gladys' succulent pies, carefully wrapped, were included in her baggage when she traveled over our line last month to enter the 23rd national cherry pie baking contest in Chicago. With the deference due a real queen, her home town acknowledged her departure on Feb. 13 with a full red carpet send-off. Only a queen, for instance, would bring the Olympian Hiawatha to a special stop at North Puyallup where Gladys, radiant in a new spring wardrobe and an orchid, was saying good-by to relatives and friends and a large group of the faculty and student body of Puyallup High School.

To a stirring rendition of "On Puyallup" by the school band, the pie queen and her chaperone were welcomed aboard, and a cheer went up from the platform as the streamliner glided away. The 2,200 mile trip to Chicago was Gladys' first ride anywhere on a railroad.

In seeking the title of national cherry pie queen, Gladys was up against tough competition. The contestants were the champion teen-age bakers of 48 states and Hawaii, including a pair of boy bakers from Missouri and North Dakota. The winner of the bakedown, which is sponsored by the National Red Cherry Institute, receives a \$500 home economics scholarship plus an all-expense trip to New York and Washington, D. C., and the electric range in

which the prize winning pie is baked.

Since Gladys plans to study home economics at Washington State College next term, she had set her sights on the grand prize, or if not that, then the regional title of the western states, which carries a \$250 scholarship.

The trip overland, Gladys' first to any point far from home was a never-to-be-forgotten experience. En route she ate her first meal in a diner (it was Columbia River salmon), enjoyed the breathtaking beauty of the mountain scenery, and made friends with the train crew. Her first sight of Chicago, on the eve of her 17th birthday, was equally overwhelming. Like all the contestants, she registered at the Morrison Hotel, and having arrived a day early, took a whirlwind sightseeing tour before tackling the serious business ahead.

Among 49 pastry experts, though,

only one can win. America's reigning cherry pie queen, chosen in the bakedown in the grand ballroom of the Morrison on Feb. 18, was a petite farm girl from Red Hook, N. Y. Gladys' recipe ranked with the best of them, however. It is her own, developed with the cooperation of her home economics teacher at Puyallup High, Miss Helen Alexander, who encouraged her to enter the contest. This is the recipe she used in the national contest, set forth in painstaking detail:

Double Crust

2 cups flour
3/4 tsp. salt
3/8 cup shortening
4 tbsps. milk

Sift flour, then measure. Resift the flour and the salt together. Cut the shortening into the flour with a pastry blender. Sprinkle 1 tablespoon at a time of the milk into the dry ingredients. Toss together with two forks.



Unpacking at the hotel for her Chicago stay, Queen Gladys feels at home with her mascot and her own lucky saucepan and rolling pin. She brought her prize winning pie with her, too.

Press dough together and form the required amount into a ball with your hands. Use a lightly floured pastry cloth and sock for ease in rolling.

Roll dough lightly from center to edges, releasing pressure at edge to keep in perfect circle 1 inch larger than the pan. Pastry should be about 1/8-inch thick. Place crust in pan and cut with scissors 1/4-inch away from the edge. Put filling into crust, add the lattice top by weaving top crust.

Cut the lattice edges just inside the lower edge. Use water between the two crusts—this makes it stick together better. Roll bottom crust over the top and crimp with fingers. Bake in fairly hot oven (450°F.) for the first 5 minutes, and the last 20 minutes turn it down to 425°F.

Cherry Filling

3 cups cherries
1/2 cup juice
4 tbsps. corn starch
1 cup plus 1 tsp. sugar
1/2 tsp. almond extract
4-5 drops red food coloring
1 tbsp. butter

Mix cornstarch and the sugar so as to avoid lumps. Add the juice and put mixture into a saucepan on the stove. Let boil for 5 minutes, or until thickened. Add the cherries, butter and red coloring. Let this mixture cool. Add the almond before pouring into the crust.

Gardening and Your Heart

GARDENING can be a wonderful therapy for a take-it-easy heart condition. It's necessary, of course, to check with a physician before attempting even light garden work, but it is surprising how many doctors will tell their patients to go ahead—but slowly.

In an article called "Flowers for Your Heart", the American Home magazine recently told how people with a heart condition can enjoy this hobby. Some of the rules for "going ahead slowly" were:

1. Don't grow vegetables. They take too much effort.
2. Take it easy—literally. Use a mat or a light, low chair so you can sit while digging and planting.
3. Don't use a spade or a spading fork, or try any deep digging. Instead use a light trowel or an old kitchen knife. Bulbs are good to start with.
4. The most important rule of all—STOP! . . . as soon as you feel tired.

According to the author of the article, this advice is workable. Given only three months to live almost 10 years ago, he found it wonderfully healing for an aching mind.

March, 1955

FISH in-one-dish meals

AS A HELP to shortening the hours spent in the kitchen, canned and frozen fish are ideally suited to the quick tempo of everyday cooking. To make use of them, here are three ideas for fine, nourishing meals that can be prepared all in one dish.

Rice and Salmon Casserole

1 1/2 cups (5 oz. pkg.) packaged pre-cooked rice
1/2 tsp. salt
1 1/2 cups boiling water
2 tbsps. butter
2 tbsps. flour
1 tsp. salt
dash of pepper
2 cups milk
1 cup (7 to 8 oz. can) salmon, drained and flaked
1/4 cup chopped stuffed olives (optional)
1 cup grated American cheese

Add rice and 1/2 tsp. salt to boiling water in saucepan. Mix just to moisten rice. Cover and remove from heat and let stand 13 minutes.

Melt butter in saucepan, add flour, 1 tsp. salt and the pepper, and blend. Add milk gradually and cook and stir until sauce is smooth and thickened. Arrange alternate layers of cooked rice, salmon, olives, cheese and cream sauce in greased 1 1/2 quart casserole, having cheese on top. Bake in moderate oven [350°F.] 20 minutes, or until browned. Serves 4 to 6.

Tuna Fish With Herb Rice

1 1/2 cups (5 oz. pkg.) packaged pre-cooked rice
1/2 tsp. salt
1/8 tsp. thyme, rosemary, basil or savory
1 1/2 cups boiling water
1/4 cup sliced onions
2 tbsps. butter
1 can condensed cream of mushroom soup
1/2 cup milk
1 can (7 oz.) tuna fish, drained and flaked
2 tbsps. chopped ripe olives
dash of pepper

Add rice, salt and thyme or other herb to boiling water in saucepan. Mix just to moisten. Cover and remove from heat. Let stand 13 minutes.

Meanwhile sauté onions in butter until golden color. Add soup and milk. Heat, stirring occasionally. Then add tuna, olives and pepper. Mix and heat thoroughly. Arrange rice in serving dish and top with creamed fish. Makes 4 servings. (*General Foods recipes*)

The new frozen fish sticks have become tremendously popular since they first appeared on grocers' shelves a year ago. For a satisfying meal-in-one-dish try—

Fish Stick-Vegetable Platter

Use two packages of fish sticks to serve 4 to 6. Follow directions on the package. Serve hot with baby lima beans, tomato and cucumber slices, and a bowl of pickle sauce.



Top to bottom: rice and salmon casserole, tuna fish and herb rice, and fish stick-vegetable platter.

Pickle Sauce

2 tbsps. butter
2 tbsps. flour
1 cup milk
1/2 tsp. salt
1/8 tsp. pepper
2 tbsps. pickle relish
1/2 tsp. prepared mustard
2 drops Tabasco sauce
2 hard-cooked eggs, diced

Melt butter, remove from heat and gradually add flour. Stir in milk and return to heat. Add salt and pepper and cook, stirring constantly, until sauce is smooth and creamy (about 6 minutes). Remove from heat, add relish, mustard, Tabasco and eggs.



THE PIXIE TOUCH. For a gala spring, crochet yourself a pixie hat. The head-hugging cloche with matching shortie gloves can be crocheted of rug yarn or knitting worsted in an interesting pattern of raised cluster stitches. Double thick cotton is used for the black pixie which sparkles with sequins and tiny jet beads. You'll be surprised at how quickly this hat works up. To get free direction leaflets for PIXIE HAT AND GLOVES and SEQUIN TRIM HAT, write to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

Perk Up Your Conversation

Can you keep up your end of a conversation and make it interesting and stimulating to the other person? Like anything else, conversational ability is de-

veloped only with practice and work. The following questions will serve both as a check and a means of improving yourself.

- Do you give others a chance to express their views?
- Do you avoid talking about your illnesses and disappointments?
- Do you vary your tone of voice so you don't put your listeners to sleep?
- Do you wait until others have finished before you speak?
- Do you include tiresome and boring details in stories you tell?
- Is your face alive with interest rather than a blank?
- Do you speak mostly of the past rather than the present and future?
- Do you boast at great length about your own or your children's accomplishments?
- Can you maneuver a conversation away from controversial subjects which embarrass others or arouse them unnecessarily?
- Do you listen to other people's problems and help them find solutions to them?
- Do you wiggle or fidget while others are talking?
- Do you give your whole attention to the person to whom you are talking rather than to each passing person?

Finally, and perhaps the best bit of advice ever given on being interesting to others, *be interested in them.*—Reprinted from *Enterprise*

How to Get a Good Night's Sleep

THE AUTHOR of the long-time best seller, *The Power of Positive Thinking*, made some helpful suggestions in a recent interview on the relationship between his rest and his work.

"There is doubtless a very close correlation between the two", said Norman Vincent Peale. "When we get into bed, our mental attitude is most important. We should retire with the positive affirmation, 'I am going to get a good night's sleep.'"

Asked what he does to coax sleep if "it just won't come", Doctor Peale said: "I practice emptying my mind of all frustrating factors and then simply fill it with peaceful, rest-provoking thoughts such as snatches of poetry, passages from Scripture, and the like. Then I just drift off into comfortable sleep."

TEMPERATURE TESTS for Candies

THE SUCCESS of home-made candy depends almost wholly on the temperature of the cooked syrup. If you do not have a candy thermometer, the following is a good guide for testing the various degrees of Fahrenheit which are specified:

Thread stage—230° to 234°: Syrup spins a thread about 2 inches long when dropped from spoon.

Soft ball stage—234° to 240°: Syrup forms a soft ball when a small amount is dropped into very cold water. Ball flattens when removed from water.

Firm ball stage—244° to 248°: Syrup forms a firm ball when a small amount is dropped into very cold water. Ball does not flatten when removed from water.

Hard ball stage—250° to 266°: Syrup forms a hard ball when a small amount is dropped into very cold water. Ball holds its shape when removed from water.

Soft crack stage—270° to 290°: Syrup separates into threads when a small amount is dropped into very cold water. Threads are hard but not brittle when removed from water.

Hard crack stage 300° to 310°: Syrup separates into threads when a small amount is dropped into very cold water. Threads are hard and brittle when removed from water.

Can you spot the BIG LOSER on this scorecard?



★ TRANSPORTATION SCORECARD ★					
	RAILROADS	INTERCITY TRUCKS	INLAND WATERWAY CARRIERS	AIRLINES	INTERSTATE BUSES
Does carrier build and maintain the "roadway" which it uses?	YES	NO	NO	NO	NO
Does carrier pay property taxes on its "roadway" for support of the general services of government?	YES	NO	NO	NO	NO
Does carrier meet all its true costs instead of being helped by tax money?	YES	NO	NO	NO	NO
Is carrier compelled to maintain routes and services which do not pay their own way?	YES	NO	NO	SEE NOTE #1	NO
Are carrier's rates regulated by government agencies?	YES	SEE NOTE #2	SEE NOTE #3	YES	YES

#1. Any mail-carrying commercial airline which operates at a loss receives additional Federal subsidy to cover its deficit.

#2. Only 38% of intercity truck transportation is regulated, in part, by the Interstate Commerce Commission.

#3. Only 12% of inland water transportation service is regulated to some extent. Water carriers enjoy special protection from railroad competition.

Look closely - it's YOU!

Most of the things you enjoy in your daily life — your home, your car, your clothes, the food you eat — are available to you in such quantity because America enjoys the world's greatest system of mass transportation. And the better that system works, the better for *you*.

But when that system is not permitted to work at its best, it is *your* loss.

As you can see from this scorecard, only the railroads among these transportation agencies are meeting all their true costs without help from tax money.

And yet, railroads are subject to such laws and regulations, both in their rates and in their services, that they are not allowed to compete with other forms of transportation on an equal basis.

This costs *you* money in two ways — in higher taxes and in higher *real* costs of transportation.

You can help get lower *real* costs — and lower taxes, too — by supporting measures, state and national, which will put all forms of transportation on an equal basis — and which will give America's railroads freedom to compete.



Association of American Railroads

WASHINGTON 6, D. C.

about people of the railroad

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

UNION STATION

J. J. Casey, traveling freight agent with headquarters in Milwaukee, retired on Feb. 1. Mr. Casey was in the 49th year of his railroad service, beginning at the Milwaukee shops where he was a machinist apprentice. After working in various capacities in the store and signal departments at the shops, he transferred to the traffic department as chief clerk in February, 1922. He was subsequently promoted to city freight agent and then traveling freight agent.



J. J. Casey

Mr. Casey's is truly a "Milwaukee" family. His father, Patrick H. (deceased) was captain of police at Milwaukee at the time of his retirement. Four brothers, Thomas (retired) Joseph, and John (deceased), and William (no longer with the company) were locomotive engineers, and his son, Richard J., is presently division freight agent at Davenport. Mr. Casey carries with him the good wishes and affectionate regard of all his associates.

February 28 marked the retirement of George A. Steuer after 49 years of service to our company. Mr. Steuer started with the railroad in 1906 in the master car builder's office as a stenographer. In 1911 he became stenographer to the superintendent of the Milwaukee terminals and held that position until May, 1917 when he was appointed chief clerk to the superintendent. He was appointed chief clerk to the general superintendent in 1938 and continued to serve in that capacity until his retirement.

Mr. Steuer's record is one to be proud of in many respects, one outstanding fact being that in all of his years of service he missed only 10 days of work. For a number of years he was the Magazine's division editor for the Milwaukee terminals.

Former and present officers and many of Mr. Steuer's friends gave a luncheon in his honor at the Wisconsin Hotel on Feb. 28. Mrs. Steuer was present, as were E. H. Bannon, retired terminal superintendent for whom Mr. Steuer worked for many years; Mr. Sovig, retired stationmaster; and Retired Car Distributor G. Arthur Brown. With Superintendent J. J. Dombrowski presiding as toastmaster, Mr. Steuer was presented with a gift folder, as his friends felt he could select a remembrance of his choice. His plans include home workshop hobbies, lots of pleasant hours for reading, and op-

portunities to visit with his numerous grandchildren and nine children, all but one of whom live in Milwaukee.

Jim Steffan, former Muskego yard train clerk, has been appointed to the tracing clerk's position in our traffic department at the Union depot.

City Freight Agent Don Frank has been appointed chief clerk to M. M. Wolverton at Milwaukee.

Tracing Clerk Harvey McElhanon has been promoted to city freight agent in Milwaukee.

Traveling Freight Agent Harry Parent and Mrs. Parent are parents of a little daughter, Judy Ann, born Feb. 12.

General Agent R. B. Birchard has been elected a director of the Milwaukee Traffic Club.

MUSKEGO YARD

A farewell dinner was held for Russell Brown, who has been promoted to superintendent at Kansas City effective Mar. 1, at Moser's Cafe on Feb. 25. A group of about 65 officers, employes and friends were present to wish him success in his new position. Trainmaster R. A. Hummer did an able job as toastmaster and brief talks were made by General Superintendent J. A. Jakubec and Superintendent J. J. Dombrowski, as well as various people from the locomotive, car, and traffic departments. Mr. Brown made many friends while he was at Milwaukee and our best wishes go with him to his new assignment. His two sons were guests at the dinner together with Paul Dennis, an uncle of Mr. Brown, who is the oldest engineer on our northern division.

Sympathy was extended to the family of Henry H. Langer, former train clerk at Muskego yard, who passed away Feb. 14. Mr. Langer started as a train clerk in July, 1925 but had previous service as a yard clerk in the Stowell district and also in our car record office in the years when that office was down-

FOWLER STREET STATION

Pearl Freund, Correspondent

Mr. and Mrs. George Roessger spent a week's vacation with daughter Virginia and family in Norfolk, Va. The biggest attraction there, without a doubt, was their new grandson Steven, who was baptized Feb. 27.

Carol Keller, one of our former clerks and daughter of Elmer Keller, is displaying a brand new sparkler on her left hand since Feb. 5. Her fiancé is James Kruger of this city, a sales representative for the Northwest Hanna Fuel Company.

Sympathy was extended to Clem Vail, out-bound carload rate clerk, on the death of his wife Feb. 25. Mrs. Vail underwent surgery at Emergency Hospital and care at Misericordia and succumbed after a week's illness. A son, Thomas, home on furlough from the Air Force, survives, and a daughter, Mrs.

Mary Ellen Abrams.

Leo Huebner, trucker at house 7, passed away Feb. 22 after a long illness. He is survived by a brother, Peter Lake, of Rothschild, Wis. Funeral services were held at St. Hyacinth's Church.

Sympathy was extended also to the family of Emil Wrasse, delivery clerk at house 7, who passed away Feb. 4.

Barbara McPhee, auto messenger, is home again following surgery at Misericordia Hospital.

Mike Kurth, assistant foreman at house 7, recently inherited a set of car keys and the car to go with them from Mr. and Mrs. Marvin Schultz of Madison, who happen to be daughter Nancy and son-in-law. It seems the young couple were the recipients of another car in the same manner, and decided to pass their good fortune on.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

We welcomed P. J. Weiland as our new superintendent, replacing A. O. Thor who is transferring to Miles City; also Lloyd H. Walleen, returning after an absence of about eight years to Montevideo where he was formerly trick dispatcher.

Sympathy was extended to the family of Joe Maketsky, retired B&B carpenter, for whom military funeral rites were held in St. Mary's cemetery on Mar. 2. Joe was around the railroad for a good many years and will be missed.

My sincere thanks for the cards and flowers sent to my wife while she was in the hospital.

Condolences were offered to the family of Jim Hagen, agent at Wolsey for over 40 years who passed away recently after a short illness. Jim had been contemplating retiring in the near future. He was a great asset to the Road during his long service.

J. J. Fleming has returned to South Dakota, bidding in the agency at Wolsey permanent.

We regret the error in the December Magazine in which we put in a plug for Betty's Cafe. We have since been informed that the Ed Weideman family does not have a proprietary interest in this restaurant, which is located across the street from the Northwest Public Service Company and three blocks south of the freight house. We are pleased to make this correction.

Otto H. Gast, retired H&D car inspector, died in St. Luke's Hospital in Aberdeen on Feb. 20 following an illness of seven months. Mr. Gast was born in Ottawa, Ill., on Oct. 21, 1878 and moved to South Dakota with his parents when he was a boy. He had farmed and operated a grain business before 1916 when he entered the employ of the Milwaukee. The following year the family moved to Aberdeen, and Mr. Gast retired there on Jan. 1, 1952 with 36 continuous years of

service. Funeral services were held in Aberdeen at the Zion Lutheran Church with members of the Railway Carmen of America present. He is survived by his wife and one daughter, Mrs. Clark Baker of Aberdeen; also three brothers, August, William and H. C. Gast, and a sister, Mrs. Otto Leinhardt.

Can use some daytime assistance for obtaining news items. Please assist.—R.F.H.

EAST END

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

Among the lucky people who can do as they please from now on is Timmy Collins, who recently turned in his switch key and rule book and announced that from now on it would be Florida in the winter and his back yard easy chair in the summer.

Engineers J. O. Dragseth and J. L. Prevay recently received their Silver Passes.

Dick Mohagen has bid in the swing job as operator at Montevideo, Glencoe and Ortonville. He recently returned from a hitch in the Army. Mark Sutton holds third trick at the Montevideo dispatcher's board, the position vacated by Gerry Weis who bid in at Milwaukee.

Brakeman Bob Wallien of Minneapolis came out at the top of a class of 54 men who recently completed a training course in operation and maintenance of amphibious trucks. Then he got shipped to Korea.

The Earl Bloedorns have returned from a trip to California and Mexico.

Conductor Ray Gittens has returned to his home in Minneapolis after having been hospitalized in Winona since Thanksgiving due to an auto accident.

Train Director Pat Maloney has joined the Toastmaster's Club just to get that certain "polish." After attending only two meetings, Pat walked off with the silver cup for the best speech of the evening.

Death has claimed retired Agent L. L. Phelps and Retired Engineer Fred Pedlar.

Chicago General Offices

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

We were glad to have Ann Donovan, Lois Reiter, B. H. Perlick, and Herbert Maass (all former employes) join us for the luncheon in honor of Penny Gooch (see picture in the Magazine) and to have them help us wish Penny luck.

We have two new employes in our department. Mrs. Mary Rochambeau has joined us as dictaphone operator, and Robert Navickey as invoice clerk.

Clarence Deffley has been promoted to secretary to Mr. Johnson, assistant to chief purchasing officer. Joe Gajewski has taken the position of price clerk.

A camera study of Mr. and Mrs. George H. Steuer of Milwaukee made by their son Richard, a yard clerk in the Chestnut Street district. For details of the retirement of Mr. Steuer, chief clerk in the office of general superintendent, see Grace M. Johnson's column, Milwaukee Terminals.

March, 1955

CITED FOR CONSERVATION. South Dakota chapter of the Soil Conservation Service last month presented a Senior Service Award to O. G. Clafin, the Road's agricultural agent at Aberdeen, shown here with junior award winners Dale Brown (left) and Gordon Person. Among the soil conservation projects Mr. Clafin has activated are the Greater South Dakota Achievement Program and the annual conservation short course at the state college. (Rapid City Daily Journal photo)



IGD CORRESPONDENT A BRIDE. The romance of two Mitchell, S. D., employes culminated in the marriage last month of Darlene Ries, clerk to assistant superintendent and roadmaster, and Yardmaster W. J. Peta. They are shown here at the reception following their wedding at White Lake, S. D., on Feb. 12. Miss Ries is the Magazine's correspondent for the IGD Division first district.



HONOR MAN AT FT. STORY. An HGD Division brakeman was recently chosen as the outstanding student among 54 soldiers who were graduated in the 43rd DUKW drivers' class at Ft. Story, Va. Here Pvt. Robert Wallien of Montevideo is shown being congratulated by Maj. D. A. Duffy of the post S-3 section (left) and Capt. Reginald Deagle who supervised the course of training in the operation of the Army's amphibious truck. Private Wallien entered service last August and has been at Ft. Story since November. (U. S. Army photo)



STOREKEEPING VET RETIRES. Frank J. Banaszek, stockman at the Milwaukee shops (left), accepting the good wishes of W. C. Lummer, district storekeeper, on his retirement after 43 years of service. Fellow employes presented him with a "stuffed" wallet.



WISHING LUCK TO PENNY. The food's the thing, the occasion being the informal luncheon given by fellow employes of Miss Penelope "Penny" Gooch, purchasing department secretary in the Chicago Union Station, in honor of her retirement on Feb. 18 after 35 years of service. The well wishers for whom she is doing the honors here are (from right) V. E. McCoy, chief purchasing officer, C. B. Hanover, purchasing agent, and A. E. Johnson, assistant to chief purchasing officer. Miss Gooch came to the Road in February, 1920 and her entire service was in the purchasing department offices. When she retired she was secretary to assistant to chief purchasing officer.



IN FIRST CLASS CONDITION. As of Feb. 7, Paul E. Glasl, on a military leave from the finance and accounting department in the Chicago Union Station, was promoted to private first class. Paul is currently stationed near Seoul, Korea, with an aviation battalion.

PASSENGER TRAFFIC DEPARTMENT

P. O. Putnam, Correspondent

Bill Nelson, chief clerk to the passenger traffic manager, and his wife June welcomed baby Mary Barbara on Dec. 28, just in time to give additional cause for New Year's happiness.

Passenger rate has a brand new steno by the name of Virginia Mohr. Virginia comes to the Road direct from Heidelberg, Germany where she had worked for two years with the Army as a civilian employe.

Rosaire Gennuso, also a steno in passenger rate, has received a beautiful diamond engagement ring from her one and only, Jim

O'Connor. They have set the date for May 28.

We have had a few shifts in personnel due to the abolishment of the time table clerk's position in the advertising department. Frank Sullivan is now in passenger rate, moving Ray Peters to the city ticket office.

Don Piette has left the company to go into the insurance business. We wish him success.

As you have probably noticed, you have a new correspondent. Fred Carney, who has been writing this bit for some time, has been appointed depot passenger agent and his duties make it difficult to gather the news, as his time is pretty well taken up with our patrons. I sincerely hope I will be able to do half as good a job as Fred. See you next month.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Elaine Long left Feb. 28 to await the stork.

Vacationers: Hedwig Kohler, Florida; Josephine Goetz visiting Leah Aaron in California, and on the return trip Parnell Kelly at Phoenix, Ariz.; Margaret Glowienke to California to visit a sick relative.

Inger Johnson is back at work after a three-month furlough. She was taking care of her sister who passed away last month.

Kathleen Hoey of the computing bureau gave birth to a boy Feb. 9.

Sympathy was extended to Frances Bondi on the death of her grandmother.

Catherine McCants' son Tom made the Marine Corps band at Twenty-Nine Palms, Calif.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

New employes added to our seniority roster are Judith Sunday and Peter Crowell of the central station accounting bureau and J. J. Glascott of the record room.

Sympathy is extended to Sylvester Smith, demurrage inspector at Minneapolis, on the death of his brother, and to G. A. Weseman, bureau head, for the loss of his sister.

Those hospitalized at this writing are R. P. Junker, demurrage inspector at Milwaukee, and Paul Miller, chief file clerk. C. E. McGrew, traveling auditor at Madison, is convalescing at home after being hospitalized.

Sgt. and Mrs. Glenn Skehan of Yuma, Ariz., are rejoicing over the birth of Thomas Henry, born Jan. 27.

H. L. Anderson, chief demurrage inspector, and wife spent their vacation in St. Petersburg, Fla.

Kathryn Steller has been granted a leave of absence due to ill health.

W. P. Mullen and R. J. Zabinski visited here while home on furlough, returning to Ft. Lewis, Wash., for overseas duty.

Then there's the story of the baby sardine that was frightened by a submarine and went crying to its mother. "There, there, dear," soothed Mamma Sardine. "Don't be upset. It's only a can of people."

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

We have two programs scheduled for April: Apr. 20 at 8:15 P.M. for the Kedzie Avenue Methodist Church, 1847 N. Kedzie; and Apr. 30 at 12:15 P.M. at the Chicago Public Library, Randolph and Michigan. The latter will be an addition to our special performances.

The welcome mat was out for the 35 to 40 club members who enjoyed a social gathering on the evening of Feb. 5 at June Mathisen's home. Games and various other entertainment besides tasty refreshments added to the pleasure of the evening. Thanks to Phil and Vi McDonald for presiding over the vittles. It was good to see George and Mildred Dempsey on this occasion.

A recording was made of the program presented at Hope Epiphany Church on Feb. 9 and all members had an opportunity to listen to it after the rehearsal on Feb. 14. Together with an exchange of Valentines, it made for an interesting evening.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

We lost another of our Golden Agers on Feb. 21. C. H. Ordas passed away suddenly in his home at Chico, Calif. Charley retired on Dec. 31, 1947 and he and Mrs. Ordas had a home in Orlando, Fla., and later in Chico. Charley was born in Stuttgart, Germany, on Oct. 14, 1875 and started work for the Milwaukee as messenger and office boy in November, 1890 for the sleeping car department in Chicago. He later worked as clerk for chief carpenter in Chicago and chief clerk for division superintendents at Milwaukee, Kansas City and Chicago. In 1918 he was appointed motor car inspector and in 1930 was promoted to supervisor of motor cars, which position he held at the time of his retirement. The motor car and extra gang equipment which Mr. Ordas supervised necessitated much travel over the railroad and as a result he knew most of our section foremen and all of our roadmasters. He was also well acquainted in our shops at Tomah and Milwaukee. All of these old friends join us in extending our sympathy to the widow, Mrs. Frances (Patsy) Ordas. Mrs. Ordas is well remembered here as a past president of Union Station Chapter of the Women's Club and of the Milwaukee Road Choral Club.

On Feb. 11, when the morning suburban trains were delayed, Edith Kohl of our department and Dorothy Bauer of Mr. Downing's office served coffee and doughnuts to the commuters at Forest Glen station. This was certainly a thoughtful and practical gesture, as the temperature was close to zero. The girls proved again that "Friendliness Is a Milwaukee Tradition."

We received an interesting letter from T. H. Strate. He and Mrs. Strate have been spending the winter at Lanikai, Oahu, in Hawaii.

We also heard from George Griesenauer who enclosed a colored picture of Mrs. Griesenauer and Mr. and Mrs. P. G. Savidis taken last Dec. 27. We were glad to see every one looking so well and happy.

Though February is the shortest month, Mr. Bredfeldt added three more grandchildren to the three he already has. Within three weeks a grandson and identical twin girls were born.

The Milwaukee Road Magazine

CLEARING THE BOARD. Scene at a dinner in the Ranger restaurant in Chicago in honor of Mrs. Frances Mason, chief telephone operator for the Galewood district, who retired on Feb. 25. Mrs. Mason, who is shown standing at the rear alongside her husband, had 35 years of service, all on the Galewood board. Included in this group of well wishers are the Masons' two daughters and their families. Before becoming a full-time housewife, Mrs. Mason plans a long visit in California.



OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Announcement was received of the arrival of a baby girl for Frank and Pearl Urbanowicz on Jan. 17.

Extension of leave was granted to Laura Wojciechowski who has been ill since Nov. 19.

A stork shower was held for Kathleen Doherty on Feb. 18, and at which time she resigned.

Maryann Grenlin, formerly of our office, was married in Elgin on Feb. 26. She will make her home on the west coast.

They're in the money again, Jane Ingram and Peter Fah, in the recent Windy City Holiday Mixed Bowling Tournament. Jane was also among the winners of the Herald American tournament.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Henry Russell has been appointed chief disbursement accountant and Ray Hoefs assistant chief disbursement accountant, Eric Gerhke was promoted to chief clerk and Willard Wilson to traveling accountant.

Sympathy was extended to U. Budzien, assistant auditor of expenditures and his sister Rose of the station and miscellaneous time-keeping bureau, on the death of their mother Feb. 3; also to John and Cy Kissel of the machine room and Al Kissel of the accounts receivable bureau on the death of their mother Feb. 15; to Pat Jenk of the machine room on the sudden death of her mother Feb. 18; to Alice Moss on the death of her brother Feb. 21.

It's goodbye to Peggy Rogers, now Mrs. Harvey Krotz. She was married on Washington's Birthday.

We welcome Anne Brough, Marion Wade, Dolores Howard, Joan Koscielniak and Robert Giesey.

Santo Gerbo left on Feb. 28 to play baseball with the Brooklyn Dodgers.

Ann Johnson has left this office for a position in Mr. Glosup's office, signals and communications.

Emil Rackner is convalescing at home at this writing.

Josephine Gottschalk, payroll bureau, and Larry Botzon of the Road's police department

March, 1955

became engaged Feb. 19; wedding date, June 18.

Norm Adams of the machine room is the father of a new baby boy.

Patricia Marie Farley, daughter of Saul Farley, traveling time inspector, was married to William Foellmer on Feb. 19 at St. Ferdinand's Church. Patricia had four bridesmaids and her niece of three years was flower girl. The reception was held at Nielsen's Restaurant. Pat worked in the payroll bureau for a time while going to high school.

Mary Ann Grenlin, daughter of Walter Grenlin, accountant in the assistant comptroller's office, was married to Junior Barnett on Feb. 26 at Zion Lutheran Church, Elgin. Mary Ann had three bridesmaids of whom one was her cousin Katherine Villeneuve of the typing bureau. A reception was held in the basement of the church. The couple are now living in San Diego, where Mr. Barnett is in the Navy.

George Engstrom and Frank Opie visited the office Feb. 16. They both look very good. They came for the funeral service of Raleigh Padgett.

Dorothy Siegel left Feb. 24 for an exciting trip on which she will visit France, Italy, Israel, Turkey, Switzerland, Denmark and Ireland.

Eric Gehrke has been promoted to chief clerk in the auditor of expenditure's office, Willard Wilson to traveling accountant.

Ray Hoefs, assistant chief disbursement accountant, became a grandfather on Mar. 1. The baby, born in Miami, Fla., is named Mary Robin Hoefs.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Ed Karp and Dolores Kohlman were united in marriage Feb. 12 in Chicago. They honeymooned at the Conrad Hilton. Chuck Vaught and Miss LaRue Sanders exchanged vows Feb. 19 at Shawnee Town, Ill., and had a brief honeymoon in southern Illinois.

Mary Powitz has assumed the position of personal file clerk and Bessie Waldman that of comptometer operator.

Fran Spurling, wife of Mal Spurling, district freight claim agent in Minneapolis, is hospitalized at this writing.

John and Anne Kuptz happily announced the arrival of Susan Anne on Feb. 5. Understand this arrival was two days before their



PROMOTED. H. C. Russell (left) being congratulated on his appointment to the position of chief disbursement accountant in the Chicago-Fullerton Avenue accounting department by H. C. Johnson, also promoted recently to assistant comptroller with headquarters at Fullerton Avenue. Mr. Russell was formerly assistant chief disbursement accountant.



YOUNG MARRIEDS. Mary Ann Koch, stenographer in the industrial department, Chicago, and Dominic Gobbo who were married recently in St. Philip Benzi Church. They have since returned from a honeymoon in Florida and Nassau and are housekeeping in Chicago.

wedding anniversary and now they have two occasions to celebrate.

Sympathy was extended to Fred Brodhagen on the death of his wife Martha on Feb. 6.

Eleanor Meyer has been convalescing from surgery. A bouquet was sent to her by her many friends here.

Ed Knapp, Eugene Smuda, Don Oster and Palmer Lykken went on a fishing jaunt on Washington's Birthday. One even dozen beautiful crappies were liberated from their watery home beneath one-foot-thick ice. One champion measured about 13 inches and weighed over one pound.

Gerry Mann is a member of the team which took first place in the Hanson Park basketball tournament when the championship was run off on Feb. 24.

Richard Jorgensen has resigned to take a position in the engineering industry.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Chief Telephone Operator Frances Mason who retired Feb. 25 after completing 35 years of service at Galewood was presented with a bond by her co-workers who wished her a happy retirement. Frances plans a trip to California for a month or so before taking a full time job as housewife.

B. G. Pobloske, retired assistant agent, visited the office recently to pick up transportation for Denver. He and his wife are spending a vacation there at the present writing.

William McCune, slip bill clerk, is taking a leave of absence due to ill health.

Bessie Halverson returned to work Feb. 21 after an extended leave of absence.

Harry Willison, assistant chief clerk, has been transferred to the second floor of the new office building.

Switchmen Herman Ecker and Al Starke retired as of Feb. 1.

Sympathy was extended to Switchman George Evans whose mother passed away Feb. 24.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Harry L. Kreamer, retired Bensenville boiler foreman, passed away in the Elmhurst Hospital on Jan. 18, after a long illness. Mr. Kreamer was a Gold Pass veteran, having been with the Road 50 years, and because of his long service was well known to the railroad family. He had been employed at many places, including Dubuque, Perry, Minneapolis, Bedford and Ottumwa, as well as Bensenville. His funeral services were held in Rockford. Besides his widow, he is survived by two daughters, Mrs. Carl Anderson of Rockford and Mrs. Carl Hammerstrom of Des Moines; two sons, Harold L. of Bensenville and Carl of Burlington, Ia.; and seven grandchildren.

Mrs. Arthur Koch, president of Bensenville Chapter of the Women's Club, reports a very successful membership drive this year, and wishes to thank all the workers for the splendid turnout. Hostesses for the regular meeting on Feb. 2 were: Mrs. Sutter, Mrs. Stuche, Mrs. Donald Smith and Mrs. Miller. (Thanks

to the club for their nice "Get Well" greetings.)

James Imbler, father of Switchman Jim Imbler, passed away Jan. 31. Mr. Imbler was born in Knox County, Mo., on Aug. 17, 1866, and was the last of a family of 21 brothers, sisters, half-brothers and half-sisters. He retired as a Santa Fe section foreman in 1931 after 38 years with that company.

Mrs. Bill Snip, wife of sleeping car conductor, is vacationing in Florida with relatives for several weeks. Mr. and Mrs. Earl Simmons are also spending the winter in Florida, due to Mrs. Simmons' health.

Friends of Bob Helton, retired night operator at Sturtevant, will be happy to hear that he is well on the way to being his old peppy self again. After a heart attack, Bob is once more getting out and seeing his old fishing pals. He and wife Nellie are counting the days until they can head north for their log cabin summer home.

Thanks to the fellows at the Bensenville office for all their calls and cards since I have been ill. That old "flu" bug keeps bouncing me back every time I think I can report for work.

I & D Division

FIRST DISTRICT

Contributed by G. L. Wallis
Relief Clerk, Mitchell

Darlene Ries, clerk for the assistant superintendent and roadmaster at Mitchell, and W. J. Peta, yardmaster at Mitchell, who were married at White Lake on Feb. 12, spent



ARROW ENGINEER RETIRES. Bringing the Arrow into Sioux City on Jan. 31, his last trip of 56 years of service, Engineer James W. Hubbs climbs down from the cab with his son Everett, traveling engineer at Miles City, who rode with him from Manilla. Since starting as a fireman at Perry and making his date as engineer in 1907, Mr. Hubbs has worked in every state in which the Road operates except Michigan and Missouri, including service on the extension of Lines West and hauling the first IGD passenger diesel. He has been a member of the B. of L.E. at Sioux City since 1910. Although he and Mrs. Hubbs have made travel plans they will continue to live in Sioux City which is also the home of their son Arden, an IGD conductor.

their honeymoon on the west coast. They will make their home in Mitchell. F. M. Zielenski is relieving for Peta at this writing, and G. L. Wallis for Darlene Ries.

Conductor Frank J. Grace who is still unable to return to work is temporarily living in an apartment in the Geyerman Building at Mitchell.

Section Foreman A. B. Weiland was relieved by C. C. Ellis for three weeks in February while he spent his vacation in the South. Tony and his wife were in Arizona, and he reports that they never missed the snow and cold weather.

At this writing the west end is still digging out from the worst snow of the winter which began Feb. 18 and continued for three days. Over a foot of snow was precipitated, and strong winds piled up some deep drifts between Kennebec and Rapid City.

EAST END

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

Henry Troening, yard conductor at Mason City, retired recently. He was employed by the Road in the supply yard at Presho, S. D., in June, 1906 and also worked on the extra gang and watch engines at Murdo. In March, 1907 he transferred to train service on the Black Hills Division (then known as the White River Valley) and came to Mason City in 1909. He transferred to yard service at Mason City in 1910 and continued until his retirement. His main hobby is fishing and he is looking forward to spring so he can start pulling them in.

John W. Huffman, Mason City conductor, retired recently, also. Mr. Huffman was employed by the Road in 1917 and promoted to conductor in 1943. He is an enthusiastic gardener and also plans to get in some fishing and hunting.

A public card party was held Feb. 1 at the YWCA by the Women's Club. Chairmen for the event were Mrs. Roy Lang, Mrs. A. L. Kirby and Mrs. R. E. Sizer. Hostesses included Mmes. O. T. Anderson, Walter Hendrickson, E. E. Clausen, Otto Werner and Paul Tortel. A business meeting was conducted by Mrs. Walter Hendrickson followed by a dessert luncheon at which Mrs. Charles Pack and Mrs. Ray Curran poured.

Mrs. Henry J. Walter, 88, mother of Engineers L. I. Walter, E. A. Walter and Harry Walter, passed away at Montgomery, Ala. Feb. 11. Funeral services and burial were in Mason City.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

We on the I&D are very proud of the President's Trophy which was presented to the division by General Manager O'Toole in company with Mr. Kiesele, superintendent of safety, and Mr. Dempsey and Mr. Dahms of the safety department. Every employe in every department on the division is receiving a personalized Meritorious Award Card bearing his name and signed by Mr. Kiesele and Superintendent Weiland, together with an attractive billfold with a safety insignia, bearing President Kiley's signature. We are certainly proud of ours and know every member of the I&D family will treasure this memento. The

The Milwaukee Road Magazine



SAVING BONDS NOW PAY 3%! A SURE SAFE WAY TO SAVE!

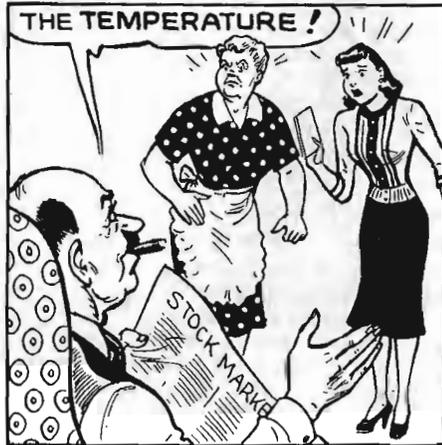
HOW MARVELOUS FOR PEOPLE WHO WANT TO OWN THEIR OWN HOME—EDUCATE THEIR CHILDREN—EMERGENCIES, ETC.—



3% ???—HMPH --I KNOW SUMP'M THAT'LL GO FROM 3 TO 90 WITHIN SIX MONTHS

HUH?

WHAT'S THAT, PA?



THE TEMPERATURE!



WE'RE SERIOUS, ABOUT FINANCIAL PA SECURITY, AND YOU—

O.K.—I'M KIDDING—I'VE GOT BONDS M'SELF

two Safety Trophies represent the division's standing at the top of the system for the years 1952 and 1954.

Thomas G. Snyder, retired conductor, 62, died suddenly of a heart attack at his home in Sacramento, Calif., Feb. 18. He had retired because of ill health on June 1, 1953 after 37 years of service and had lived in Sacramento since that time. His widow, Alyce, survives. Funeral services were conducted in Sacramento.

Gaylord Pittman, 54, died in a Sioux City hospital after being stricken with a heart attack. He had been employed in the M. of W. department for 40 years and had worked in Sioux City where he made his home since October, 1942. He is survived by his widow, Goldie, and a sister, Mrs. Garnett Roberts of Berkeley, Ia. Burial was at Perry, Ia.

Superintendent Weiland leaves us this month to become superintendent of the H&D Division at Aberdeen. Assistant Superintendent Graves transfers to Milwaukee. The Weilands and the Graves' were honored at a dinner at the Warrior Hotel in Sioux City on Feb. 27 by some 100 employes and their wives, and presented with farewell gifts. We wish them well in their new assignments.

A. C. Novak is our new superintendent and Dale Simon returns to his home division as assistant superintendent.

Miss Julia Claire Novak, daughter of A. C. Novak, our new superintendent at Sioux City, was awarded a "superior" rating in the junior music festival held recently at Kansas City, where Mr. Novak was formerly superintendent of the Milwaukee-KCS Joint Agency. The

March, 1955

festival is for young musicians and is sponsored by the Missouri Federation of Music Clubs. Julia was the only contestant in her division to receive the superior rating and to qualify for the state finals at Stephens College, Columbia, on Mar. 5. She started studying piano last September from Sister Lawrence Jean of St. Agnes Academy in Kansas City when she became a first grade pupil at Holy Cross School.

G. D. Houser, general chairman of the B. of R.T., is confined to his home in Sioux City due to illness. Glenn is an I&D trainman. We wish him a speedy recovery and a quick return to his work with the trainmen's organization.

Godfred G. Lundman, 77, retired pumper, died at Marion Junction in February. He retired in February, 1945.

Brakeman J. C. Smith is a patient in the Veterans Hospital at Sioux Falls at this writing.

I & S M Division

Erlé Jorgensen, Division Editor
Office of Agent, Austin

D. W. Olson has been appointed permanent agent at Vienna; also assigned as temporary agent-telegrapher at Erwin. J. C. Hanson is appointed agent at Mankato. Operator D. W. Peck succeeds Hanson as operator at Fairmont.

Mrs. John S. Healy, wife of retired roadmaster, passed away Feb. 21. Funeral services were conducted at Austin.

Ray H. Hoffmann, chief carpenter's clerk who underwent surgery at St. Olaf Hospital Feb. 14, is well on the road to recovery. Clyde Seiler, cashier at Decorah, was stricken with a nerve condition, which made it necessary to be hospitalized. Mrs. R. E. Morgan, wife of Conductor Morgan, underwent surgery at St. Mary's Hospital at Rochester and is now at their home in St. Paul.

Conductor F. F. Kent has gone to Arizona to visit his mother, and will also go to California during his recovery from surgery.

Engineer E. H. Baarsch and wife are the parents of a second daughter born at St. Olaf Hospital in February.

The Minneapolis Tribune's feature page of the magazine section on Feb. 20, under the head of "Our Lively Elders", pictured our well known engineer, A. L. Beers, who at the age of 82 is still working on the passenger train Austin to La Crosse and return.

Kenneth J. Wencil, agent-telegrapher furloughed to the Army, was married to Miss Garnita Enright of Cresco, Ia., at Assumption Church in Cresco on Feb. 22. After a short wedding trip they will live at Fort Eustis, Va., where Kenneth is stationed. He was attended by his brother, Robert J. Wencil Jr. Both are the sons of Section Foreman Robert J. Wencil of Rose Creek.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Conductor George Baumgartner has returned from a three-week vacation that took him to Seattle, Los Angeles, Dallas, Chicago and Minneapolis. During his stay in Los Angeles he saw several retired railroaders from Lewistown. On a card he sent me during his trip, he mentioned that he hadn't seen any place yet that he would trade for Lewistown. It has been a good place to live this winter, we have had spring weather all season, so far.

Lyle West, trainman for the Great Northern at Seattle, and his wife and two children were in Lewistown visiting his brother-in-law, Roadmaster Myron Olson.

Engineer S. G. (Si) Spring who has worked for the Road more than 47 years, received his Silver Pass from Superintendent S. E. Herzog. The pass includes Mrs. Spring.

I have received word that Section Foreman Clyde Kingsland of Denton and Miss Beatrice Roberts of Tacoma are planning a June wedding.

How's fishing? Well, I understand that Night Roundhouse Foreman John Brinkman has been doing some fishing around Big Timber, and having a lot of good luck catching trout and white fish. Sounds good this time of year.

Carman S. W. Finkbiner retired Feb. 15 after nearly 39 years of service. Mr. Finkbiner started with the railroad as a coach cleaner in June, 1916 and was promoted in November to carman, which job he held at Lewistown till March, 1953. He was transferred then to Harlowton where he worked as night inspector until his retirement. Mr. Finkbiner has many friends on and off the railroad. It was a pleasure doing some of my railroading with him.

Car Foreman G. W. Garrison of Tacoma has displaced Car Foreman C. E. Hallead at Harlowton. Car Foreman Hallead took Avery,

Idaho, which was open at the time.

Operator Frank Mathern of Harlowton is relieving Dispatcher A. W. Wickersham on vacation. Mr. Wickersham said he was going to travel over Lines West on the Milwaukee and visit all the stations he could.

The old coal dock at the Lewistown roundhouse is gone. It was sold and taken down. I kind of miss the darn thing, it was like taking one of the hills out of the valley. That old coal dock was kind of stubborn in coming down, too. The man who bought it tried to cut the props out from under, but she wouldn't fall. Finally he blasted one side with some kind of high explosives, and down she came in a cloud of black dust, never to rise again.

Operator Robert Short of Harlowton and Conductor Ed Dunn of Lewistown are back on the job after spending some time in the Seattle Hospital.

A baby boy born to Brakeman Harold Rozell and Mrs. Rozell Feb. 18 weighed nine pounds and one ounce.

Operator Don Short of Moore took over the operator job at Great Falls, and Operator Bill

Baumgartner of Lewistown bid in the Moore job permanent.

Funeral services were conducted for James W. O'Connell Feb. 18. Mr. O'Connell was the father of Mrs. Walter Laverdure, wife of section foreman at Piper.

Cpl. Gene Damschen, son of Water Service Man Floyd Damschen, returned home from the armed services Feb. 20. Gene spent the last year and a half in Japan and Okinawa. He plans on going to Bozeman College for the last spring quarter.

LaCrosse & River Division

THIRD DISTRICT

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

Paul Jensen has been appointed roundhouse foreman at Wausau. Harold Jowett succeeds him as assistant foreman.

Pvt. Ralph Beam, son of Engineer Roy Beam, has completed a course of advanced basic training at Brooke Army Medical Center, Ft. Sam Houston, Tex., and has been assigned to duty in Germany.

Jack Osswald, son of Roundhouse Laborer Walter Osswald and a student in the University of Wisconsin School of Law, has been elected an executive editor of the Wisconsin Law Review, the board of which is composed of five students who edit and coordinate the material contributed by students and practicing attorneys and publish the most noteworthy. Jack, who has earned many honors as a student, had to maintain an average of 85 or better and indicate an interest in doing legal research to receive this appointment. This year he has been awarded the Davies-Anonymous and Kemper K. Knapp (law) Scholarships. He is working his way through school with the help of scholarships.

Retired Trainman George McGlinn and wife are enjoying the winter in St. Petersburg, Fla.

Engineer and Mrs. Steve Schultz and their

daughter Judith Ann vacationed with their son, Steve, Jr., and family at Keesler Air Force Base near Biloxi, Miss., and also took in the Mardi Gras at New Orleans.

Ronald, son of Engineer Fred Janz, has received one of the freshman scholarships and awards which are made to students by the University of Wisconsin on the basis of good work in studies and other leadership accomplishments.

A White Elephant sale was the highlight of the afternoon's entertainment at the February meeting of the Women's Club in Wausau.

Machinist William Farrell, who is coach of the Wausau Speed Skating Club, was given a surprise party by 25 members in appreciation of his work with the group. Their appreciation and that of their parents was further expressed with the presentation of a handsome gift. Active in various sports and winner of many trophies in skating and bicycling, Bill has done much to promote an interest and organize skating clubs in this area. He spends much of his spare time instructing beginners and coaching advanced skaters for competitive meets.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

We are sorry to report the death of an old-timer, Retired Machinist William F. Bauer, 83, who passed away Feb. 16 at Portage. Mr. Bauer started working in 1871 for the old Wisconsin Central and retired in 1939 after 49 years of service with our road. He was well liked by all of us, and had the reputation that "anything Bill fixes stays fixed". Surviving are his wife and daughter Elizabeth of Portage. Burial was in St. Mary's cemetery here.

When you think about old times, don't you wonder how we ever survived without the benefit of vitamins, hospital care, safety first programs, the UN and all the other initialed bureaus we have nowadays? Must have been Ma's cooking on the old wood range and the red woolen hugmetites, and close supervision as to bedtime hours for teenagers.

Yardmaster George Baxter and George Pomeranz are still on the sick list at this writing.

Coast Division

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

J. O. Irvin has been appointed agent at Kirtitas, relieving L. R. McNamar who now has the agency at Sumas.

General Agent R. A. Kinnear, Everett, retired Mar. 1 after 45 years of service with the Milwaukee. Mr. Kinnear began railroad work as an operator at Auburn, and was appointed agent at North Puyallup in April, 1920. In November, 1942, he was appointed agent at Alder and in October, 1951, general agent at Everett.

G. E. McManamon has been appointed general agent at Everett, effective Mar. 1, relieving Mr. Kinnear. Mr. McManamon was a clerk on the Idaho Division from 1919 to 1935 and has been clerk at Everett since Feb. 11, 1935.

Mrs. B. T. Lavin, wife of section foreman at Doty, passed away the night of Feb. 24.

B. J. Thomas, section laborer at Chehalis, passed away suddenly on Feb. 21.



Chicago THE P. & M. CO. New York



CRYSTAL ANNIVERSARY. Married 60 years on Feb. 20, Mr. and Mrs. Christian Schmidt of Tacoma were feted by their children, grandchildren and great-grandchildren at an open house held in the Women's Club and attended by some 150 friends. Mrs. Schmidt is the oldest active member of the Tacoma chapter. The couple were married at Port Huron, Mich., where Mr. Schmidt, a retired machinist, started railroading with the Grand Trunk Western. He was also with the Burlington before moving west and entering service at the Tacoma shops where he retired in 1937. A son, Lysle, is a baggage clerk at the Tacoma depot. (Tacoma News Tribune photo)

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Al Pentecost has been confined to a hospital for two weeks at this writing. Al retired as general foreman of the Tacoma shops locomotive department in 1949.

Al Goldsbrough, who retired three years ago as chief revising clerk in the freight office, is convalescing at home after being in the hospital.

Ralph Moyles of the cashier's office is up and around again and dropped in recently to see the freight office gang. He is expected back to work soon.

Sympathy was extended to Mrs. Paul Tallmadge, wife of traveling engineer, in the loss of her mother, Mrs. James Potts, on Feb. 1. Mrs. Potts formerly lived in Cedar Falls and Seattle and to most of the railroad men was "Mother Potts". During her last illness she made her home with her daughter, Mrs. G. O. Thompson of Everett.

Another bundle from heaven was welcomed by Board Clerk Helen Strub and hubbie Victor; Dorothy Kay, born on Feb. 3.

The seventh annual conference of the West Coast Women's Traffic Clubs was held in Seattle Feb. 19 and 20. Mrs. Helen Ivory, chief revising clerk in the freight office, participated.

P. J. (Pat) Morrissey, veteran railroad engineer and an employe for more than 50 years, retired Feb. 1. Friends and fellow employes joined in a testimonial dinner in his honor. Following his retirement, Mr. Morrissey will probably move to Tacoma. For the last 26 years he has been living in Cedar Falls as engineer in the Road's helper service. Mr. Morrissey started to work for the Road in 1904 as an engineer wiper in Milwaukee. He was promoted to locomotive fireman and

by 1909 had worked on all divisions west of Deer Lodge. In 1911 he was assigned to the Coast Division.

Arnold Benson, formerly of the billing department in the Tacoma freight office, exchanged wedding vows last month with Miss Rachel Ann Hughes of Auburn. The couple will make their home in Auburn. Mrs. Benson attended the Auburn schools and Cornish in Seattle and is well known in local music circles as a vocal soloist and teacher. Mr. Benson is now stationed in Auburn as chief revising clerk.

Anne Beaumont of the cashier's department and her husband, Switchman Roy R., attended the golden wedding celebration of her aunt and uncle, Mr. and Mrs. Roy Willard, in Plummer, Idaho.

Merle N. Gay, chief electrician supervisor in the Tacoma shops, retired recently after a long service record with the Road. A dinner at the Poodle Dog banquet room was given in his honor by his Milwaukee friends and the electricians organization of Tacoma. Merle is a very ardent fisherman, and from the gifts he received, he is no doubt one of the best equipped fisherman in the Northwest. At the present writing he is traveling around, seeing the country.

Highlights of the open house held Sunday afternoon, Feb. 20, in the Milwaukee Road Women's Club in honor of the 60th wedding anniversary of Mr. and Mrs. Christian Schmidt: Mrs. Schmidt is the oldest active charter member of Chapter 14, Tacoma, now in its 30th year—she is a past president and has held other offices continuously since the chapter was organized, serving as good cheer chairman at present. Mr. Schmidt, although retired for a number of years as a machinist, is still active in the railroad organizations.

At approximately 2:30 p.m. the bride and groom of 60 years cut the wedding cake for the 150 guests who called to congratulate them and to enjoy an old fashioned railroad family "gab fest". The program began with a vocal solo by Mrs. A. R. Kidd, followed by a duet by Mrs. Harry Micklethwait, also a charter member of the club, and Mrs. Miles. The feature was a mock wedding ceremony in which the bridal party roles were enacted by Mmes. E. L. Kittleson, Roger Smith, J. R.

Beatson, W. J. Weatherall, W. J. Fitzgerald, Hazel Wright, Rex Koube, Ralph Jensen, John Agner, R. C. Schwichtenberg and W. A. Monroe. Attics and basements were ransacked to locate the costumes.

Mrs. Micklethwait gave a lovely tribute to the Schmidts and as a crowning highlight the dance floor was cleared and to the strains of "The Anniversary Waltz" the bride, lovely in an Alice blue gown with an orchid at her shoulder, danced with the tall, handsome gentleman she promised to love and obey 60 years ago.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

The Women's Club at Spokane served a luncheon for employes and friends Feb. 16 in the club rooms at the Union station. There were 80 present, including employes from the GN, NP and UP. On the following Friday evening, a card party was given which gave the treasury a slight boost, Mrs. Jack Webb reports.

The Grotto Foundation for Spastic Children staged a 17-hour telethon Feb. 19 and 20, with singing star Johnnie Johnston as emcee, assisted by actress Marsha Hunt and Leo Carillo (Poncho); singer Helen O'Connell

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influence shippers by running
faster schedules on time

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and local talent helping out. The benefit show netted around \$60,000, 75 per cent of which will be used in this area to provide care for children affected with cerebral palsy. The show was staged in Spokane's new coliseum of which we are very proud.

Grey Thompson, 67, was found dead near his phone in his apartment Feb. 18, apparently a victim of a heart attack. Mr. Thompson was car service agent for the AAR here and was to have retired next month. Survivors are two daughters, one in the Philippines and one at Temple City, Calif. He was a member of Masonic Lodge, Order of Eastern Star and Royal Arch Masons.

W. V. Johnson has filled the vacancy of city ticket agent left by the death of W. E. Wais at Spokane.

The following railroaders have been hospitalized recently: Cora Guthridge, George Savidis, and retired Trainman F. W. Weller. Mr. Weller has a heart condition but hopes his recent stay in bed will put him on his feet again. Mrs. Jack Webb, wife of Conductor Webb (not Dragnet Webb) was also hospitalized.

W. J. Keenan, chief clerk in the freight office, received word from Norway that there is a new member in his daughter's family. They have named her Karine. Bill is wondering if it is strictly a Norske name. The family has been stationed in Norway for two years and plans to be back in the states this summer.

February 22nd was a holiday, so W. J. Keenan spent the day at home. He almost wished he hadn't. About a quarter of a mile away rock blasting was being done, and a 10-pound rock fell on the roof of his home, lodging in the joists overhead. Several houses in the area were extensively damaged. Luckily no one was injured.

Section Foreman Elmer J. Detling retires Mar. 1. His first employment with the company was in June, 1913 at Revere and Lind. Followed an absence of about two years, after which Mr. Detling returned to work at Spirit Lake.

G. G. Harrison, formerly assistant foreman at Tacoma, has displaced N. E. Driscoll, day roundhouse foreman at Spokane. Neil in turn displaced Del Tryon as night roundhouse foreman.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Conductor Harry Jewell and wife have journeyed to Hot Springs for a vacation.

We bade farewell to Superintendent F. G. McGinn and Assistant Superintendent J. D. Simon. Their successors are Martin Garelick as superintendent and F. H. Ryan as assistant superintendent.

On the sick list at this writing are C. H. Stronks, recovering at home from an operation, and Conductor Al Proeber who also underwent an operation recently.

Highlights of the retirement party for Glenn O. Downing, supervisor of signals and communications at Sturtevant, held near Kenosha on Feb. 19 and described elsewhere in this issue: Agent L. M. Oskins put on the "This Is Your Life" pictograph of Mr. Downing's life from babyhood to the present, and Train Dispatcher H. C. Cone was the moderator. The speakers included Jim Kaysen as toastmaster, Superintendent F. G. McGinn, and L. B. Porter, retired superintendent of the signal department. Gifts presented included a television set, and from Mr. Downing's maintainers a 400-day clock. Ray Melzer, FSI at Morton Grove, gave him an old-style miniature semaphore type signal. Among the guests from a distance was W. J. Musgrove of Chillicothe, Mo., who had worked for Mr. Downing more than 25 years. A tape recording was made of the entire program for a later playback.

Milwaukee Shops

STORE DEPARTMENT

Virginia Schori, Correspondent

"Shirel Ann" is the bright new addition in the Henry E. Sowinski family. Henry is a storehelper in section G.

Sympathy is extended to Steve and Joe Reiter on the recent death of their father.

Gerald Meyer, sectional stockman, has returned to work after a four-month leave of absence due to illness.

St. Mary's Hospital has been the address of Harold Rieff, inspector of stores. Harold is in for surgery and everyone is looking forward to seeing him back on the job soon.

Many will remember Edward C. Loye, past commander of the Milwaukee Road Post No. 18—The American Legion, who retired about two years ago with 42 years of service as a locomotive fireman, engineer and smoke inspector, and who passed away last Nov. 20. The United States burial flag has been donated to the Post No. 18 by Mrs. Loye. Commander Frank J. Brewa recently delivered the flag to Lt. Richard Weckwerth of the Milwaukee Road police department for use at Milwaukee terminals, with the thought in mind that Ed would like to have seen it flying in the area where so many years of his life were spent.

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The Milwaukee Road Magazine

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

H. J. Montgomery, Correspondent

Mr. and Mrs. John A. Schnell recently became the proud parents of Patricia Ann.

Hats off to a Milwaukee Road bowler from the freight shop—Al Roesler. Al put his best foot forward in the Petersen's Classic in Chicago and emerged with 1546 (8 games) which took over first place. He won squad honors and has a good chance of being high on the list when the tourney closes in May. Al holds averages between 190-195 in two leagues and has shot a 700 series this year, too (three games).

Jim Borrer has been hospitalized due to a leg ailment. He is at the Wood, Wis., V.A. hospital; bed 48, ward 7-N.

Henry E. Kundert has left the Road to take a position with the Trackson Company. Hank was engineer of car construction for the past year or so and had been with the company since 1941. His friends gave him a wrist watch and a card of signatures wishing him well.

The Pioneers lead the second half of split season in the Milwaukee Road bowling league with 18 wins—3 losses. Included on the team are Al McGowan, "Slim" Koepnick, George Michaels, Herb Wisch and, of course, Jack Armstrong (the correspondent). "Jackie" also leads the league with a 180-plus average.

Finally got a post card from N. J. Eberhardy saying "all is well" and he'll write later.

Baseball is just around the corner. Order your season tickets, opening day tickets, All Star game tickets and, last but not least, your World Series tickets—NOW.

D & I Division

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

Retired Lineman and Mrs. Ed Flint of Savanna vacationed in St. Petersburg, Fla., during February as guests of Retired Conductor and Mrs. John Bertocella, formerly

of Savana, who now live there.

Judith Ann Delp, daughter of Switchman R. M. Delp, Savanna, became the bride of V. D. Hyde of Guttenberg in a quiet ceremony at home on Feb. 19. Her new home will be in Guttenberg.

Anthony (Jim) Cimino, coal shed foreman at Savanna since 1922, retired recently after 44 years of railroading. He was honored at a retirement party Feb. 19 in the Legion Club at Savanna, with 75 guests present. Following the dinner, talks were given by various officials and employes with Division Safety Engineer J. Ogden acting as toastmaster. Mr. Cimino was presented with a traveling bag along with the good wishes of his friends on the D&I.

R. C. Bush, car department employe at Savanna, passed away Feb. 3 following a heart attack. Burial was in the Savanna cemetery. Surviving are a son and two daughters.

G. H. Geyer, agent at East Moline, passed away in the Moline Public Hospital Feb. 7 after an illness of five days. Mr. Geyer entered the service of the railroad at East Moline as operator on Oct. 25, 1903 and was assigned as agent there on Oct. 25, 1947. Having resided in East Moline for 51 years, he was prominent in civic circles, being a member of the East Moline Rotary Club, the Association of Commerce, a life member of the Order of Railroad Trainmen and a member of the township high school board for 28 years. Funeral services were held in St. Anne's Church in East Moline with burial in St. Mary's cemetery. Surviving are his widow, a daughter, Mrs. Roger Kiesow, two grandchildren and a sister.

L. A. Carter, operator-dispatcher on the D&I First District and Madison Second District for many years, passed away in Delavan, Wis., Feb. 28 following a long illness. Mr. Carter started his railroad service on Mar. 9, 1912 as an operator at East Moline, then worked as agent at various stations on the old R&SW Division, being appointed dispatcher at Beloit in 1927. He transferred to the D&I First District as relief dispatcher

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at Savanna on Dec. 18, 1944 and continued in that capacity until he retired on account of physical disability on Dec. 4, 1947. Funeral services were held in Delavan with burial at Elkhorn, Wis. Surviving are his widow and a daughter.

Engineer William Stumphy, Savanna, passed away Feb. 16 as a result of injuries. Mr. Stumphy started his service as a fireman on Oct. 22, 1917, was promoted to engineer in May, 1943 and continued in that capacity until his death. He is survived by a son.

Harry Curpen, retired car inspector at Savanna, passed away Feb. 25, following a heart seizure. He began his railroad service in Savanna on Sept. 10, 1913 and retired on Jan. 8, 1951. Burial was in the Catholic cemetery at Savanna. Surviving are his widow, two daughters, two brothers and a sister.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Recent changes in the office of western traffic manager include the following appointments: Glen Williamson, chief clerk in the general freight department; Clarence Wilson, chief clerk to general freight agent; Tyler Coplen, commerce clerk; Walter Zahrens, appointed rate clerk; Jesse J. Fletcher, division clerk; and Louise Parker, new stenographer.

Trans-Missouri Division

WEST

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

Funds to fight polio in Custer County were increased approximately \$100 by proceeds from the annual March of Dimes party given by the Miles City Service Club on Saturday evening, Feb. 5, in the club rooms. J. D. Wagner was chairman of the event and director of the games, proceeds from which went to the polio fund. He was assisted by John Schell, Jim Bennett, S. W. Nelson, Everett Hore, Martin Kelm, Tom Kelly and Tubby Trafton. Refreshments were served by Pete Leo, Jim Moyes, Dan Tedesco and Don Campbell.

Albin Bloom, retired carman, passed away recently at a Miles City hospital after a long illness. He was born in Lulia, Sweden, May 7, 1883 and came to the United States in 1902. He was married to Zelma Erickson at Mandan, N. D., in 1907 and five years later the family moved to Miles City. Mr. Bloom retired in 1948 after 35 years of service with the railroad. Survivors include a son, a

daughter, a brother in Sweden and three grandchildren. Funeral services were conducted in the chapel of Graves Funeral Home and interment was in the family plot in Custer County cemetery.

Shirley Ann Vaughn, daughter of Mr. and Mrs. Ernest Vaughn of Albion, Mont., recently became the bride of James P. Peterson, son of Mr. and Mrs. A. T. Peterson. The young couple are graduates of Custer County High School in Miles City. Since graduating from Holy Rosary unit of the Presentation School of Nursing Shirley Ann has been employed in the City Hospital at Poplar, Mont. The bridegroom has just completed his tour of duty and been discharged from the Navy. After a wedding trip to Idaho they will live in Kansas City, where Mr. Peterson is attending radio and television technical school.

Olaf O. Revling, retired conductor, passed away at a Miles City hospital Feb. 7. He was hospitalized for about two months but had been in poor health for a long time. Born in Adams, Minn., Sept. 29, 1880, his first railroad employment was with the Northern Pacific in Minnesota. In 1907 he came west and filed on a homestead near Amidon, N. D., and in 1916 came to Miles City and entered the employ of the railroad. Since his retirement Olaf has divided his time between Miles City and his old home in Amidon. He is survived by three brothers. Funeral services were held in the Graves Funeral Home with Miles City Lodge 537 B.P.O. Elks in charge. Burial was in the Elks lot in Custer County cemetery.

Zachary M. Braunbeck, machinist helper, retired Feb. 1 after many years of service in the Miles City shop.

EAST END

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

Trainmaster L. H. Walleen is being transferred to Montevideo. W. F. Bannon of Milwaukee replaces him here.

The trailer home of Operator Harvey Teske and family was destroyed by fire Feb. 18 while the owners were at a basketball game. A little poodle dog, a pet of the family, died in the fire.

The Milwaukee "beanery" is no more. The Interstate lunchroom closed its doors on Feb. 17, manager C. C. Corcoran and wife having returned to Deer Lodge. The equipment has been sold to Lawrence Anderson.

Conductor Roy Haux received the news of the death of his mother, Mrs. Henry Fox of Lodi, Calif., on Jan. 15. She is survived by her husband, her son, and two daughters, Mrs. Irene Dolechek of Mott, N. D., and Mrs. Alberta MacLawhorn of Jacksonville, Fla. The

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MOVING TO SPOKANE. Al Boehmer, assistant roundhouse foreman at the Miles City shops, pictured with Mrs. Boehmer prior to his recent retirement. The Boehmers were honored at a farewell party given by their railroad friends on the eve of their departure for Spokane where they will make their home.

remains were brought back to McIntosh for burial.

Mrs. Louis Heil, widow of Conductor Heil, passed away on Feb. 22 following a long illness. She is survived by three sons, six daughters, four brothers, three sisters and 14 grandchildren.

Conductor L. W. Clark and wife are spending some time in Long Beach, Calif., with their son Laddie and family.

Joe Vammer, retired B&B carpenter, passed away suddenly Jan. 3 from a heart attack. He is survived by his wife, one brother and a sister.

Engineer William Wands and wife are spending the winter in Mexico, going from here to El Paso, Tex., then to Mexico City and on to Guadalajara and to a resort on Lake Campala.

Retired Dispatcher Harold Mosher and wife of Tacoma are spending six weeks here, taking care of their daughter and son-in-law's business while the latter are vacationing in Mexico. They left here in their trailer home, accompanied by the Moshers' other daughter, Betty, and her husband of Seattle, who also have a trailer.

David Magera, a high school senior and son of Carman Fritz Magera, is being sponsored by Senator Karl E. Mundt to take the examination for appointment to the new Air Force academy. The boys receiving appointments will compete in a statewide examination.

Engineer Frank Currah retired recently after 55 years of railroad service, coming to the Milwaukee in 1910 after working for the Northwestern since 1900. The Currahs have one daughter, Helen Gross, and two grandchildren who live at Ipswich, S. D. The Currahs will continue to make their home in Moberge.

Roundhouse Foreman B. C. Parker has been transferred to Harlowton, where he is employed in the roundhouse.

Retired Traveling Accountant Jack Clark and wife of Tacoma stopped off here to visit Mr. and Mrs. Louis Schiefelbein, en route home from a trip to eastern points.

Enclosed in a recent letter from J. E. Langenbacher, retired Trans-Missouri conductor, was a snapshot showing him and Mrs. Langenbacher taking the sun outside their cozy bungalow-type home on route 1 near St. Charles, Mo. Mr. Langenbacher retired in September, 1949.

Twin City Terminals

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

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

Best wishes to our friend, Carman Gust Anderson, who retired Feb. 16 following 41 years of service in the car department; also to Miss Audrey Benter, formerly clerk at the St. Paul coach yard, who retired Feb. 1.

Wrecker Foreman Harold Anderson is back to work following minor surgery.

The following car department families are happy over the arrival of new babies: Mr. and Mrs. Marlin Remter, a boy on Feb. 6; Mr. and Mrs. Sidney Tverberg, a boy on Feb. 7; Mr. and Mrs. Ralph Hammerot, a boy on Feb. 19; and Mr. and Mrs. Charles Skruppy, a girl on Feb. 19.

Locomotive Clerk Arthur Sorenson is recuperating at home in a cast after a session in the hospital due to a slipped disc.

Boilermaker Louis Romain retired recently following more than 25 years of service at South Minneapolis.

Coach Yard Foreman Tal Hughes, St. Paul, who is retiring Mar. 1, was honored at a dinner at the President Cafe attended by 36 friends and fellow employees. H. A. Grothe was master of ceremonies. On behalf of the St. Paul coach yard employees, Walter Meihof presented Mr. Hughes with a wrist watch, and Charles Laird, for the supervisors and office, presented him with a billfold and paper money. Mr. Hughes had started with the Road at the Minneapolis shops in 1909 and had 46 continuous years of service.

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ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

While on their way to work Feb. 23, Joe and Elsie Monheim were in a collision on the highway between Stillwater and St. Paul. Elsie is in the hospital at this writing but Joe is out and around.

Gladys Sheehan is back from her Miami vacation.

About three or four months from now you will look twice to see Marion Cashill. She is on her own patent diet, etc.

Agent Bill Radke has developed into a star bowler and during week ends of the past several months has been mentioned in the sport pages of the Twin Cities papers.

My young son Richard, now in the Army at Fort Leonard Wood, was hospitalized there with a case of pneumonia during February.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Our condolences to S. H. Smith on the death of his brother, Msgr. Howard Smith; to Myrtle Henry on the death of her father; and to Mrs. William Trethewey on the death of her husband.

It is good to see Harry Nee back to work after another absence for an operation.

Fred Johnson and Frank Thori are responding to the "call of the South" for their vacations. At this writing Frank is basking in the sun in Florida. Fred and his wife will leave shortly.

Rosella Wall entertained the girls of the depot, local freight and commercial offices at

a benefit tea for the R.B.W.A. at her home on Saturday, Feb. 12.

We are sorry to report that at this writing Ruth Miller of the commercial office has been hospitalized.

Off Line Offices

PHILADELPHIA

E. Paul Schilling, district passenger agent with headquarters in Philadelphia, was recently elected second vice president of the Philadelphia Passenger Association. Mr. Schilling, who started with the Road in Chicago in 1936, was city passenger agent in Cleveland before transferring to his present position in July, 1951.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

Chester Kosinski of the Chicago traffic department has joined the Rea Building force, replacing Richard Franzwa on the chief clerk's position in the DF&PA's office.

Trainmaster O. L. Clawson took as his bride Ethel Mary Head of Terre Haute the latter part of February.

Station Clerk E. G. Buell of Faithorn has taken a position in General Agent Beem's office in Chicago.

Retired Brakeman Elmer Jenkins, at present writing, is in Florida for several weeks' visit.

We regret to report the death of Engineer Frank Cambron of Jasonville, who failed to recover from an operation on Feb. 12; also of Brakeman Lewis D. Hedges who succumbed to a heart attack on Feb. 26.

Sympathy was extended to Agent C. D. Nunley of Joliet in the loss of his father, who died Feb. 27 at Terre Haute.

The car department reports that three of its former employes recently returned to the active working list—W. R. Boyd, Clarence Hollinger and Charles Weaver.

On the absentee list in the car department at this writing are Walter J. Rhode, working foreman at Bedford, who has been ill for several weeks, and Carmen Loren H. Abbott and L. R. Padgett of Terre Haute. Clarence Graaf of that department, who has been confined to the hospital in Terre Haute, is reported to be improving.

Car Foreman J. F. Wilbur of Latta proudly announces the arrival of a son born in February, and at Terre Haute baby girls arrived at the homes of Carmen K. W. Austin and R. J. Austin. The two little girls are grand-

EXCESS BAGGAGE



daughters of Herschel Austin, chief clerk in the car department.

Yardmaster Curt Grigsby at Hulman Street, who has been somewhat under par recently, has taken an early vacation and will spend part of it in the hospital to get back in good health. While he is away his position will be filled by Extra Yardmaster Marshall Elliott.

Extra Telegrapher James Cornell entered military service on Feb. 14.

Agent-Operator W. E. Chapman of Walz and Mrs. Chapman are taking their vacation in New Orleans. Also on vacation at this writing is Third Trick Operator W. E. Hasty of North Harvey.

Mrs. Jack Wright, wife of our chief train dispatcher, was lucky again. Mrs. Wright, who has won a number of contests of various kinds, registered for a prize drawing in a store at Terre Haute one afternoon and upon reaching home was notified by phone that her name had been drawn for a table-model radio.

Retired Brakeman William T. King of Terre Haute, while repairing a roof, fell and sustained an injury to his back. He is recuperating at home.

Second Trick Operator T. K. Sims of Spring Hill has been commended by C&E officials for alertness and prompt action in discovering and reporting a bad hot box in one of their trains passing thru Spring Hill, thus permitting them to have the train stopped and car set out before serious consequences resulted.

Willis Harrington, retired conductor of Terre Haute, died Feb. 23. Surviving is a brother, Fletcher, a former Milwaukee Road brakeman.

Conductor Frank Shively of Farmersburg retired Feb. 17.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Mr. and Mrs. John Rion are the proud parents of a boy, Michael Paul, born Jan. 14. Mr. Rion is employed on the section.

Trainman Charles J. Hart and wife of Viola had an addition to their family with the birth of a son on Jan. 29. They now have five boys and one girl.

Edward Failor, son of Chief Clerk W. E. Failor, was graduated from the college of law of the University of Iowa on Feb. 5. He received a "juris doctor with distinction." He was president of the S.U.I. young Republicans, a member of the law school student council, and a law intern at the institute of public affairs which recently published a research report written by Edward and Dr. Dean Zeonor of Iowa City. After passing the state bar examination, Edward became associated with the firm of O'Connor, Thomas, McDermott and Wright in Dubuque.

W. S. Starbuck of Marion, retired switchman and carman, observed his 95th birthday Feb. 7.

Jerry R. Wink, son of Agent C. R. Wink of Oxford Junction, enlisted in the Army Jan. 24 and is taking his basic training at Ft. Bliss, Tex. Jerry, who is 18, is in the Engineering Corps.

On Feb. 14 Agent Wink's daughter Dolores was married in Emmanuel Lutheran Church in Strawberry Point to Richard Fratzke, son of Mr. and Mrs. R. H. Fratzke of Strawberry Point.

John G. Larkin, Sr., who was a surgical patient in a Cedar Rapids hospital early in

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Offices in Principal Cities

February, is recuperating at home.

Mrs. Hugh E. Jones, who was hospitalized for three weeks at St. Luke's, is now at home on a three-month sick leave. Her position is being held by Mrs. Hazel McCalley.

George McLane of Council Bluffs, former passenger conductor between Marion and Omaha, is in a hospital at Council Bluffs at this writing.

Milo Dlask, checker at the Cedar Rapids freight house, has returned to work after a long leave of absence.

Foreman Arnold T. Bryson, who has been in charge of the section at Monticello, is now foreman at Amana on the old K. C. Division where he spent many years in the M. of W. department. J. J. Smith has been assigned to Monticello. Clarence Gregerson, temporarily working as section foreman at Maxwell, was permanently assigned to that job in January.

The Marion High School basketball team won the championship in the Wamac conference and the week of Feb. 20 played in the Iowa City district tournament. Darell Failor, son of Chief Clerk W. E. Failor and a junior at the Marion school, is on the team. He was a regular member of the Marion five while still a sophomore.

John J. Gavin, roundhouse foreman for many years, died at Mercy Hospital in Cedar Rapids on Feb. 1 after a long illness. At one time he was in the mechanical department at Ottumwa, from there he transferred to Elgin as a roundhouse foreman, and before coming to Cedar Rapids on Jan. 1, 1953, was foreman in the roundhouse at West Clinton, Ind.

Due to the abolishment of the foreman's position at Cedar Rapids, he went to Savanna in that capacity for three months, but because of ill health returned to his home in Cedar Rapids last July 1 and was on sick leave at the time of his death. Affiliated with Immaculate Conception Church, he was a member of the Knights of Columbus; also a veteran of World War I. Burial was in Cedar Rapids. Surviving are his wife, Winifred; two sons, John J. Jr., and Lawrence Michael; and four daughters, Joan Elizabeth, Rita Mary and Barbara Jean of Cedar Rapids, and Ann Niebrugge of Chillicothe, Ohio.

On Feb. 9, A. H. Hobert, retired M. of W. employe, died at his home in Hawkeye. He was born in Germany on Apr. 7, 1876 and came to the United States with his parents at the age of 7. For 50 years he was employed by the Road, living at Monticello from 1933 to 1946, when he moved to Hawkeye. He retired in 1945 as section foreman. He is survived by his wife; four sons, Harold and W. J. of Hawkeye, Marcus of Van Horne and A. H. Jr., of Monticello; and two daughters, Mrs. Raymond Champlin of Pittsburgh and Mrs. Jack Beeks of Hinsdale, Ill. Burial was at Hawkeye.

MIDDLE & WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Miss Gertrude Donahoe, agent at Waukeo who was employed as a supervisor for the Western Union Telegraph Company before coming to the Milwaukee last year, was featured in the January issue of *Telegraph News*, the Western Union employe publication. A picture of Miss Donahoe was used with a story about the improvements she has made in the station buildings and grounds by giving them "the woman's touch".

Ruben DeWald, agent at Fostoria, was married Feb. 5 at the M. E. Church in Jefferson to Miss Evelyn Annear of Adaza. They plan to make their home for the present at Adaza, where Ruben formerly worked, as the bride is employed in the First State Bank in Churdan. They took a honeymoon trip to California when Ruben had his vacation later in the month.

Active and retired employes who took advantage of travel to escape some of our cold weather included Engineer and Mrs. Owen Fox, Conductor and Mrs. W. S. Delaney, Conductor and Mrs. Ralph VanHorne and Retired Conductor Frank Johnson and wife, who went to Florida. California attracted Retired Engineer and Mrs. E. C. Hullerman, Conductor and Mrs. Carl Vodenik, and Retired Agent and Mrs. H. C. Krasche. Engineer and Mrs. Clyde Ibson went to Arizona to visit their daughters. Retired Engineer and Mrs. Fred Peterson took their annual trek to St. Petersburg, Fla., and Conductor and Mrs. William Stevenson their annual trip to Hot Springs, Ark. The latter's son William Jr., who lives in LaCrosse, joined them.

Kevin Lee Reilly, born in Savanna Jan. 29 to Signalman E. T. Reilly and wife, is a new grandson for Agent O. J. Atkins Jr., the mother being the former Sally Atkins of Manning, Ia.

Richard Steven Heenan, born in Perry Feb. 7, is the first son of Brakeman Richard Heenan, now with the armed forces in Germany. His grandfather is Yardmaster Gene Heenan of the Perry yard force, and his great-grand-



PHILEAS FOGG, MEET NELLIE BLY!

ENGINE 93 streaked through Arizona, its eight steel wheels flailing the track. And when the young lady at the controls thought the engineer wasn't looking, she opened up the throttle another notch.

She was Nellie Bly, reporter for the New York World. And she was in a big hurry to reach Jersey City and beat a fictional man in a trip around the globe. The man's name was Phileas Fogg, phlegmatic English hero of a popular novel by M. Jules Verne: *Around The World In 80 Days*.

And beat him she did—in just over 72 days—with only one dangerous incident. A “titled cad” tried to flirt with her in the middle of the Indian Ocean, but even he subsided when she threatened to signal the nearest U. S. man-of-war.

M. Verne cried “bravo!” when he heard her triumph. And all 1890 America cheered. For hers was the authentic American spirit that translates dreams into practical realities.

It's the same spirit that lives in today's 160 million Americans, who—far from incidentally—are the real assets making U. S. Series E Savings Bonds one of the world's finest investments.

Why not profit by your faith in your fellow Americans and yourself? Guard your future, and your country's, by buying Bonds regularly!

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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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U. S. SAVINGS BONDS**

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QUIZ answers

1. Flag stop to receive or discharge passengers.
2. Trainmaster.
3. About 36 per cent.
4. Maryland, January, 1830.
5. A signal at the entrance of a block to govern trains entering that block.
6. Train register.
7. Between 7 and 10 feet.
8. Yes, when operating conditions warrant.
9. Union Tank Car Company.
10. The outer walls of the superstructure paralleling the roadway.

father is Retired Machinist Owen Heenan of Perry.

A son born Jan. 30 to Mr. and Mrs. Harve Blaisdell Jr. is a new grandson for Retired Blacksmith Harve Blaisdell Sr.

C. J. Klein, agent at Portsmouth, and Mrs. Klein welcomed a son on Jan. 17.

Agent Lyle McClintock and his wife are the parents of a girl born early in February. The baby was named Dana Ione. Lyle is the agent at Rembrandt.

When the Cub Scouts at Waukee were studying railroading recently, they enjoyed a talk given by A. C. Jacobs, retired agent. Mr. Jacobs, who celebrated his 90th birthday recently, is still alert and takes an interest in the youngsters who pass his home going to school. Since he takes his noon meal at the school house, he has the self-appointed job of seeing that the children cross the street in safety.

Conductor Francis Cox has had three additions to his family lately. His youngest daughter was married, thereby presenting him with a new son-in-law, and his oldest daughter had twin sons on Feb. 16. The babies are the sons of Rev. and Mrs. Everett Hawbaker of Webster City.

Hospital patients during recent weeks included Mrs. L. Miller, wife of the signal maintainer at Jamaica, who underwent surgery at the Jefferson Hospital. Retired Conductor J. M. Reel was a surgical patient at Mercy Hospital in Des Moines. Mrs. Charles Hunt, wife of a Hiawatha engineer, was a patient in the Perry hospital following a stroke.

Mrs. W. C. Mahaffa, wife of a Perry clerk who is now in the Navy, will be confined to the Lutheran Hospital in Des Moines for some time, having sustained serious injuries in an auto accident while en route from Perry to Rockwell City to attend funeral services for Mr. Mahaffa's mother. Also injured in the accident with her were her parents, Mr. and Mrs. George Snyder of Perry. Mr. Snyder, a B&B department foreman, was away from work for more than a month. Mahaffa was given leave to attend his mother's funeral. He expects to be released from the Navy this summer.

Relief Section Foreman Raymond Cross re-entered the Veterans hospital in Des Moines during February for surgery.

John Mass Sr., retired section laborer who makes his home in Rhodes, spent six weeks in the Iowa City hospital. He underwent sur-

gery on Jan. 3 and was released the middle of February.

Karen Mitzel, daughter of a bridge man at Manilla, had an emergency operation for appendicitis at the Carroll Hospital recently.

Mrs. E. C. Hullerman was a surgical patient in a Des Moines hospital in February, shortly after she and her husband returned from a California trip.

Cpl. Vernon Locke, son of Agent Ward Locke of Nemaha, is again a civilian after a four-year tour of duty for Uncle Sam. He spent six months in Hawaii and 21 months in Korea. Corporal Locke was severely injured in Korea and was on a hospital ship for two months.

Jack Bell who has been making his home in Council Bluffs the last year while working as an engineer on the steam derrick crew, has taken a leave of absence to be a farmer. He rented a farm near Ogden and took possession in January. Before leaving Council Bluffs he and his wife were given a party by the men with whom he worked.

One of Uncle Sam's newest recruits is Edward Schaeuble who is on leave from the track force at Templeton. He was assigned to the 81st Infantry at Ford Ord, Calif.

Kathy Cox, daughter of Conductor Francis Cox of Perry, was married on Feb. 4 at Anita, Ia., to Merrill D. Hoyt of Omaha. The wedding took place at the Community Bible Church with Conductor Cox giving his daughter in marriage. Kathy has been a student at the Omaha Bible Institute. The young couple will live in Omaha, the groom being a pre-medical student at the University of Omaha.

Willard Brewer, old time car department

employee, died at his home in Perry recently. His son Leo who now lives in Kansas City was formerly clerk at Perry.

A son, born to Operator and Mrs. B. M. Robinson of Collins early in February, died shortly after birth.

Mrs. D. H. Houghtaling, widow of a Des Moines division agent, died Feb. 9 at Peterson, Neb., where she had been living since Mr. Houghtaling's death last fall in Colorado. Mr. Houghtaling was agent at Webb for a long time before illness forced him to retire.

Leonard Kimrey, father of Engineer Dave Klein's wife and a brother of Engineer P. Anfinson's wife, died at the home of his daughter in Oxford Junction during February. He had been a patient at the Veterans hospital in Iowa City for some time. Burial was in the national cemetery at the Rock Island, Ill., arsenal.

Jacob Geissinger, father of Alfred Noack's wife, died in February at the age of 84. He had been ill for some time.

Herman Meiners, for some years a member of the Manilla track force, died early in February.

Capt. John Ranes, son of Mrs. Viola Ranes of the assistant superintendent's office force, was recently awarded the Commendation Ribbon for meritorious service in Sendia, Japan. Captain Ranes is an assistant intelligence officer, air and photo interpreter with the force in Japan.

Miss Jeri Johnson, daughter of Storekeeper H. R. Johnson of Perry, was the winner of the American Legion oratorical contest held in January. Jeri's speech was entitled, "America's Train of Triumph".





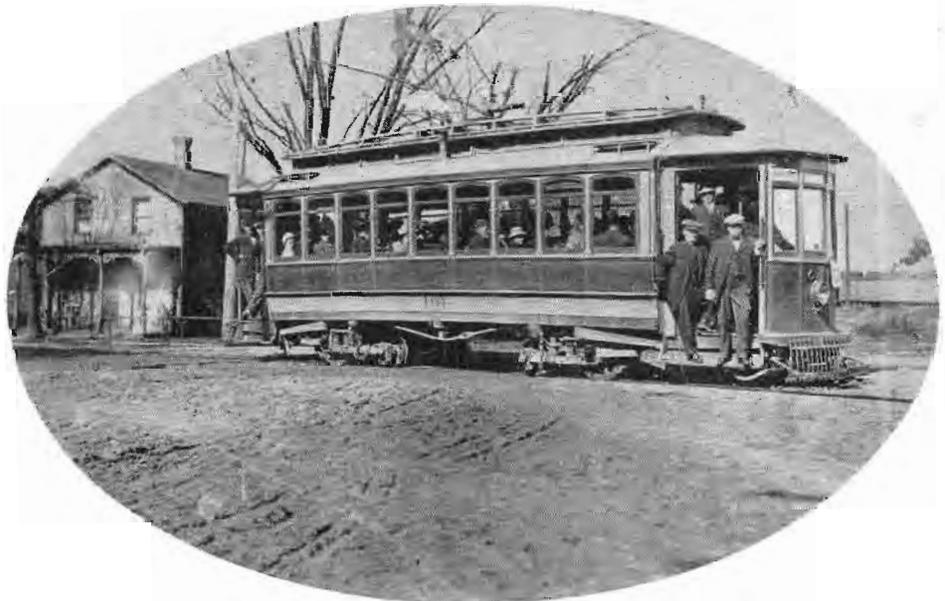
TWO-TIME SAFETY WINNERS. Above: Officers of the Iowa & Dakota Division, which had the best safety record on the railroad in 1954, with officers of the safety department at a special staff meeting in Sioux City on Feb. 28, for the presentation of the President's Safety Trophy. General Manager J. J. O'Toole is at the right presenting the trophy to Superintendent P. J. Weiland. The I&D had the best safety record in 1952 also.

Left: Superintendent Weiland (since appointed superintendent of the H&D Division) accepting custody of the trophy for the division's employes from Mr. O'Toole and E. G. Kiesele, superintendent of safety. In appreciation of their efforts throughout the year, each employe was later presented with a Meritoricus Award Card and a billfold. The I&D record of no fatalities and only three reportable injuries during 1954 was the second lowest rate since the safety contest was inaugurated in 1941.



THE MILWAUKEE IN OHIO. From Correspondent Ruby Eckman, Perry, Ia., comes this picture which she received recently from Mrs. Mary Hogan of Newark, Ohio, daughter of Vice President W. J. Whalen. Mrs. Hogan's 10-year-old son, Brian (at right, leaning on the "tank car") is a member of Cub Scout Pack No. 8 in Newark, and Mrs. Hogan is a den mother. It followed logically that the car the den produced in January in connection with Railroad Month should bear the Milwaukee Road insignia.

VERY RAPID TRANSIT. A souvenir from the heyday of the trolley car at Portage, Wis., courtesy of brakeman James Hannifan. Shown alighting near the Milwaukee Road depot are Callboy Harry Taylor (left), now a La Crosse Division passenger conductor, and the late Tom Curry, a brakeman who later became police chief. The transit system acquired the equipment from Milwaukee where this snappy model had replaced the horse car.



TRAIN INSPECTION. Superintendent John Dombrowski of Milwaukee Terminals inspects a "train" of cars created by the Cub Scouts of the Jefferson Street School in Milwaukee during a meeting at which he was the featured speaker. See article, page 8.



Chicago, Milwaukee, St. Paul and Pacific Railroad Company

announces the 1955

J. T. GILLICK SCHOLARSHIP

for sons of Milwaukee Road employes

entitling the qualified and selected candidate to an amount of
\$600 ANNUALLY

toward tuition and incidental academic expenses for
four years of undergraduate study at a university or college
chosen by the successful candidate for the scholarship.

●

Sons of Milwaukee Road employes and sons of deceased or retired Milwaukee Road employes are eligible to apply for the J. T. Gillick Scholarship, provided the parent did not receive in excess of \$6000 as compensation from the railroad company in the 12 months last past and has worked for the railroad for two (2) years.

The members of the J. T. Gillick Scholarship Committee who will judge the applications and qualifications of candidates for the award are:

CHAIRMAN: C. Wm. REILEY, *Director of Admissions*, Northwestern University

MEMBERS: CHARLES C. CAVENY, *Dean*, Chicago Undergraduate Division, University of Illinois
PHILLIP LOTTICH, *Director of Admissions*, Illinois Institute of Technology
ROBERT STROZIER, *Dean of Students*, University of Chicago

The sons of Milwaukee Road families who plan to enter a university or college in the fall of 1955 should communicate immediately with the J. T. Gillick Scholarship Committee and ask for an application form upon which to apply for the scholarship. Full details about eligibility requirements and the general conditions under which the scholarship award will be granted will accompany the application form when it is sent to prospective applicants.

IMPORTANT: Applicants for the J. T. Gillick Scholarship award who plan to enter college for the fall 1955 term must have their completed applications filed by not later than June 30.

*Address all communications and requests for information about
the J. T. Gillick Scholarship to:*

C. WILLIAM REILEY, Chairman • J. T. GILLICK SCHOLARSHIP COMMITTEE
356 Union Station Building • 516 West Jackson Boulevard • Chicago 6, Illinois

