

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

MAY 1955

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THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis
Manager

Marc Green Marie Hotton
Editor *Assistant to Editor*

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

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How We Are Doing

IN MY OPINION the 1955 railroad employe is distinguished from his father and his grandfather principally by his greater interest in railroad economics. This would appear to be the natural result of better educational opportunities, coupled with the desire to learn the reasons behind today's parade of new tools and new methods.

On The Milwaukee Road an attempt is made to match this interest with information. The annual report in the April issue of the Magazine each year is one such attempt. Also, for a number of years a brief statement showing revenues, expenditures and net income or loss has appeared in the Magazine each month. Last month that statement was expanded to include a carloadings statement, broken down by commodities. It is called simply "Here's How We're Doing", and provides answers to questions which I believe arise naturally in the minds of all of us as we handle these commodities over our rails.

Because of the time involved in summarizing a month's performance in dollars and cents, it will be observed that this issue, for example, carries the financial statement for March, while the carloadings breakdown is for April.

This brief review was originally prepared in my office for use in another connection, but I hope that it will prove interesting to everyone on the railroad.

Knowing that we all like to keep our eyes open for ways of improving everything we do on The Milwaukee Road, I would be very glad to hear from anyone who cares to comment or ask questions about this statement or, for that matter, about anything else concerning our railroad.

I LIKE TRAINS

Condensed from "Accustomed As I Am" and reprinted from the May, 1955 issue of Reader's Digest

by John Mason Brown



photo by Talbot
John Mason Brown

In this essay, John Mason Brown, editor, drama critic, lecturer, author of many books on literary and theatrical subjects, and in recent years a familiar television personality, adds a fine appreciation of train travel to his many distinctions. It will be of interest to Milwaukee Road people to know that Mr. Brown holds, among his several degrees, that of Doctor of Literature from the University of Montana at Missoula, where he will be remembered as a teacher during summer sessions several years ago. The Milwaukee Road Magazine is indebted to Mr. Brown for special permission to re-print the essay.

SOME people need to be lured into travel by the threat or promise of snake-dancers, the Taj Mahal, or at least the music of faraway names. I don't. Although I like going places as much as the next one, I also like the mere act of getting there. More particularly I like trains—American trains, regardless of where they are going.

In fact, I like them so much that if it were possible I would be tempted to exchange my bed for a berth, have it draped with heavy green curtains, equip it with a machine to rock me gently while I slept, and insure my slumber by installing a sound track to release such blessed night sounds as distant whistles, clanging road signals, passing freights, the clackety-clack-clack of the rail joints and the hum of rails.

A train is self-contained and the fact that you have a destination is almost for-

gotten when you surrender yourself to such comforts as a railroad alone can provide. The wise traveler rejoices in the fact that he is as free from time as he is from the telephone. Unless bad news has summoned him, or worries lie ahead, a train can become for him a place of refuge; a restful pause in life; a sanctuary on wheels which devours space even as it annihilates time.

Year after year I have swung down, up and around the United States on trains of all kinds. During lecture tours I have slept on them for 25 consecutive nights. Streamlined wonders, expresses, locals, transcontinentals, chromium or plush, air-conditioned or dust-blown, electrified or steam. I have fallen onto them at two in the morning at flagstops during a blizzard, and fallen off them in strange cities at dawn. And I have never lost my fondness for them.

I like them for their comfort, their serenity, their warmth, their efficiency, their impersonality. I like the darkness and the quiet which one of their rooms can maintain in the broad light of noon, and the illusion they can give me of being somehow becalmed in the midst of motion.

A good train, well used, is the best rest cure a healthy landlubber can find, if he happens to be tired and yet must keep moving. Train windows are the most tempting shop-windows I know, and looking through them is a wonder-

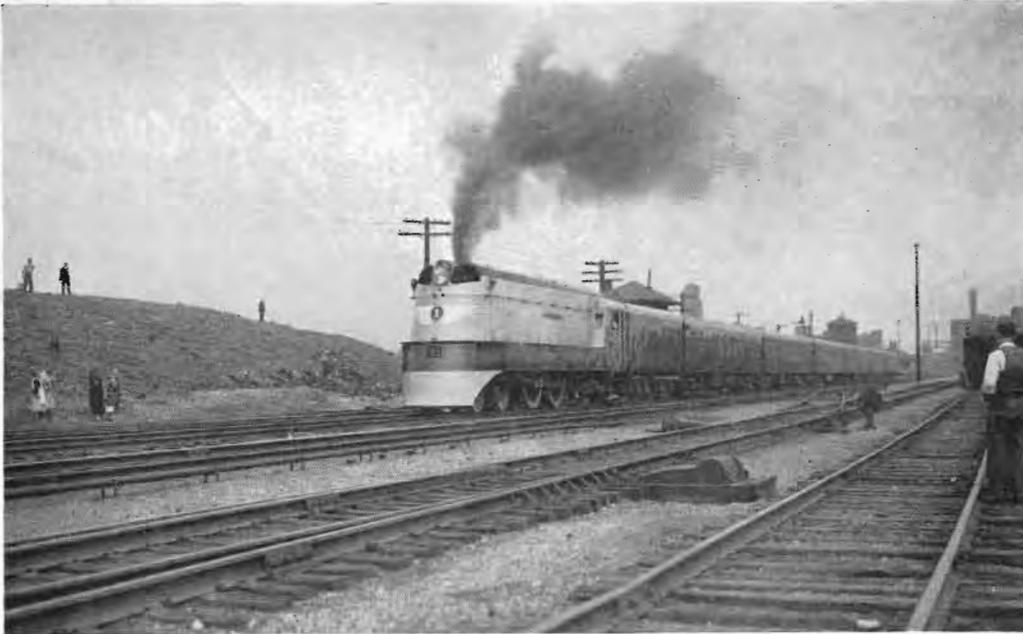
fully voluntary act. The landscape is under your control, to look at or not.

Then there are the daytime naps, those open covenants with sleep openly arrived at, which gain in charm because of their sheer shamelessness. Yes, there is also the appetite which only a full day's inactivity on a train can whip up. It is the kind of appetite lumberjacks and campers understand. Only it is acquired without effort. It is so lusty an appetite that not only do the steaks, the Idaho baked potatoes, and the bacon and eggs have a miraculously crisp taste, but even the canned vegetables and the overcooked coffee seem viewable, if not palatable.

Passengers come aboard armed with their local newspapers, their arms bulging with magazines. For few places are a train's equal for reading. Undisturbed, at ease, horizontal in a berth, sitting upright in an observation car, or sharing a day-coach seat with a stranger, you can find few libraries as conducive to concentration as a train. Only a deck chair, on the first two days out before you have met any of the other passengers, is its superior.

For full comfort, give me a room on a train, made down for the night and yet occupied for a full day, with sleep permissible at will, with books littering the bed, and with meals brought in as by a summons from Old King Cole.





The first westbound Hiawatha steamed out of the Chicago Union Station on May 29, 1935, and was greeted by interested spectators all along its route. (Photo by Harold Christiansen)

The Famous Class A

The following article, recalling one of the big red-letter days in the history of The Milwaukee Road, is taken from an article by Willard V. Anderson, editor of Model Trains, which appeared in the May, 1955 issue of that publication. It is reprinted here through the courtesy of the author.

IT WAS 20 years ago and the age of fast streamlined trains was upon us. The Burlington's original Zephyr had gone into service the year before and the Union Pacific's M-10000 and M-10001 were barnstorming the country on exhibition tours. Even more recently, the Burlington had inaugurated the original Twin Zephyrs on the Chicago-Minneapolis run. The Chicago & North Western had jumped the gun on the Burlington by inaugurating its fast steam-driven non-streamlined "400" on Jan. 2, three months before the Twin Zephyr went into service.

With its two competitors already in hot competition for the Twin Cities trade, what was the Milwaukee Road doing?

It was biding its time. It, too, would soon offer fast service between Chicago and Minneapolis. Like the Burlington,

it would offer a streamlined train. Like the North Western, it would operate the train by steam. But only like the Milwaukee Road would it offer a combination of steam and streamlining.

The first steam locomotive ever to be built as a streamliner from the ground up was already undergoing speed tests in the middle of May. On May 29, 1935, she proudly steamed out of Chicago on her first regularly scheduled trip to the Twin Cities. She was the first of class A and she bore the number 1.

But you should have seen her the day she left the Schenectady works of the American Locomotive Company! It was Apr. 30 and the door through which she passed had been veiled in bunting. With her bell ringing and her air horn blaring she poked her shrouded nose through the bunting and pulled up alongside a speakers' stand. Her engineer and fireman were dressed as Indians, for she was to pull the Hiawatha:

*Swift of foot was Hiawatha;
He could shoot an arrow from him,
And run forward with such swiftness
That the arrow fell behind him!*

Naturally, No. 1 had to have a running mate. This was No. 2, which was delivered only three days after No. 1. And to be strictly accurate about it, it

was No. 2 that inaugurated the Hiawatha service, for she left Minneapolis on the first eastbound trip just 30 minutes before No. 1 left Chicago.

But No. 1 claimed most of the firsts. She was the first new Atlantic type locomotive built in 21 years, and the first steamer of any type to be built as a streamliner. She was, until joined by her sister, the biggest Atlantic ever built.

Nos. 1 and 2 did yeoman service on the Twin Cities run, but like all steam locomotives they occasionally had to go to the back shop for heavy repairs. They did this with the aid of Nos. 3 and 4, which were built in 1936 and 1937 specifically as pinch-hitters and to handle extra sections of the famous train which was attracting passengers in droves. The four oil-burning Atlantics were capable of speeds in excess of 100 miles an hour on a routine basis.

Streamlined Hudsons—the F-7's—replaced the A's on the Twin Cities run before the Atlantics were five years old. Nos. 1 to 4 were assigned to the Midwest Hiawatha and then, after World War II, to Chicago-Milwaukee expresses, a Madison local, and an occasional Chippewa Hiawatha. By the end of 1951 all four were out of service. Their lives had been brief but dramatic.

President Kiley Comments On Passenger Travel

ON APR. 11 President J. P. Kiley received a long distance telephone call from Dick Sinclair in Los Angeles, son of H. R. Sinclair, traveling freight and passenger agent in Salt Lake City, and a well-known radio personality in the Los Angeles area who conducts a program called "Sinclair Calling", over Radio Station KFI in that city.

Although Mr. Kiley knew nothing of the plan in advance, his conversation with Mr. Sinclair was tape recorded and broadcast, together with similar conversations with other executives, on Apr. 12.

The following is a transcript of their conversation, with introductory remarks by Mr. Sinclair:

Sinclair: "Regardless of age, people—and especially Americans—like to travel, and the railroads are now going into the business of mass transportation in a fashion never thought of before. In this week's U. S. News and World Report, one of the leading articles is titled 'Rails vs. Automobiles—New Battle Ahead'. So in this telephone call to Mr. J. P. Kiley, president of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, you learn of some of the new trends for passenger comfort to be expected in the very near future. Mr. Kiley is speaking from his office in Chicago.

"Mr. Kiley, The Milwaukee Road operates from Chicago to the Coast, does it not?"

Kiley: "Yes."

Sinclair: "What is your feeling about the new light trains?"

Kiley: "The new light trains that have been proposed so far have been proposed mostly for short hauls. Generally, I think they are reducing the weight of the car per passenger by putting more passengers in the cars. Our cars that go from Chicago to Tacoma have only 44 seats in the body of the car that is 85 feet long. These seats are all fixed for reclining and they have leg rests so that people can really rest in them on these long overnight trips. Now it would be practically impossible for anybody to sit up in a seat where there was very little leg room and where they could not recline. They would not be able to take two nights on the road, or a long haul that way with the new light trains."

Sinclair: "Mr. Kiley, are you familiar with the Santa Fe's new idea of the double deck car?"

Kiley: "Yes, I am, and I think it is quite a step forward."

Sinclair: "In other words, you feel that for the long haul this double deck car would be better than the more compact version?"

Kiley: "If people are to ride long distances, they must be able to sit comfortably and move around."

Sinclair: "How about cross country non-changeability—an idea that Mr. Young of the New York Central has in mind? Do you feel this is in the future?"

Kiley: "You mean a train going from the East Coast to the West Coast without any stopover en route?"

Sinclair: "That's right, or possibly direct cars."

Kiley: "There have been direct cars for a long time. There are cars running from New York to Los Angeles and San Francisco, and some down into Texas points. On the whole, there are very few people who stay in those cars when they are staying in Chicago. The cars have to be serviced and moved from one depot to another, and I believe that quite generally those cars are used for transferring of baggage rather than for people."

Sinclair: "Mr. Kiley, do you feel that railroads are moving into a better competitive position? Do you feel you are competing on a more even basis now

with air lines and automobiles?"

Kiley: "No, I do not think there is any possibility of our competing on an even basis with airlines in cost as long as they are being subsidized with non-compensatory charges for the facilities that are furnished them by various communities and by the United States. And, of course, I do not think there is any possibility of us ever competing with the airlines in time."

Sinclair: "Thank you very much for talking with us today. It has been very interesting."

Kiley: "Thank you for calling."

Math Refresher

Do YOU feel confident you could still pass a test in high school math? For those who think they can do better than the teen-age whizzes, here is a sample problem from a recent mathematics tournament for Chicago high school students:

"A railroad advertises a family travel plan. The man of the family pays full fare; his wife and children each pay half fare. The cost is three cents a mile and a 10 per cent reduction is given for a round trip. A man, his wife and three children make a trip at \$162. Find the total distance traveled for the round trip."

The answer: 2,000 miles.

But on The Milwaukee Road, which uses a somewhat different plan, the family would have traveled that distance for approximately \$30 less.



An Olympian Hiawatha coach, showing the reclining seats with leg rests, to which Mr. Kiley referred in the radio broadcast.

SCHOOL AT ITS BEST



"Glad to have you on board, young lady", says Conductor Archie Sarazin to Linda Loseth, who thought the trip was too short.

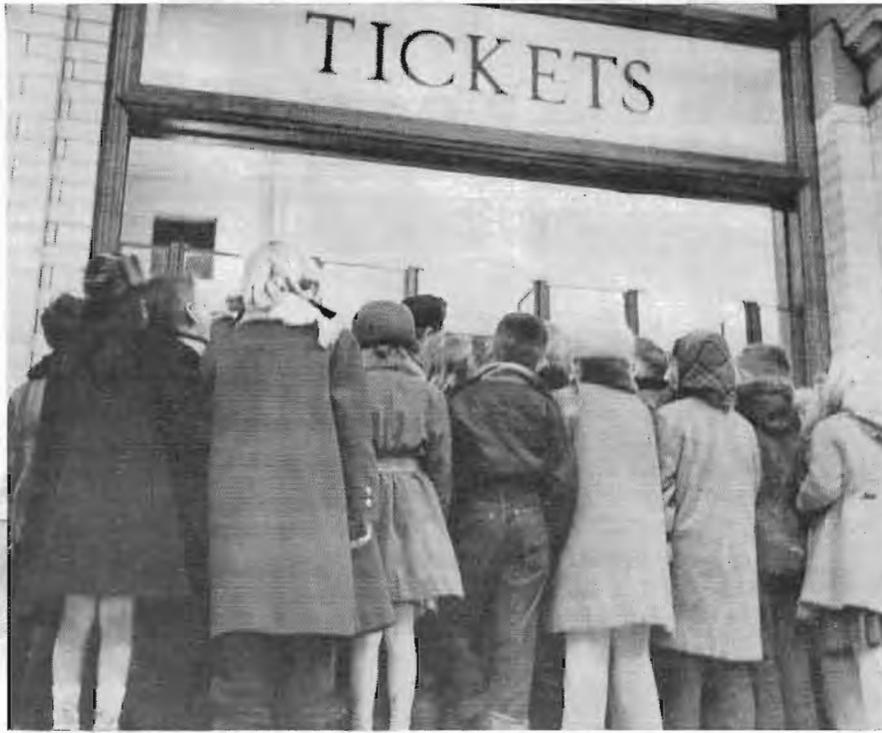
EVERY few days during the school year a representative of the Road's passenger department may be seen conducting a group of grade school children through the Union Station in Minneapolis. Having shown the young people the station's facilities, he assists them aboard the rear car of a train, escorts them through the entire length of it, and helps them off at the head end for an inspection of the locomotive. Then they return to the train for a ride to St. Paul, 10 miles away, and an inspection of the station there. The ride back to Minneapolis by train or school bus concludes a big day.

The 82 second graders of the Douglas School in Minneapolis who took this trip last month are typical of the groups which regularly tour the Mil-

A thrill many a grown-up would envy. Michael McGrath was one of the lucky riders who got to sit up front with Engineer A. T. Heine.

Teachers enjoy the lesson almost as much as the children; "We never have a failure in this course."





Buying your first ticket is good training in self reliance, as well as in handling money.

waukee's facilities. Working with the Department of Education, the railroad arranges the tours as part of a program authorized by the Visual Education Department. Children are hysterically enthusiastic about the new teaching method and about their classroom on wheels.

If there is one day in the school year when no one dreams of playing hookey, this will be it. In fact, it's hardly like school at all. Under the watchful eyes

of their teachers, the Douglas School boys and girls bought their own tickets, boarded the train and settled back in blissful ease for their brief but thrill-packed ride to St. Paul on the Chicago-bound Hiawatha. At the end of the trip each was presented with a folder of printed matter to carry home and study for the classroom discussion the next day.—(*Minneapolis Morning Tribune photos*)

What's the best part of a train ride? "Yes, we have plenty of ice cream on board", Chef Earl Walker assures galley visitors Linda Plant and Charles Karver.



Letter from a Friend

"THERE has always been a warm spot in my heart for the Milwaukee, but in the last few years that feeling has grown, and I'll tell you why." Thus began a letter received recently from R. M. Horton of Shelton, Wash.

"I was born and raised in a town on the Milwaukee—Milbank," Mr. Horton wrote, "and going down to the depot was quite a thrill in my young life. My father was in the newspaper business and regularly visited the trains to see who was coming and going. He knew all the men in the blue uniforms by name, and most of the engineers and firemen. I well remember the friendly 'Hello, Al's', as they called to my dad. 'What's new?' dad would yell back. 'Good rain last night near Twin Brooks', or 'Grasshoppers getting bad around Aberdeen', 'Fish biting at Big Stone Lake'.

"The Milwaukee was our contact with the world . . . It brought our Journal from Minneapolis, and the stacks of boxes from the Twin City and Chicago wholesale houses. And it took away our No. 1 hard wheat and mahogany granite to distant markets.

"Now my story jumps from 1906 to 1946 when I moved to the coast. My mother still lives in her home in Volga, S. D., and each summer takes the Milwaukee from Aberdeen to Tacoma. New train crews have taken the place of the fellows who used to greet my dad, but they are just as friendly. When Mother boards the Milwaukee to come out here, or when we take her to the train for her return, we know she is in good hands. Mother is 84 and will be taking the Milwaukee west again this year. We know her trip will be pleasant and safe—your men make it that way."

A man who was walking a little yellow dog met up with one accompanied by a huge, vicious looking mastiff. The second man warned the first to watch out for his pet, whereupon the owner of the little yellow dog said that the mastiff had better be kept on a leash—that his dog could take care of himself.

One word led to another and finally the two dogs settled things in their own way. After the battle, which left little bits of fur, blood and bones here and there, an awed bystander turned to the first man and said:

"That's a mighty fine little yellow dog. Where did you get him?"

"I got him in Africa", the man replied, "but I shaved off his fur, except for a little on the tail."

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



W. P. Morton



J. E. Griller



G. T. Sims



H. V. Allen

neapolis, with territory in the Iowa & Southern Minnesota, and Hastings & Dakota Divisions, succeeding R. A. Dahms. Mr. Allen started with the Road in Minneapolis in 1923. Since his return from military

Traffic Department

Effective Apr. 16, 1955:

W. P. Morton is appointed assistant general agent at Seattle. Mr. Morton started his service in the Kansas City passenger office in 1931. In 1937 he transferred to the San Francisco passenger department, and in 1941 was appointed city passenger agent there. He has been assistant general agent passenger department in Seattle since Aug. 1, 1950.

Effective May 1, 1955:

J. M. Stanger is appointed district passenger agent at Tacoma, following the retirement of A. J. Knaff. Mr. Stanger was with the Canadian Pacific traffic department before entering Milwaukee Road service in 1948. He started in the Vancouver, B. C., traffic department and transferred to Tacoma as city passenger agent in September, 1953.

F. H. Christin is appointed city passenger agent at Tacoma, succeeding J. M. Stanger. Starting his service at Aberdeen, S. D., in 1941, Mr. Christin has held various traffic department positions in Seattle and Tacoma since 1943. He has been city ticket agent in Tacoma since Apr. 1, 1952.

H. D. Chivers is appointed city ticket agent at Tacoma, succeeding F. H. Christin. Mr. Chivers started with the Road as a steno-clerk in Seattle in January, 1949 and has been ticket clerk in the Tacoma office since Aug. 1, 1950.

J. E. Griller is appointed general agent, passenger department, at St. Paul, following the death of P. J. Nikolai. Entering service at Sioux Falls in 1919, Mr. Griller has held various positions in the traffic offices in Omaha, Detroit

and Sioux City. He was city passenger agent at Des Moines and later at Sioux City before being appointed district passenger agent at Minneapolis in 1949.

G. T. Sims is appointed traveling passenger agent at Minneapolis. Mr. Sims, who is a native of North Lake, Wis., started his Milwaukee Road service in the passenger department in Milwaukee in 1948. He has been in Detroit as city passenger agent since August, 1953.

Effective May 16, 1955:

G. A. Henkens is promoted to district traffic representative (freight and passenger), reporting to N. P. Van Maren, general agent, Omaha. Mr. Henkens is a native Nebraskan who started his service in the Omaha traffic department in 1923. He transferred to the Chicago general offices in 1926 and was appointed general agent passenger department in Omaha in 1948.

Effective Apr. 1, 1955:

F. J. Knaack is appointed city freight agent at Chicago, succeeding the late W. J. Keating. Mr. Knaack has been employed in the general freight department in Chicago since 1921.

Safety Department

Effective May 1, 1955:

R. A. Dahms, district safety engineer with headquarters in Minneapolis, is transferred to the territory of the Twin City Terminal Division and the La Crosse & River Second District, following the death of F. M. Washburn.

H. V. Allen is appointed district safety engineer with headquarters in Min-

neapolis, with territory in the Iowa & Southern Minnesota, and Hastings & Dakota Divisions, succeeding R. A. Dahms. Mr. Allen started with the Road in Minneapolis in 1923. Since his return from military

Mechanical Department

Effective Apr. 15, 1955:

E. L. Grote is appointed assistant superintendent motive power at the shops in Milwaukee. In addition to his new assignment he will have supervision over locomotive department matters on the La Crosse & River Division first, second and third districts, and the Tomah shops. Mr. Grote started with the Road in 1923 as a machinist at Bensenville, Ill., where he was later roundhouse foreman and assistant master mechanic. He was assistant shop superintendent in Milwaukee and master mechanic with headquarters in Mason City prior to 1951, when he was appointed master mechanic at Minneapolis.

Locomotive department matters in the Twin City Terminal will be under the supervision of J. L. Brossard, whose



H. D. Chivers, J. M. Stanger and F. H. Christin (left to right) of the Tacoma traffic department force who were appointed to new positions May 1.

headquarters are in Minneapolis.

Locomotive department matters on the Hastings & Dakota East, Iowa & Dakota and Iowa & Southern Minnesota Divisions will be under the supervision of J. A. Thompson whose headquarters are at Mitchell.

H. A. Grothe, district general car foreman at Minneapolis, will, in addition to his other duties, have jurisdiction over car department matters on the La Crosse & River Division Second District to, but not including, La Crosse.

QUIZ



test your knowledge of railroads and railroading

(Answers on page 27)

1. What is an "O.S." report—a car report, a wheel report, or a train report?
2. What does the letter "s" against the name of a railroad station in a railroad working timetable indicate—regular stop, special stop, or siding?
3. How much did the railroads receive last year, on the average, for hauling a ton of freight one mile—about 1½ cents, 2½ cents, or 3½ cents?
4. What is a "Barney" in railway operations—a switch tender's shanty, a mechanical mule, or a section tool house?
5. Which of these men invented the first successful automatic air brake—Andrew Carnegie, George Westinghouse or George W. Pullman?
6. If a railroad receives a foreign car and delivers it to a connecting railroad on the same day, does it pay per diem on the car?
7. In railway operations, is an extra train superior or inferior to a regular train?
8. Where was the world's first mountain-climbing railroad—in France, Switzerland, Colorado or New Hampshire?
9. In the construction of a mile of railroad, which of these four items will usually cost the most—joint bars, tie plates, bolts or spikes?
10. Does a treated cross-tie cost less than double or more than double the cost of an untreated tie?

Retired Veteran Passes Century Mark

A RETIRED Minneapolis machinist recently celebrated his 100th birthday, thereby qualifying for the title of the Road's oldest veteran employe. The hardy centenarian is Charles C. Yost, who started working at Wells, Minn., in 1874 and retired in 1937 at the South Minneapolis shops when he was 82.

The century mark found Mr. Yost still in good health and enjoying a pleasant life at the St. Francis Rest Home in Shakopee where he now lives. His birthday party was a gala occasion for fellow residents there, having been arranged by his family which includes five sons and daughters, 11 grandchildren, 12 great-grandchildren and nine great-great-grandchildren.

Mr. Yost was born at Waldacq, Germany on Christmas Eve, 1854 and settled in Minneapolis in 1871. One of his sons, Otto E. Yost, is also a Milwaukee veteran. Otto started his service at the South Minneapolis roundhouse in 1900 and was promoted to engineer in 1906, working on the LaCrosse & River Division. He retired on his 65th birthday in 1944. Currently the family is represented in service by a son-in-law, George R. Knappik, a son of the late Adolph Knappik who was the original machinist at Bird Island and Montevideo. George Knappik has been with the Road 48 years, starting his apprenticeship as an engine wiper at Montevideo



Charles C. Yost with his son Otto (right) and son-in-law, George R. Knappik.

in 1907 and serving as machinist at various points. At present he is testing and working passenger diesels at the Minneapolis depot.

As an expert on longevity, Mr. Yost Sr. has only one word of advice for those who want to reach the century milestone. The word is "moderation", although the venerable patriarch admits to smoking three cigars a day and more pipes of tobacco than he cares to count. Apparently they don't slow him up, for he still takes a daily walk and his hand does not falter in shaving. What's more, his favorite pastime is playing cards, and he also enjoys watching television—all without the aid of glasses!

The Feeling of Having Been Some Place

The following is a reasonable facsimile of an actual conversation overheard on the Afternoon Hiawatha between Milwaukee and Chicago recently.

THE two men across the table in the diner were enjoying their trip on the Afternoon Hiawatha. The train was nearing Chicago and they seemed to be relishing every bite and every mile.

"See why I insisted we take the train?" asked one.

"I sure do," his companion replied. "This is a darned good meal. Nice train, too. If I had known it would be like this, I wouldn't have suggested flying down from Minneapolis."

"I thought you'd like the Hiawatha," said the first. "This is a very progressive line. In fact, they've been offering service like this since 1935. I fly quite a lot, but I wouldn't if we had trains like this in our part of the country."

"Me neither!"

There was a brief silence while they started their dessert and poured a second cup of coffee.

Then one turned to the other: "Know what I dislike most about flying? I never feel like I've been anywhere. When I travel, I enjoy that feeling of having *been* some place. But when I fly I don't feel that way. . . . It's kind of like I got gypped out of something."

"Yeah," his friend laughed. "I know what you mean."

And then they finished their dessert and went forward, the very picture of satisfaction.

A. W. Olson

A. W. "BILL" OLSON, former assistant superintendent of the sleeping and dining car department with headquarters at Tacoma, died there in a hospital on Apr. 11. His death resulted from a stroke which he suffered several months back.

"Bill" Olson, a prominent figure among Scandinavian people in the Tacoma area, was widely known to railroad patrons all over the country. He was born in Stockholm, Sweden, and learned his trade there as a chef in the Grand Hotel. In his early years he catered for European royalty and celebrities in the business, arts, sports and theatrical professions. He also earned notices as a baritone singer, and among athletes as a boxer and wrestler. At one time he had trained with Jim Jeffries.

Coming to the United States in 1903, Mr. Olson worked for several other railroads before he became a Milwaukee dining car steward. He was an inspector with headquarters in Tacoma when in

1939 he was promoted to assistant superintendent of the sleeping and dining car department there. Since his retirement on Aug. 1, 1950, he had continued to make his home in Tacoma. His immediate survivors are his wife, Irene, and a sister, Miss Christine Olson of Chicago.

F. M. Washburn

FRANK M. WASHBURN, district safety engineer at Minneapolis, died suddenly on Apr. 6, shortly after entering St. Luke's Hospital in St. Paul. He had been with the Road 40 years. Funeral services were conducted at Holy Spirit Catholic Church, St. Paul, and burial was in Resurrection Cemetery.

Mr. Washburn was a native of Austin, Minn., born on Jan. 3, 1897 and started his service in the Minneapolis car department in June, 1913. From 1917 to 1919 he was on military leave, but after World War I he returned to the railroad and was later advanced to car foreman at Minneapolis. His ap-

pointment as district safety engineer became effective Nov. 1, 1942.

Mr. Washburn was a member of the Elks lodge and a past commander of the American Legion post at Madison, S. D. Surviving are his wife, Mabel; two children, Mrs. William Edwards and Vincent, both of St. Paul; his mother, Mrs. Mattie Washburn, Fond du Lac, Wis.; and four grandchildren.

P. J. Nikolai

PAUL J. NIKOLAI, general agent, passenger department with headquarters in St. Paul, died at his home there on Apr. 9. He was 49 years of age.

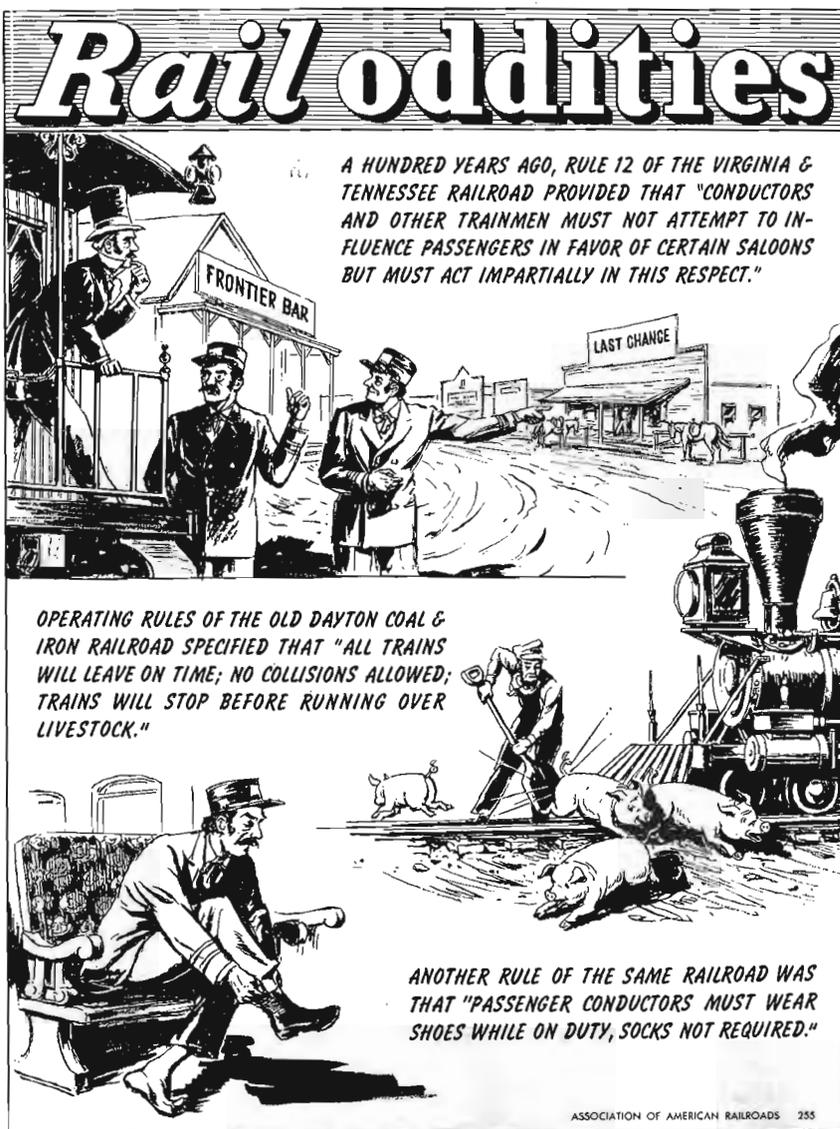
Mr. Nikolai was born in Madison, Minn., and started his service with the Road in 1925 as a stenographer in the Minneapolis city ticket office. He had been cashier and ticket clerk in that office when in 1934 he was advanced to chief clerk to assistant general passenger agent in St. Paul. He was appointed traveling passenger agent in 1946 and promoted to general agent, passenger department on Jan. 1, 1948.

Funeral services for Mr. Nikolai were held in St. Luke's Catholic Church in St. Paul, with interment in Resurrection Cemetery. He is survived by his wife, Ann; two sons, Paul J. Jr. of Columbus, Ohio and Thomas J., St. Paul; his mother, Mrs. Christine Nikolai of Madison, Minn.; a sister and five brothers.

Korean Lines All Steam, GI Says

SOME of the Magazine's most interesting mail comes from employes who are on military leave. Here is a letter which was received recently from Cpl. A. W. Hellenberg, a fireman on the LaCrosse & River Second District who is now in Korea with the 724th Transportation (Railway Operating) Battalion:

"The Magazine sure brings a touch of home over here, and memories of a good railroad. I won't go into detail about the railroad here, the Korean National. It might be rather interesting, though, and heart-warming also to those who like steam power as well as I, to know that while every railroad in the States is in the process of being dieselized if not already finished, the KNR is rapidly going 100 per cent steam again. Our Army diesel locomotives are being sent home in the near future, many having already left. So, while the three-unit 'growlers' are hauling the tonnage back home, the Mikados and Pacifics will be right in their prime here."



New Transportation Policy Proposed in Report

ON JULY 12, 1954 President Eisenhower appointed a committee known as the Cabinet Committee on Transport Policy and Organization whose purpose it was to make a comprehensive review of over-all transportation policies. The study was proposed as an aid in assuring consistency of government policies concerning particular branches of the transportation industry. The committee was headed by Secretary of Commerce Sinclair Weeks.

Its report, made public on Apr. 18, contains 11 recommendations, including a new declaration of national transportation policy, which have since been endorsed by the Association of American Railroads as "an important contribution toward working out to the best interest of the public the changes in transportation policy which are made necessary by changed competitive conditions".

The major objectives of the new transportation policy recommended by the committee are as follows:

1. Increased reliance on competitive forces of transportation in rate making in order:

(a) to have transportation enterprises function under a system of dynamic competition which will speed up technical innovation and foster the development of new rate and service concepts; and

(b) to enable each form of transport to reflect its abilities in the market by aggressive experimentation in rates and service in

order to demonstrate to the full its possibilities for service to the shipping and traveling public;

2. Maintenance of a modernized and financially strong system of common carrier transportation;

3. Encouragement of increased efficiency and economy in the management of all transportation services in order to give the ultimate consumer the benefit of the lowest possible transportation costs; and

4. Development of an efficient transportation system for defense mobilization or war.

[Readers interested in studying a more detailed summary of the committee's recommendation may obtain copies from *The Milwaukee Road Magazine*, Room 356 Union Station, Chicago.—Editor.]

Construct New Yard Facilities in Spokane

AS PART of its plan to provide improved service to shippers and receivers of freight in the Spokane area, The Milwaukee Road has begun construction of a new 10-track freight yard just east of Spokane's city limits. The new yard, which is expected to be completed in late September at an estimated cost of \$500,000, will include construction of 8.5 miles of track, together with facilities for repairing cars and servicing diesel locomotives.

When completed the new yard will

hold about 600 freight cars.

At Grand Junction, Idaho, 23 miles north of Spokane on the Metaline Falls line, a 65-car interchange track is being constructed to provide additional facilities to interchange traffic with the Northern Pacific Railway and the Spokane International Railroad.

At Spirit Lake, Idaho, 44 miles north of Spokane, a 3,000 ft. extension to existing siding is under construction, and at Sullivan, Idaho, 70 miles north of Spokane, 2,000 feet of track is being constructed to facilitate serving the Diamond Match Co.

At Plummer Junction, Idaho, 42 miles east of Spokane, an additional yard track 2,000 feet long is being laid to handle increased traffic into and out of Spokane.

THE COVER

THE RIBBON of streamlined cars hugging the course of the river, and the twin rock formations jutting from its banks, leave little doubt as to the locale of this month's cover picture. Right you are, it's the Twin Cities Hiawatha skirting a bend in the Wisconsin River as it passes the Wisconsin Dells.

Lured by spring greenery and bright weather, the graduating classes of many high schools in areas served by the Milwaukee visit the famous resort land for a day or two of educational sightseeing just before graduation. Special all-expense tours, including student fares and pre-season hotel and sightseeing rates, are operated for these groups by the Road until late June. Among the groups who took the trip early this month were 75 members of the Blue Island Community High School Band, Blue Island, Ill., who went to the Dells for their annual "mystery trip". With destination unknown in advance, and financed by band activity funds, they enjoyed a two-day outing.

For low cost fun, the Road will operate a one-day excursion to the Dells on June 12. Trains leave Chicago at 8:15 A.M. Central Standard Time and return at 10:30 P.M. The round trip fare for adults is \$4.90 plus tax; children 5 to 12, \$2.45 and tax.



reportable employe casualties on The Milwaukee Road through April, 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
March	10	.....	12	.....	-17
April	21	.....	16	.....	+31
TOTALS	68	.....	64	.....	+ 6
Casualty Rates12*	.....	3.89*	.....	+13

*Estimated

home department

FAST and FANCY

WHEN you need a quick dessert for the family, the packaged puddings and pie fillings are big time savers. Add the milk and cook for a few minutes—or just add milk and beat—and there's your fast and fancy treat.

A new recipe leaflet which gives nine good ideas for quick and easy desserts features a cheese pie especially popular with men. Here is how it's made:

Lemon Cheese Pie

- 1 pkg. Royal Lemon Pie Filling
- 1/2 cup sugar
- 2 cups cold water
- 1 slightly beaten egg
- 1/4 cup margarine
- 1 cup (8 oz.) creamed cottage cheese, sieved
- 1/3 cup well drained, canned crushed pineapple
- 1 9-inch graham cracker crust

Cook pie filling as directed on package, using sugar, water and egg. Remove from heat. Stir in margarine, cottage cheese and pineapple. Blend well. Pour into crumb crust, chill until firm (about 4 hours).

Crust: Blend 1 1/2 cups graham cracker crumbs, 1/4 cup sugar, 1/2 cup melted margarine. Press into 9-inch pie pan. Chill.

*

The leaflet also includes interesting recipes for date-nut squares, chocolate coffee parfait, dark 'n' sweet fudge, a frozen pineapple dessert, chocolate almond ice cream cake, and nesselrode and pumpkin pies. The booklet is free. Anyone who would like a copy may obtain one by mailing the coupon.



Lemon Cheese Pie



Please send me a free copy of "Fast and Fancy for Dessert"

NAME.....

STREET ADDRESS.....

CITY AND STATE.....

The Milwaukee Road Magazine
Room 356 Union Station
Chicago 6, Ill.

the folks next door

HAVE you ever sat down to think about your neighbors—about what makes a good neighbor—and whether you are a good neighbor or not?

In a recent issue of The American Home Magazine, an article called "Neighbors Are Human" proposes a new approach to the "neighbor problem." A good neighbor isn't a relative, or even a good friend, the article says.

Of course, neighborliness can ripen into friendship, but the ripening cannot be hurried.

While everyone appreciates a small thoughtful act, no one wants to accept a favor that cannot be repaid. "Wouldn't you accept the loan of a cup of sugar or an offer to help with the shopping more readily than an offer to take charge of the children for a week end?"

A sound relationship with the folks next door depends less upon basic congeniality than upon etiquette. It's always a good idea to curb your generosity and give your neighbor a few flowers, rather than strip your garden. A good neighbor policy can be summed up in one simple rule: "Don't do too little, but don't do too much."

"Come for Coffee"

IS THERE any more pleasant way to throw off the cares of the day than in the company of a few friends? Perhaps playing a few rubbers of bridge or a game of canasta and concluding the evening with a tasty coffee snack?

This mallow-walnut torte, for instance, a Pan-American Coffee Bureau recipe, was planned especially to "go with" a pot of hot, fragrant coffee. Before your guests have their second nibble of its nut-rich goodness, they'll know this is not an ordinary cake, but the work of a thoughtful hostess.

Mallow-Walnut Torte

- 1 cup walnut meats
- 3 eggs
- $\frac{3}{4}$ cup sugar
- 1 cup fine zwieback crumbs
- 1 tsp. baking powder
- $\frac{1}{4}$ tsp. salt
- $\frac{1}{2}$ tsp. cinnamon

Chop walnuts fine. Beat eggs until light and lemon-colored. Beat in sugar, a little at a time. Combine crumbs, walnuts, baking powder, salt and cinnamon; fold into egg mixture. Turn into a greased 8-inch square pan and bake in a moderate oven (325 F.) 40-45 minutes. Cool in pan.

Topping:

- $\frac{1}{2}$ tps. ($\frac{1}{2}$ envelope) plain gelatine
- 1 cup milk
- 1 egg, separated
- 1 square (1 oz.) unsweetened chocolate, finely cut
- $\frac{1}{4}$ cup granulated sugar
- few grains salt
- 6 marshmallows, cut in eighths
- $\frac{1}{4}$ cup whipping cream
- $\frac{1}{2}$ cup walnut meats, chopped

Soften gelatine in $\frac{1}{4}$ cup of the milk. Beat egg yolk lightly. Combine remaining milk, egg yolk, chocolate, sugar and salt and stir over hot water until mixture thickens slightly. Blend in softened gelatine; stir until dissolved. Cool until mixture thickens. Fold in marshmallows, stiffly beaten egg white, whipped cream and walnuts. Spoon over cooled torte and chill until firm. Cut in 9 squares.

Mallow-Walnut Torte



Home Canning for Special Diets

WORRY over special menus, also time and money, can be saved by canning foods needed by people who require special diets. These are helpful things to remember:

1. Ask a doctor for a list of the foods needed or permitted.
2. All fruits may be canned without sugar.
3. Canned meats and vegetables keep as well without salt as with it; the amount needed for seasoning is too small to help prevent spoilage.
4. Use extra care in selecting, preparing, packing and processing.

To Can Without Sugar

Use fully ripe, but not soft-ripe, fruit. Prepare for canning according to the regular (meaning with sugar) recipe. Add a little water and cook fruit until boiling hot through. Pack hot into hot jars. Process in boiling-water bath for time given in regular recipe. If there is not enough juice to cover fruit in jar, add boiling water.

Sucaryl, a sweetening agent sold in drug stores, may be used in canning. Use it according to the manufacturer's directions. Do not add saccharin before canning—it may cause unpleasant flavor.

Canning Without Salt

Vegetables taste better when salt is added before canning, but they keep as well without it. The amount of iodine used is too small to affect the color. If there is no medical reason to prevent, a number of things can be done to add interest to restricted diets. Try adding a tablespoon or two of lemon or orange juice, and a small piece of peel to each quart of carrots, beets or asparagus. A smidgen of clove, nutmeg, curry powder, or mixed herbs gives green beans and peas a lift. A spoonful of chopped celery and a sliver of pimento to the jar of green vegetables also helps. Don't fear trying a new flavor if, and this is important, it will not make a difference in the processing time.—(Consumers Service Department, Ball Brothers Company)

the home book shelf

RESTORING family heirlooms is a rewarding task, provided you know how. Amateur furniture refinishers will find helpful information in a new 48-page booklet by Gena Thames, state college of home economics, Cornell University. "Furniture Restoration" offers illustrated instructions on the various steps of restoring beauty to old family pieces. The booklet is 50 cents ordered from the mailing room at Stone Hall, Cornell University, Ithaca, N. Y.

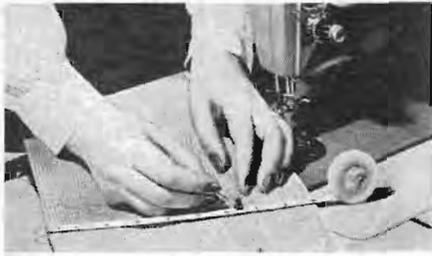
Women who are unfamiliar with money management will be interested in a new "Finance Folder" made available by the American Association of University Women. The booklet deals with small scale investing, wise borrowing, various types of insurance, budget spending and family accounts. For copies write to Changing Times, Kiplinger Magazine, 1729 H Street N. W., Washington 6, D. C.; price 75 cents.

A child of pre-school age who must have hospital care is usually terrified of the unknown. To help mothers prepare a child for this experience, The Boston Children's Hospital recently came up with "Johnny Goes to the Hospital"; price, \$1. Youngsters who undergo tonsillectomies will have fun with a new coloring book put out by the Children's



Sparky, the fire dog who guards the home, has joined the heroes of animal fiction. In a new Rand McNally Book-Elf publication, Sparky joins Bill and Betty, proud wearers of Sparky Fire Chief badges, in teaching a lesson about the danger of playing with matches. Readers of the book are invited to become members of Sparky's fire department and to order official badges and manuals. The current edition of "Sparky, the Fire Dog" is available at most book stores and sells for 25 cents.

Hospital at Oakland, Calif. The book, which sells for about 35 cents, shows each stage of the child's hospital stay.



THE LADY'S MAN TAPE is the name of this new tape rule, one of the first to be designed in steel for the woman's sewing basket. Combining the rigidity of steel with the flexibility of linen tape, it will encircle a doll's leg, yet is rigid enough to use as a yardstick for marking hems. Another new feature is a sliding metal clip to use as a place mark. The 6-foot tape comes in an attractive plastic case, about the size of a compact; the price, 98 cents at all Singer sewing machine centers.

NEW OLD-FASHIONEDS. All the charm of an old-fashioned braided carpet is captured in this scatter rug, crocheted in a new variegated yarn—four colors twisted together to form a single strand. The instructions for making it include directions for three more, a knitted mat, an Early American traditional style, and one for a modern decor. The crocheted stole is a new cape style which will fit in well with many types of clothes. For a trousseau, it is made of Orlon metallic yarn. Free direction leaflets for making **VARIEGATED OVAL RUG** and **CAPE STOLE** may be had from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



"WILDERNESS FINISHING SCHOOL"

LAST year some 3,000 college students were employed for the summer by the U. S. Forest Service in what the current *Better Homes & Gardens* magazine calls a "wilderness finishing school . . . a 10-week course which leads to a degree in general self-reliance."

Every summer the Forest Service takes on boys in the 18-years-and-up group as seasonal crew-member employees. The boys handle rugged jobs done under close supervision in 10 Forest Service

regions. They do not require any previous forest experience and the work can net a student as much as \$600 for the next college year.

Inquiries about job placement should be addressed to Personnel Officer, U. S. Forest Service, U. S. Department of Agriculture, Washington, D. C.

To be good is noble, but to teach others how to be good is nobler—and less trouble.—Mark Twain

May House and Garden News

Pesky borers which start in the spring can ruin iris. Watch for signs of damage and control it by spraying the plants every 10 days with five per cent DDT treated to stick to waxy leaves.

A piano which gets normal family use should be tuned at least twice a year. Have it tuned in the spring when the heating system is turned off, and again in the autumn. The interior of the piano should be cleaned at least once a year.

Where garden space is limited, get the vegetables off the ground and up in the air. Tomatoes, beans, peas and squash do better when they have a fence to climb on or a support to cling to.

Lilac branches can be preserved longer after they are cut by splitting the ends of the branches and submerging them in denatured alcohol. Pounding the ends with a hammer and soaking for three to five minutes will do the trick.

Marble, now being used again in furniture, needs day to day care to keep its luster and smoothness. Lukewarm water will take care of everyday dust and dirt. Twice a year suds it with a mild detergent to remove dirt which might become ingrained. If repolishing becomes necessary, leave the job to a professional.

Fresh oil on a garage or workshop floor can be soaked up with a thin layer of dry cement. Let the cement stand overnight, then sweep off the excess with a stiff broom.

Flowers cut in the afternoon on a bright day last longer. After cutting the flowers, plunge them into warm water until they freshen up, then store them in a cool place until you are ready to use them.

Crushed pineapple adds zest to spring rhubarb pies. Use a cupful for each pie. Bananapops are treats for a children's party. Just coat half a banana with melted chocolate, put it on an ice cream stick, and chill.

Most sweet corn rows are planted too far apart. Plants spaced one foot apart, in 36 inch rows, gave the best yields at the New York State Experiment Station. Usual row spacing is much wider.—*Better Homes & Gardens*

here's how we're doing

	MARCH		THREE MONTHS	
	1955	1954	1955	1954
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$19,614,101	\$20,435,798	\$55,887,519	\$55,979,935
PAID OUT IN WAGES.....	9,737,348	9,975,232	28,077,735	28,950,177
PER DOLLAR RECEIVED (CENTS).....	(49.6)	(48.8)	(50.2)	(51.7)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	572,356	542,311	1,688,076	1,638,113
PER DOLLAR RECEIVED (CENTS).....	(2.9)	(2.7)	(3.0)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest....	8,505,710	9,231,627	25,142,199	26,261,620
PER DOLLAR RECEIVED (CENTS).....	(43.4)	(45.2)	(45.0)	(46.9)
NET INCOME.....	\$798,687	\$686,628	\$979,509	
NET LOSS.....				\$869,975

REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:

Number of cars.....	114,464	114,248	327,192	319,527
Increase 1955 over 1954.....		+216	+7,665	

Carloadings by Commodities during April 1955 compared with April 1954

INCREASES:

	% of Total Revenue	Carloads			
		1955	1954	1955 + or - to 1954	
				Number	%
Forest Prod. excl. Logs & Pulpwood.....	12.8%	8,919	8,417	+ 502	+ 6.0%
Iron & Steel incl. Machinery.....	6.8	7,565	6,319	+ 1,246	+ 19.7
Autos, Trucks, Parts & Tires.....	3.9	3,807	2,917	+ 890	+ 30.5
Petroleum and Products.....	3.6	4,786	4,782	+ 4	+ .1
Agri. Impl. & Tractors incl. Parts.....	3.5	1,870	1,553	+ 317	+ 20.4
Clay, Gravel, Sand and Stone.....	3.5	5,684	5,670	+ 14	+ .2
Fruits & Vegetables.....	1.3	2,383	2,088	+ 295	+ 14.1
Live Stock.....	1.2	2,289	1,763	+ 526	+ 29.8
Miscellaneous (excl. Beer).....	30.1	31,357	30,211	+ 1,146	+ 3.8
Total Increases.....	66.7%	68,660	63,720	+ 4,940	+ 7.8%

DECREASES:

Grain.....	10.1%	5,851	6,441	- 590	- 9.2%
Coal and Coke.....	5.2	7,611	7,635	- 24	- .3
Logs and Pulpwood.....	3.6	4,760	7,201	- 2,441	- 33.9
Meat and Products.....	3.3	4,457	4,478	- 21	- .5
Merchandise.....	2.8	8,190	8,314	- 124	- 1.5
Cement, Brick, Lime & Plaster.....	2.8	2,887	2,988	- 101	- 3.4
Beer.....	2.7	3,012	3,361	- 349	- 10.4
Flour & Grain Products.....	2.1	5,130	5,537	- 407	- 7.4
Ore (excl. Pooled Ore).....	.7	336	398	- 62	- 15.6
Total Decreases.....	33.3%	42,234	46,353	- 4,119	- 8.9%

TOTAL.....	100.0%	110,894	110,073	+ 821	+ .7%
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retirements

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

CHESSMAN, ROBERT C.
Clerk Chicago, Ill.
DOBBINS, LUCILLE B.
Feeder Chicago, Ill.
KRIETER, JOHN G.
Transit Acct. Chicago, Ill.
REITZEL, JOSEPH J.
Signal Man Chicago, Ill.
SHEA, NELLIE
Comp. Oper. Chicago, Ill.

CHICAGO TERMINALS

CASWICK, FLORENCE C.
Car Cleaner Chicago, Ill.
FLYNN, IVAN J.
X. Gang Laborer Bensenville, Ill.
FRAME, LARRY C.
Machinist Bensenville, Ill.
GILLIS, MIKE
X. Gang Laborer Bensenville, Ill.
HUGDAHL, EMIL A.
Machinist Bensenville, Ill.
PARKER, MERLE J.
Machinist Chicago, Ill.
PENZ, JOHN A.
Loco Engineer Chicago, Ill.
PONACK, LOUIE
Sec. Laborer Chicago, Ill.

SACCO, SR., SAM
Laborer Chicago, Ill.
STROHMEYER, ARTHUR E.
Cashier Chicago, Ill.

COAST DIVISION

SAMPSON, EDWIN
B&B Carpenter Seattle, Wash.

DUBUQUE & ILLINOIS DIVISION

BINGHAM, ALFONZO
X. Gang Laborer Kansas City, Mo.
GOWDY, FRED L.
Machinist Helper Ottumwa, Iowa
GRAU, GOTTHIELF
Sec. Laborer La Crescent, Minn.
HAMMERSTEIN, GEORGE R.
Dist. Electrician Savanna, Ill.
LANG, FRED E.
Machinist Helper Marquette, Iowa
SINCLAIR, FRANK W.
Loco Engineer Ottumwa, Ia.
STAICAR, CHARLES T.
Loco Engineer Davenport, Ia.
YOUNGBLOOD, LEO A.
Machinist Tester Marquette, Iowa.

HASTINGS & DAKOTA DIVISION

ALLGIER, JOHN W.
Conductor Aberdeen, So. Dak.

ELLANDSON, OLAF C.
Steamfitter Aberdeen, So. Dak.
FOWLER, FRANK M.
Loco Engineer Minneapolis, Minn.
SCHMIDT, NICHOLAS
Sec. Laborer Fairmount, No. Dak.

IDAHO DIVISION

DUNSON, LEWIS B.
Brakeman Spokane, Wash.
MacPHERSON, JAMES H.
Tie Inspector Spokane, Wash.
ROPER, MARTIN G.
Train Baggage-man Spokane, Wash.

IOWA DIVISION

BEITER, SYLVESTER
Custodian Luther, Iowa
CUSHMAN, PAUL R.
Inspector Perry, Iowa
LUTZ, WILLIAM E.
Loco. Fireman Marion, Iowa
MILLER, LEWIS R.
Loco. Engineer Council Bluffs, Iowa
TOMPkins, NATHAN M.
Loco. Engineer Marion, Iowa
WICHAEL, ROY O., JR.
Switchman Council Bluffs, Iowa
WYCKOFF, THOMAS L.
Yard Clerk Perry, Iowa

IOWA & DAKOTA DIVISION

DEMOS, PETER N.
Sec. Laborer Rapid City, So. Dak.
MORAN, DENNIS F.
Agent Pukwana, So. Dak.
WOLTERS, FOY V.
Conductor Mason City, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

COTY, EDWARD L.
Hostler Madison, So. Dak.
LANG, JOHN J.
Mach. Inspector Madison, So. Dak.
MALONE FRANK J.
Trucker Jackson, Minn.
THOMPSON, EDWARD J.
Sec. Laborer Rushford, Minn.
WILLARD, CYRIL A.
Trucksmith Madison, So. Dak.

LA CROSSE & RIVER DIVISION

MARUK, WILLIAM
X. Gang Laborer Watertown, Wis.
SEVERT, MARTIN
Switchman Merrill, Wis.

MADISON DIVISION

DONIS, PETER A.
Helper Madison, Wis.
HYMERS, JAY
Switchman Janesville, Wis.
WARREN, WILLIAM M.
Conductor Madison, Wis.

MILWAUKEE DIVISION

BASCHE, LESLIE L.
Machinist Helper Green Bay, Wis.

"Bill Jones Says"

"MY FRIENDS keep telling me to act my age; to take life easy, go fishing, and so on," says William E. Jones of Puyallup, Wash., the author of the following poem. "I don't agree. Since I retired as a locomotive engineer in 1948 I have enjoyed myself immensely doing the things I want to do, and doing them in my own way. The poem expresses my views of life—we are never too old."



W. E. Jones

Among the things he wants to do, this veteran of 48 years of service (40 on lines west of Butte) lists active membership in the Pioneers Club, the Veterans Association, the B. of L.E., Masons, V.F.W., and the American Nuministic Association for which he serves occasionally as a consultant. Since retiring he has also served as captain of the Puyallup police reserve and most recently as director of civil defense.

They err, who measure life by years,
With false or thoughtless tongue.
Some hearts grow old before their time,
Some hearts are always young.

'Tis not the number of the lines
On life's fast-filling page;
'Tis not the pulse's added throbs
By which we measure age.

Some souls are serfs among the free
While others nobly strive.
They stand fixed where their fathers stood,
Their forms, alone, survive.

While others' spirit, heart and sense
Are blessed with secret power
To live, in thrills of joy or pain,
A twelvemonth in an hour.

Seize, then, the minutes as they pass—
The core of life is thought.
Warm up the colors—let them glow,
By fire of fancy fraught.

And live with purpose—make your life
A gift of use to all.
A joy, a good, a golden hope,
Although the heavens fall.

First Electric Locomotives



Thomas A. Edison at the controls of his electric locomotive, built in 1882.

WHO invented the electric locomotive? Some may say Moses Farmer; others, Professor C. G. Page, or Professor Werner Siemens; still others, Thomas A. Edison. And each will be correct, for all four men could claim a share of the credit.

Moses Farmer, the pioneer electrical wizard, built an electric locomotive in 1847, only three years after Samuel F. B. Morse made the first practical application of the use of electricity to the service of mankind. Farmer's crude experimental locomotive, propelled by 48 cups of a grove battery, was exhibited at Dover, New Hampshire, July 26, 1847. It developed enough power to haul several passengers a short distance.

In 1860, Professor C. G. Page, having received a congressional subsidy of \$20,000 for his experiments, developed an electric locomotive which drew a carload of passengers through the streets of Washington, D. C., at a speed of 20

miles an hour. The electricity for the locomotive was generated by zinc and carbon batteries carried in the engine. The production of power was found to be too expensive, and the experiment was not repeated.

Professor Werner Siemens, of Berlin, Germany, sometimes referred to as "the father of the electric railway system," was active in developing electrically-propelled railway cars during the 1870's and 1880's, though, strictly speaking, his machines could not be classed as electric locomotives.

What may be termed the first successful electric locomotive was built by Thomas A. Edison, the noted inventor, and operated on a private railway extending from his laboratory at Menlo Park to Plainfield, N. J., a distance of three miles. Edison's first electric locomotive, built at the Edison Machine Works in New York City, in February, 1882, was 15 feet in length and nine feet in height. It was equipped with two pairs of wheels—one large and one small—a cowcatcher, a bell, and a cab for the engineer. In general appearance, the engine resembled a steam locomotive minus the smokestack. This pioneer locomotive drew a passenger car carrying 40 persons at a rate of 29 miles per hour. By the fall of 1883, Edison had a 2½-mile electric railroad in operation.

In 1895, an improved locomotive embodying Edison's ideas and patents was placed in regular service drawing trains through the Baltimore & Ohio tunnel at Baltimore. This was the beginning of electric locomotive operations on the American railroads.

MARTIN, GEORGE
LaborerLewistown, Mont.
NICHOLS, JOHN W.
X. Gang Laborer.....Martinsdale, Mont.
REESER, WILLIAM L.
Agent-OperatorGeraldine, Mont.
RICHARDSON, MORRIS M.
TruckerHarlowton, Mont.
RINE, HARRY T.
Sec. LaborerHarlowton, Mont.

TERRE HAUTE DIVISION

ABBOTT, LOREN H.
Test Rock Operator....Terre Haute, Ind.
BROWN, JOHN G.
BoilermakerTerre Haute, Ind.
FOWLER, GROVER C.
Oxweld CutterTerre Haute, Ind.
HILL, FRANK
LaborerTerre Haute, Ind.
SHAPPELL, ALBERT
Sec. LaborerTerre Haute, Ind.

TRANS-MISSOURI DIVISION

LANGE, RUDOLPH
Crossing Watchman....Miles City, Mont.
LAYER, CHRIST C.
Eng. Watchman..New England, No. Dak.

TWIN CITY TERMINALS

BACCI, JR., LOUIS
Frt. Service Inspn....Minneapolis, Minn.
GOLDEN, WILLIAM P.
City Ticket Agent.....St. Paul, Minn.
LANGUMS, THOMAS T.
Red CapMinneapolis, Minn.
SANCHEZ, EDUARDO
X. Gang Laborer.....Minneapolis, Minn.
SILVA, ROSALIO
Sec. LaborerSt. Paul, Minn.
SPITAL, WILLIAM
FlagmanMinneapolis, Minn.
WYMAN, ARTHUR A.
Machinist HelperMinneapolis, Minn.

BUCHANAN, SR., JAMES R.
Agent Teleg.Milwaukee, Wis.
CAYAN, ALFRED
Bridge TenderGreen Bay, Wis.
HERMAN, MYRTLE L.
SecretaryGreen Bay, Wis.
SCHAUER, GEORGE
Bridge TenderGreen Bay, Wis.
SIEG, OTTO R.
Sec. LaborerBerlin, Wis.
WALLACE, WALTER G.
CustodianEdgebrook, Ill.

MILWAUKEE TERMINALS & SHOPS

BOBEIM, NICHOLAS J.
CarmanMilwaukee, Wis.
BUCHHOLZ, EMIL
Steam Fitter Foreman...Milwaukee, Wis.
EVANS, EVERETT A.
Water Inspn.Milwaukee, Wis.

KATOVICH, FRANK
LaborerMilwaukee, Wis.
LANE, GEORGE H.
Train Rules Examiner...Milwaukee, Wis.
LINENBERG, LOUIS W.
WelderMilwaukee, Wis.
LUCAS, STEPHEN
LampmanMilwaukee, Wis.
McMULLEN, RAY R.
SwitchmanMilwaukee, Wis.
SMITH, JAMES W.
Engine WiperMilwaukee, Wis.
TERZAN, JOHN
LaborerMilwaukee, Wis.

ROCKY MOUNTAIN DIVISION

DECKER, CHARLES F.
R. H. Laborer.....Harlowton, Mont.
HAMP, HARRY C.
ConductorBozeman, Mont.

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The C.O. of the squadron, Captain Eddie Rickenbacker, had downed his last enemy plane of the war, setting a record for aerial combat never equaled: 26 victories in 7 months. It made him the American ace of aces.

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about people of the railroad



Chicago Terminals

UNION STREET

Florence LaMonica, Correspondent

Angelo Marino and Paul Dillow, freight house employes, retired in April. Angelo's plans for his leisure are indefinite at this writing, while Paul is looking forward to enjoying a bit of travel.

Herman Hoeter, janitor and freight house employe, is confined to his home with a foot injury at this writing.

Fred Alesi, forklift operator in house 5, has reentered Hines Hospital. He expects to be there six to eight weeks.

Frank Lucas, forklift operator in house 3, is confined to St. Elizabeth's hospital at this writing. August Naker, stower in house 5, is in St. Joseph's Hospital, Elgin.

Stanley Frontczak, brother of Frank Frontczak, stower in house 3, passed away. Services were held Apr. 11.

Fred LaRue, formerly in the Division Street office, is now assistant cashier at Union Street.

GALEWOOD

Contributed by Mae E. Graney

On the last day of her vacation your correspondent, Norma Gunderson, tripped over a manhole cover in New York. Result: she is home with her leg in a cast, and will be laid up for some time.

Lillian Arenstein returned to Galewood Apr. 4, coming from W. L. Ennis' office.

Emily Young, coal clerk, has taken an extended leave due to ill health, hoping to recover in the Florida sunshine.

Nate Abrams returned to Galewood as coal clerk on Apr. 4, transferring from the Division Street station.

Edgar and Joan Lemke are enjoying their new home in Melrose Park.

Grace Proctor reports having a wonderful time in San Antonio, Tex.

I & S M Division

Erle Jorgensen, Division Editor
Office of Agent, Austin

August K. Damm, retired Second District engineer, passed away at St. Olaf Hospital, Austin, on Apr. 4, following a stroke. August retired Apr. 13, 1937 at the age of 72. He entered railroad service as an engine wiper at Austin on June 24, 1887 and in August, 1892 became a fireman. He was promoted to engineer on Feb. 12, 1901. He is survived by one son, Conductor George A. Damm of Austin.

Donald W. Peck, operator at Fairmont, was married to Miss Rose Gilbertson of

Austin at St. Olaf Lutheran Church in Austin on May 1. Brakeman Bruce Beckel was groomsman.

Time Revisor Rose Krulish underwent surgery at St. Olaf Hospital on Apr. 12 and has made fine recovery. At the present writing she is at the home of her sister, Mrs. Jack Camberh. Richard F. Hogan, trainmaster's and chief dispatcher's clerk, relieved Miss Krulish.

R. D. Oshiem has passed his train rules examination and has worked as train dispatcher at Austin.

Russell E. Mathey made his date as agent-telegrapher at Grafton, Ia., entering service on the First District.

Extra Clerk Alan Josephson acquired an other income tax deduction with the birth of a daughter on Apr. 28. The Josephsons now have four daughters and a son.

Dwight Kneeskern, ticket clerk at Austin, was delegate at large to the Brotherhood of Railroad Clerks convention in Boston. Mrs. Kneeskern made the trip with him.

Conductor W. E. Malone returned to work for a few trips and then reentered St. Olaf Hospital for further treatment. He will return home in May, to continue treatment.

Sports interests now center around the Moose softball team on which Chief Dispatcher D. B. Elder and Telegrapher R. D. Oshiem are team mates.

Conductor and Mrs. R. E. Byers are vacationing in California at the home of their daughter at this writing, following Mr. Byers' recovery from surgery in March.

D & I Division

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

Husband's Night was observed by the Women's Club at Savanna at their meeting of Apr. 11. A potluck supper was served, followed by a movie and a talk on social security by G. V. Spencer of Rockford. Bridge, bunco, canasta and 500 were enjoyed for the remainder of the evening. More than 50 were present. The kitchen committee was manned by Mrs. Doherty, chairman, with Mmes. Charles Ferris, Matthew Pollock, Richard Adams, C. E. Kinney, Julius Klein and Laura Showalter assisting; dining room committee, Mrs. Esther Nast, chairman, Mrs. Genevieve Martin, Miss Eileen Kane and Mrs. Charles Bertholf.

Vacationers: Engineer and Mrs. Elmer Speck visited in Palos Verdes Estate, Calif., in April as guests of Retired Iowa Division Engineer and Mrs. Earl Grant, formerly of Savanna. Machinist and Mrs. E. H. Shafer vacationed in Miama, Tampa and Key West, Fla., during March. The vacation trip of Engineer and Mrs. Harry Casselberry to

points in Florida developed into a visit to the hospital for Mr. Casselberry, but he is getting along fine now and they will soon return to Savanna.

"Jerrette Marie" is the name chosen by Trainmaster and Mrs. R. C. Lewin of Savanna for their new daughter who arrived at the city hospital on Apr. 14.

Mr. and Mrs. Donald Ringlbauer (maintenance of way department, Itasca), are the parents of a baby daughter born in the Savanna city hospital on Apr. 22; grandparents, Roadmaster and Mrs. W. Ringlbauer, Dubuque.

Retired Iowa Division Engineer A. B. Stickney, Savanna, passed away Apr. 5 in Mercy Hospital, Cedar Rapids, where he had been a patient since Feb. 11. Funeral and burial services were held in Savanna. Surviving are a brother and two nephews.

Perry Schroeder, son of Store Department Employe Peter Schroeder, Sabula, was killed in an auto accident south of Savanna on Apr. 3 when his car collided head-on with another car. Funeral and burial services were held in Sabula. Surviving are the parents and two sisters.

W. McMahon, retired engineer, age 74, passed away of a heart attack at his apartment in the A. R. Mills Home, Savanna, on Apr. 10. Funeral services and burial were in Portage, Wis. Engineer McMahon started his railroad service as a fireman on Dec. 6,



FOR HALF A CENTURY. On the job 50 years, H. R. Treman (seated), chief clerk at the Elgin, Ill., yard, is shown here being congratulated by Agent W. G. Westphal, himself rounding out his 45th year. Mr. Treman, who started his service at 18, was stationed at his native Hampshire, Ill., for 25 years and at Elgin since 1931. "Retirement? What's that?" (Elgin Courier-News photo)

1900, was promoted to engineer on Sept. 11, 1906, and retired on Aug. 1, 1948. He served with the 13th Engineers during World War I and was discharged a captain. Surviving are relatives in Portage, and a daughter living in France.

Francis Bolton, retired carman, passed away Apr. 22 in the city hospital in Savanna, where he had been a patient for a month. Mr. Bolton started his railroad service in the freight department in 1907, then transferred to the car department, where he continued until his retirement in 1937. Surviving are his widow, a daughter, and one son, Donald of the PFI department; also a sister and a brother. Retired Conductor Milo Bolton of Savanna.

Edward Hoyer, retired train dispatcher, living with his daughter at Kirkland, Ill., who was formerly a dispatcher at Savanna and for many years at Beloit, passed away on Apr. 18. Funeral services were held in Kirkland. He is survived by his daughter, Gladys and other relatives.

Elroy Clifton Gourley, father of E. C. Gourley, chief clerk to division engineer at Savanna, passed away in the city hospital at Savanna on Apr. 11, following a heart attack. The Gourley family had come to Savanna from Mason City for a visit with their son the preceding week and Mr. Gourley became ill immediately after their arrival. Funeral services were held in Mason City. Surviving are the widow, five sons and two daughters.

Mrs. Cecelia Parker, mother of John Parker, janitor at Savanna, passed away at the home of her son Edward on Apr. 9, following an illness of many months. Surviving are two sons and one daughter. Funeral services were held from St. John's Catholic Church, with burial in the Catholic cemetery at Savanna.

SECOND DISTRICT

H. A. McKinney, agent at Lansing for about 35 years, passed away at LaCrosse Apr. 11 at the age of 76. Burial services were held in Lansing. Mr. McKinney began his service as a telegrapher at Canton, Minn., on the old Preston line in 1900 and worked at various stations before going to Lansing.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

Vacationers in April included Clerk G. H. Meara of Faithorn yard, Clerk B. A. McCanna of Chicago Heights who visited in Arizona and California; and Machinist Helper Bob Dubbs of Terre Haute who drove to Florida.

The new relief clerks at Faithorn and Chicago Heights are Donald Ziems and Walter Goodenow.

Storekeeper Walter Glass of Terre Haute went to California in April for a couple of weeks' visit with his son, Walter, Jr., who is in military service and expects to leave soon for Japan.

Retired Conductor Steve Effinger and Mrs. Effinger are visiting their daughter and family in Miami, Fla., this month.

Extra Operator D. D. Weisz, recently released from Naval service, has reported for duty on the division. Former Operator Frank McMasters is also back on the payroll.

Engineer Charles E. Brown of St. Bernice, who retired about a year and a half ago due to failing health, died on Apr. 9. He was 53 years old.

W. A. Ramey, second trick operator at Webster, is back on the sick list after returning to work for a short time following an illness.

On the absentee list in the car department at this writing, due to illness, are L. R. Padgett, Clarence Graf, J. L. Stangle and Ed Kossina. Henry McNary, who has been ill, is reported to be improving. Carman Jacob Barr underwent an operation at St. Anthony's Hospital in Terre Haute on Apr. 25 and reports are that he is getting along nicely. Carman Charles Siebert has returned to work after an illness of about two months. Bert McCloud, oxford cutter in our local car department for approximately 35 years who retired last year, passed away at Terre Haute on Apr. 26.

Oxford Cutter Grover Fowler, after approximately 35 years' service in the car department, retired on Mar. 31.

Conductor Frank Ernhart is the very proud new grandfather of twin boys, sons of Herbert Ernhart, a former employe on this division who now is a yardmaster for the EJ&E at Gary.

Having completely recovered from injuries received in a fall at his home in December, Engineer Floyd Chenault has returned to work at Terre Haute.

Conductor Carl Ditto has entered the hospital at Indianapolis for observation.

When the Terre Haute Elks' bowling team went to Detroit to play in the national tournament there Apr. 23-24, Jack Wright, CTD, was with them. While the local team did not make the expected showing, Jack came up in the money in the singles and doubles.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

"Cap" Allen, retired roadmaster, does not let time hang heavy on his hands, but takes short trips around his old territory. Recently he visited with Frank Hays and J. J. Flynn, both retired and living in Coeur d'Alene, Idaho. Worley, St. Maries, Plummer and Malden are also on his itinerary. He also continues his hospital visits regularly, and reports the following:

Mrs. N. H. Fuller, widow of Superintendent Fuller, has been very ill but is out of the hospital now. Her brother from the East is with her at this writing.

Herbert Haas, retired locomotive engineer, has been under the weather but is getting better. His sister Gertrude makes her home with him.

P. T. O'Neill, retired Spokane roundhouse foreman who is about 87 now, has also been ill.

Conductor Jack Downey, who was off during the winter, took advantage of the time to have a cataract removed.

L. C. Utke, night yard clerk at Spokane, entered the hospital for an operation late in April.

From Mrs. O. A. Burns at Malden we learned that Mrs. Joe Wagner is convalescing at her home following an illness; that Airman Joe Blond, son of Mrs. A. A. Blond, has been moved to Las Vegas, Nev.; that the

Clyde Summers are vacationing in Asheville, N. C., their former home; and that Mrs. Elsie Preston passed away recently—she was the mother of Trainman Clayton Preston with whom she had made her home until recently.

Ann Smith, Spokane freight office, motored to Port Angeles to spend a week with daughters Alice and Jean and their families. Mr. and Mrs. John Morton and family traveled back to their home towns in North Dakota and Iowa. John is the swing clerk on the Spokane car desk. F. B. Beal and his brother Riley of Tacoma made a trip to Southern California and drove into Mexico, dropping in on the Ramseys and the Jeffersons at Guaymas.

Anyone looking for a house? George C. Cooper, train dispatcher, has his for sale. Understand that after about a year of living in a house, George has acquired another trailer, a 42-foot job from Elkhart, Ind. Upon the arrival of little Miss Cooper, they moved into the house, intending to stick it out until she grew up. She surely grew fast.

Logging operations are again in full swing and the branch line out of St. Maries will operate on a daily schedule, as will the logger between St. Maries and Avery. They have been running three days a week.

H. E. Salyzer, retired traveling auditor, dropped into the freight office to shake hands with Mabel Viets and W. J. Keenan and ask about the folks he knew around the railroad. We were sorry to learn that Mrs. Salyzer passed away suddenly at their Long Beach, Calif., home. Burial was at her Wisconsin home, from which Mr. Salyzer was returning.

The extra gang in charge of Vince Perone has moved from Grand Junction to Spirit Lake, Idaho.

Spokane Chapter of the Women's Club served a luncheon Apr. 20 for railroaders and the general public. Proceeds help build up their treasury. Approximately 75 people were served a meal of creamed chicken on hot biscuits, vegetable, celery, radishes and carrot sticks, with date pudding and coffee. This is one of a series of such luncheons during the past season, and it is hoped that they will become more popular as time goes on.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Brakeman Fred Lofton was married on Apr. 11 at St. Patrick's Church in Racine. After a Florida honeymoon the Loftens are going to take up housekeeping at Racine.

We extended sympathy to Baggageman C. A. Larkin and to Assistant Superintendent Ryan over the loss of their mothers the past month.

Pete Larson, formerly of the Superior Division, has taken over clerking duties in the superintendent's office.

THIRD DISTRICT

Brakeman Alex Yendreski of Milwaukee is the proud father of a new son.

Ran into John Muntner Sr., retired conductor, recently. He is getting along fine and finds, after some visiting about the country, that Milwaukee is still home for him.



SILVER CONGRATULATIONS. An office celebration marked the presentation last month of a Silver Pass to Irene Hughes, assistant bureau head of the payroll department in Chicago, who is shown here receiving it from R. P. Kauppi, auditor of expenditure. Miss Hughes started her 45 years of service as a stenographer in the superintendent's office in Minneapolis and transferred to Chicago when district accounting was consolidated in 1940. She was promoted to her present position in 1952.



BRIDGE & BUILDING NEWS. B&B foremen who will supervise the painting of steel bridges on Lines East this year pictured in Chicago last month at a demonstration of air compressor equipment which will be used in the work. Standing, from left: Foreman J. F. Powers, Assistant Engineer O. C. Denz, P. J. Pecan of the Ingersoll Rand Co., and Foremen M. F. Butcher and L. Resler. Front (left to right) Foremen F. J. Luster and J. F. Stanley. Mr. Pecan is explaining the features of a gasoline engine driven air compressor, a six-cylinder unit similar to a radial type airplane engine. At the left is an "unloader", a small air reservoir with an arrangement of valves which permits the compressor to idle automatically when air is not being used. B. J. Ornburn, assistant chief engineer-structures, supervised the instructions, with E. C. Kiesele, superintendent of safety, briefing the group on safety aspects of the work. The picture was taken by H. F. Lucas, assistant engineer, who was one of the instructors.

HIS HONOR, THE MAYOR. The new mayor of Marion, Ia., is L. A. Franke, retired Calmar line conductor, who was elected recently to serve out the term of Mayor Seevell who resigned on account of ill health. Mr. Frank, retired since 1940, has made his home in Marion for 43 years.



"IT ONLY HURT A LITTLE, DADDY." Big deal among first and second graders last month was the mass inoculation of children with Salk polio vaccine. Here Sandra (left) and Carole Lewin, who received their first inoculation shot at the Chestnut Park Grade School in Savanna on Apr. 21, tell the whole story to daddy, Trainmaster R. C. Lewin of the Savanna yard.

RETIREES AT KANSAS CITY. Mr. and Mrs. H. B. Numbers of Kansas City pictured as hosts to mechanical department supervisors of the Milwaukee-KCS Joint Agency and their wives when Mr. Numbers retired from the position of roundhouse foreman there on Apr. 1. He had 33 years of service. The guests presented them with a set of luggage as a remembrance gift.



HAVING WONDERFUL TIME. Enjoying a recent West Indies vacation cruise, Mrs. Norma Gunderson, stenographer at the Galewood freight house in Chicago, and her husband are shown (center) with fellow passengers on the R.M.S. Mauretania docking at Port Curacao, Dutch West Indies. Norma is the Magazine's correspondent for the Galewood district.





Coast Division Conductor L. A. Borden says farewell to his railroad friends at a party given in his honor in Tacoma on Apr. 16 to mark his retirement from railroad service and as general chairman of the Brotherhood of Railroad Trainmen. For details read the news column of T. W. Carscallen.

H & D Division

EAST END

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

We lost several railroaders last month: Engineer H. C. Higgins and Passenger Brake-man J. P. Henckes, both of Minneapolis, and at Montevideo Lind Johnson, our trucker and janitor; also Torger Klyberg who has been a relief crossing flagman.

With the arrival of spring, the H&D is again host to large groups of school children who annually make it a class project to take a train ride. At this writing, Montevideo has welcomed 450 youngsters and their teachers, given them an idea of what railroad life is like, and sent them back to their classrooms dreaming of the most thrilling transportation on the ground. We all enjoy this contact with growing America.

Over near Twin Brooks, Conductor Jim Fay has found himself a true friend. For a long time neither knew the other's name, but each time Jim's train would speed by the farm house, he would throw off a package of newspapers (complete with funnies, of course), and often with a package of gum or a candy bar tucked inside. A 10-year-old youngster would be waiting, and he and his dog would come dashing off the porch, vault over the fence and pick up the roll of papers. If the train went by during school hours, the boy's mother would come out to retrieve it. Then one day the boy found Jim's name on the address label of the papers and he wrote a letter to his conductor friend. It was painstakingly written, with many erasures and not altogether correct in spelling, but that did not detract from the sincerity of the note. Allen Theye wrote, "My favorite comics are the Westerns," which goes to show that he's a 100 per cent American boy.

On the sick list at the present writing are Engineer O. T. Spangenberg, who is at Minneapolis Veteran's Hospital, and Passenger Conductor George Meyers who is very ill at Northwestern Hospital.

Among the budding young entertainers in this area is Mary Smith, little four-year-old

daughter of Chief Dispatcher Wayne Smith. She does tap dancing and singing and has made numerous appearances in surrounding towns and at Montevideo. She is booked as "Wee Mary Smith", and is definitely a charming little miss.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Sympathy was extended to Mrs. Art Schultz in the recent loss of her husband, Agent Schultz, who died suddenly of a heart attack on Apr. 16. Burial was at Aberdeen.

The Aberdeen Milwaukee Employees Club entered the 1955 Milwaukee Hiawatha Bowling Tournament at Portage and came out first in the team event with a total score of 2,970, also placing a man 24th in the singles. The Employees Club is again sponsoring a softball team, composed mostly of employees, in the city league at Aberdeen.

Mrs. A. W. Hass, wife of captain of police, is undergoing treatment at Rochester at this writing.

Conductor George Meyers is in the General Hospital in Minneapolis at this writing, following a heart attack.

Fishing season, baseball season, and plain "spring fever" season have officially opened in this locality. Officials of the diamond, Floyd Aggas and Art Birdseye, declare that this year's Aberdeen "Pheasants" are a good ball club and should end up in the first division. As for the fishing, Conductor Jack Allgier has retired and will be found at Richmond Lake all summer, leisurely learning the habits of the lake's inhabitants.

Carman and Mrs. Clarence Anderson are grandparents, their daughter, Mrs. John Breen, having recently presented them with a granddaughter. John is employed in the car department in Minneapolis.

Coast Division

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

A retirement party was held at Tacoma on Apr. 16 in honor of Conductor L. A. Borden, who retired from the railroad and also as general chairman for the Brotherhood of Railroad Trainmen. Approximately 280 attended the smörgasbord luncheon to wish him happiness and good fortune during his retirement years. Among those present were W. M. Dolan, vice president of the Brotherhood of Railroad Trainmen, Minneapolis; Roy Steele, state of Washington railway inspector; and C. E. Crippen, L. K. Sorensen, J. T. Hansen, L. V. Anderson, A. G. Britzius and R. C. Schwichtenberg. Master of ceremonies was E. W. Mitchell, local chairman of the Trainmen's organization. The introduction of speakers, 17 in all, was handled by E. W. Mitchell and H. W. McMahon. Following the speakers and the luncheon there was entertainment. Mr. Borden was presented with a billfold containing cash, a gold key chain, a diamond ring, and to remind him of his railroad days, a model of a caboosé.

Conductor Marven C. Zink recently opened a modern six-alley bowling establishment at Port Townsend, which he will operate during his leisure hours.

The bowling season ended for this year with the roundhouse winning both the first half and the second half for the undisputed league championship. Members of the winning team were G. Rickett, J. Dherin, B. Heward, K. McClain and S. Dunbar. High single game went to Earl Bartle, with a 246; high three game series to Ken Olson with a 625. A singles tournament followed the close of the season in which John Lee took top honors with a big 701.

There is a brightness about the dispatcher's office since Ruby Baker has been sporting the huge diamond ring which announced her engagement to Engineer John Tiffany.

Chief Clerk Ivar Berven is enjoying a vacation on Long Island, New York, at this writing, visiting his daughter and son-in-law. This is his first trip to the big city.

TACOMA

E. L. Crawford, Correspondent
c/o Agent



A. J. Knaff

A. J. "Jake" Knaff, district passenger agent at Tacoma, completed more than 41 years of service with the Road on May 1. Jake is looking forward to travel, and other diversions. To get him started on his plans, his friends gave a dinner on Apr. 5 at the Olympus Hotel and presented him with a traveling bag.

At this writing, the fertile Puyallup Valley is the center of the nation's production of King Alfred daffodils, a sight that attracts thousands of Pacific Northwest visitors. The highlight of the four-day flower show, a salute to spring and a tribute to the state's bulb industry, was a two-hour parade which passed through Puyallup, Sumner and Tacoma, winding up with the all-Puget Sound marine regatta on Tacoma's Commencement Bay. The float entered by the Tacoma naval station captured the sweepstakes award for the second year in a row. More than 2,000,000 daffodils were used in the various events. The parade was televised, and an estimated 1,000,000 viewers watched the spectacle in homes throughout the Northwest.

Mt. Tacoma Lodge and its Brotherhood of Railroad Trainmen Auxiliary, Phoenix Lodge of Tacoma, sponsored a party in the Polish Hall on Apr. 14 to honor L. A. Borden, retiring general grievance committee chairman on Milwaukee Lines West. More than 400 were present. The gifts he received from various committees included a diamond ring, presented by the Tacoma Committee.

We regret to report the death of Mrs. Fred J. Alleman, widow of the former local agent at Tacoma, on Apr. 16. She leaves a son, Kenneth D., who is employed in the freight office, two daughters and several great-grandchildren. Mr. Alleman was agent here for over 30 years.

Sympathy was extended to Mrs. Axel Olson on the death Apr. 15 of her husband, who was assistant superintendent of dining cars here for many years. While living in Chicago years ago, Mr. Olson was connected with the restaurant business and was noted for the

The Milwaukee Road Magazine

meals he prepared for the king of Norway on his visits to America. His obituary appears elsewhere in the Magazine.

Interesting cards have been received from A. Woodward, retired demurrage inspector, from Coronado, Calif., where he lives only five blocks from the ocean; no smog. Mr. Woodward made his home in Seattle for many years.

We are happy to report that Mrs. Chris Schmidt, mother of Lysle Smith, baggage clerk at the Tacoma depot, is home from the hospital and doing well.

Manda Schrock of the car desk, with hubby and daughter, spent a vacation in Las Vegas and Reno; Demurrage Clerk V. O. Spann and wife visiting their parents in Lebanon, Ind., and Wyoming.

We are happy to report that brakeman Cliff Rowe, recently injured and in Providence Hospital in Seattle at this writing, is reported to be doing nicely.

I & D Division

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Operator A. O. Grendler and family of Sioux City will attend the graduation of their son Albert O., Jr., at St. Benedict's College, Atchison, Kans., on May 25. He will receive a B.S. degree.

Train Dispatcher James H. Bennett returned to work on Apr. 8 after being on a leave of absence for several years, and was assigned to the Aberdeen-Montevideo relief dispatcher's position.

D. G. Rouse has been appointed temporary agent at Lesterville, S. D., while Agent H. J. Baltzer is on a leave of absence for his health.

Train Dispatcher C. H. Embick has been ill at his home in Sioux City since Apr. 1.

New operators on the Second District who will be relieving during vacations are W. J. Wentz, Gilbert G. Blume and LeRoy G. Meinberg. Mr. Meinberg comes to us from



REWARD ALERT PAIR. J. T. Hansen, superintendent of the Coast Division, presents Eddie Cristabol, 12, and Mrs. M. T. Emsley, both of Algona, Wash., with U. S. Savings Bonds for reporting a broken rail on the Road's right of way. Eddie discovered the broken section on his way to school and reported his finding at the Emsley home nearby, from where Mrs. Emsley, wife of a Northern Pacific brakeman, relayed a message to Agent G. J. Dougherty at Auburn. Both were commended for holding the safety of others and maintenance of railroad property in high regard. (Auburn Sun photo)

the Alaskan Railroad at Anchorage.

Switchman Lea R. Paine is a patient in St. Joseph's Hospital in Sioux City at this writing, having suffered a heart seizure.

Word has been received of the death of Frank Leggett, retired brakeman, at Marysville, Wash., on Apr. 16. Burial was at Marysville.

John C. Seekatz, retired engineer, died at his home in Los Angeles on Apr. 16 after several years' illness. He started with the Road as a boiler washer in 1906, entered engine service in 1907, and retired in 1947 on account of ill health. Burial was in Sioux City. He is survived by his widow, Madeline.

The father of Switchman H. L. Carroll passed away at Waterloo, Ia., on Apr. 17.

Mrs. John E. Crews, widow of conductor, died in Sioux City on Apr. 18.

Brakeman J. C. Smith is now a patient in the Veterans Hospital in Phoenix, Arizona, where it is hoped the climate will bring about his speedy recovery.

Mrs. Madeline West, wife of the agent at Hawarden, died in a Hawarden hospital Apr. 14, following a short illness. She was born Nov. 2, 1905 at Egan, S. D., and had made her home in Sioux Falls for 30 years prior to moving to Hawarden when Mr. West was made agent there. Survivors are her husband; three sons, Victor L. who is employed by the Road at Sioux Falls, L. Donald of Sioux Falls and Thomas of Hawarden; two daughters, Mrs. Will Archer, Sioux Falls, and Marjorie of Hawarden; a brother, L. R. Lanning of Owatonna, Minn.; a sister, Mrs. P. H. Laraway of Inglewood, Calif., and 12 grandchildren. Funeral services were held in the Methodist church in Hawarden and in the Miller Funeral Home in Sioux Falls. Burial was at Egan.

The mother of Fred Forney, operator in the dispatcher's office at Sioux City, passed away in Sioux City after a short illness.

EAST END

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

Mr. and Mrs. Bernard Bell are the parents of a son born Mar. 24. Bernard is a section laborer at Whittemore.

Richard L. Goltz, 62, passed away Apr. 25 at Mason City, following a long illness. Mr. Goltz, who was known to all his friends as "Dick," entered the service of the Milwaukee in 1913 as a switchman and later was employed as rate clerk in the Mason City freight office. In March, 1920 he entered the division freight and agent's office as a rate clerk and in May, 1923 was appointed chief clerk in that office. He is survived by his wife of Mason City and a brother, George Goltz of Hinckley, Minn.

Conductor Foy W. Wolters retired Mar. 31. He began working for the Road in September, 1910 and was promoted to conductor in March, 1917. Another retirement is that of Engineer Bartley Doolan, effective Mar. 18. He was employed as a fireman in March, 1910 and promoted to engineer in February, 1915.

Marvin Mueller, section laborer at Farmersburg, passed away Apr. 24. He had been employed on the I&D since April, 1928.

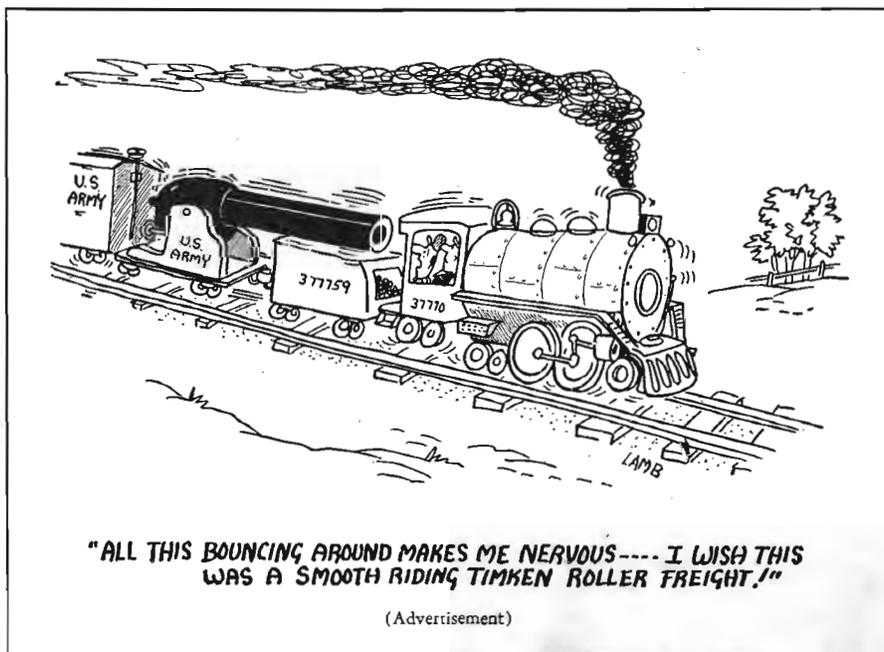
M. A. Newstrom, extra agent and operator, received his discharge from the Navy at San Diego in January and has resumed work on the First District.

E. F. Young, extra agent and operator, received his discharge from the Army at Fort Leonard Wood, Mo., and has been temporarily loaned to the Iowa Division, working at Rembrandt.

G. C. Scobee has returned to work as agent at Algona, following a leave of absence due to his wife's illness.

My thanks to Beverly Friedenbach, general clerk in the chief dispatcher's office, Sioux City, for helping me out this month with some news items.

E. L. Block, agent at Charles City, is on a leave of absence due to illness. H. G. Gerling is relieving as agent, and J. H. Bennett is working as operator.



"ALL THIS BOUNCING AROUND MAKES ME NERVOUS---- I WISH THIS WAS A SMOOTH RIDING TIMKEN ROLLER FREIGHT."

(Advertisement)

FIRST DISTRICT

Darlene Peta, Correspondent
Trainmaster's Clerk, Mitchell

Lineman Eric Lindblad of Mitchell, Agent E. L. Hathaway of Chancellor, and Agent F. T. Gustafson of Kimball all retired last month, after many years of faithful service.

The position of lineman at Mitchell has been assigned to D. H. Rassmussen, the position of agent at Chancellor to J. D. Bjorkman, and that of agent at Kimball to C. E. Evers.

Roy Miner of Canton will fill the operator's position vacated by Cliff Evers.

Section Foreman J. E. Weiland and Laborer A. J. Wethor of Alexandria, and Jake Erkes of Sheldon have been granted leaves to work on extra gangs this summer.



HIAWATHA-ABC HIGHLIGHTS. At the 12th annual Hiawatha-ABC tournament held recently in Portage, Wis., the cowboy outfits worn by the Miles City bowlers made a big hit with local gallery fans. From left: E. H. Stowers, R. A. Grant, M. R. Kelm, J. W. Morgan and W. C. Klar. Messrs. Grant and Klar also made a big hit on the alleys, sharing second place doubles with the Portage team of A. Baek and H. Janisch. Twenty-eight teams entered the tournament, which was won by the Aberdeen Hiawathas. St. Paulites R. Reidell and R. Young topped the doubles. At the right is the tournament committee, Conductor C. E. Blake, Freight House Employee J. L. Brunt and Brakeman Rollie Clemmons (left to right).



La Crosse Division

SECOND DISTRICT



Capt. C. J. Henry

Clinton J. Henry, son of Roadmaster C. O. Henry of Red Wing, who has been commanding officer of Company B, Red Wing unit of the National Guard, was recently promoted to captain. Captain Henry has 14 years of military service. He enlisted in Company B of the 205th

Infantry in 1938 and served for the duration of World War II in Alaska and the Pacific Theater. After his release from the Army he aided in activating Company B and was commissioned a second lieutenant. The unit was mustered in for active duty in 1951 and subsequently he was graduated from the Associate Company Officers course at Fort Benning and the Intelligence Officers course at Fort Riley. He also participated in atomic explosion maneuvers in Nevada. He was released from the Army as a first lieutenant in 1952, since when he has been on the officers staff of Company B, as commander since May, 1954.

Trans-Missouri Division

EAST END

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

Mrs. Ted Johnson, wife of ticket agent, is recovering nicely at her home here after undergoing surgery at the University Hospital in Minneapolis.

Mrs. W. P. Ohern, wife of agent at Wakpala, has returned from New York where she attended the National Council of Women. On her return trip she visited in Washington, D. C., and Chicago.

Kenneth Clapsaddle, son of Fireman Clapsaddle, who is a student at Northern State Teachers College in Aberdeen, met with a serious accident Easter morning while riding in a car driven by Pfc. Wallace Bauer of McLaughlin, when they crashed head-on with a car driven by Duane Kressly of Lemmon. Mrs. Kressly and Bauer were killed instantly.

First Trick Operator Harvey Teske and family have a fine new trailer home to replace the one lost recently in a fire.

Baggageman Leo Swanton and wife celebrated their 25th wedding anniversary Apr. 23 with an open house at the Moose Club from 2 to 5 P.M. Many of their out of town relatives were present. Musical selections were given by Claudette Fisher, accompanied by Lynne Todd, and by Michael Swanton.

Yard Office Employee James G. Landis has received his discharge from the Navy and is back here with his wife and baby daughter.

Conductor Louis Schiefelbein and Brakeman Ted Lowry are both taking a few weeks off for a needed rest.

Roadmaster O. A. Timberman started an extra gang at Westmore, Mont., on May 2 with P. E. Goplin, section foreman at Musshell, as foreman.

Agent Jim Rodenbaugh of Shields, N. D., spent his recent vacation in New York. Jack Smith relieved.

Mrs. P. W. Pengray, wife of engineer, passed away recently at San Jose, Calif., following a long illness. She is survived by her husband, two sons, a daughter and five grandchildren.

Art Le Beau, who was an engineer on the Trans-Missouri in the early days, passed away at Palm Springs, Calif., on Apr. 10, following an operation. Burial was at Longview, Wash. He is survived by his wife, a son and two daughters.

Ensign Robert May, who is stationed at Newport, R. I., spent his vacation with his mother, Mrs. Elsie May.

Mrs. O. A. Timberman, wife of our roadmaster, has accepted a position as an in-

structor at the new Singer Sewing Center in Mobridge.

Third Trick Operator Laverne Schmidt was married to Miss Delores Wanner of Eureka on Apr. 24. He was relieved by Frank Scherr.

WEST

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

Miles City voters elected Farnum Denson to his third term as mayor as he overwhelmed two other contestants in the city election held Apr. 4. Mr. Denson was boiler foreman at the Miles City shop before his retirement.

One hundred members of the Miles City Milwaukee Service Club met in the Eagles banquet room Apr. 6 for the annual "Jiggs Dinner." Chairman H. L. Stamp conducted the business session which followed the corned beef, cabbage and baked potato dinner served by Sam Leo and his kitchen committee.

Funeral services for Thomas Brown, retired engineer, 85, were held Apr. 14 at the Graves Funeral Home in Miles City. Mr. Brown died at the rest home after a long illness. He was born Mar. 28, 1870 in Kent County, Mich., came to Miles City in 1907 with the railroad, and retired in 1937. He was a member of the Elks lodge, Masonic bodies and the Eastern Star. Survivors include a daughter and a brother. Farnum Denson, Jack Riley, Tom Kelly, Chris Hanson, Ben Schultz and George Williams were pallbearers. Internment was in the family plot in Custer County cemetery.

Miles City Chapter of the Women's Club delegated Mrs. F. W. Spear to attend the

annual district meeting in Minneapolis. The April business meeting was preceded by a potluck dinner. Mmes. A. W. Wickersham, L. H. Rabun, F. L. Hubbs and John Gray were in charge.

Erick M. Erickson, retired B&B foreman, 80, passed away at his home Apr. 21 after a long illness. He was born in Nos Dalarne, Sweden, June 28, 1874, and came to the United States in 1903, settling in North Dakota. He moved his family to Miles City in 1911 and entered the employ of the railroad as bridge and building foreman. He retired in 1945. Survivors include his wife, four sons, a daughter and five grandchildren. Funeral services were conducted in the Graves Funeral Home chapel, with burial in Custer County cemetery. Pallbearers were Steve Stordahl, Lars Villanger, Martin Swanson, Thomas Haroldson, John Eide and A. S. Anderson.

Locally, in the Miles City Bowling Association tournament, the Milwaukee Arrows placed third in the team event with Claude O'Brien, A. B. Running, R. C. Moore, J. J. Peschl and E. L. Hubbs. Peschl and Hubbs also placed second and third in the singles. E. J. Brown and his partner took second in the doubles.

In the Miles City Invitational Handicap tournament this past month Eddy's Standard team placed first, sparked by three Milwaukee men, R. C. Moore, E. L. Hubbs and J. H. Lynam. E. J. Brown took second in the singles in the same tournament.

Betty Joan Sturdevant, daughter of Mr. and Mrs. L. L. Sturdevant, and Samuel J. Ohnstad were married recently in the First Methodist Church of Miles City. After a wedding trip to Arizona the couple will make their home in Miles City.

Earl Farr, retired train dispatcher, suffered a heart attack while on a trip with Mrs. Farr to visit relatives in California. Word is that he will be at St. Mark's Hospital in Salt Lake City for some time.

Frank W. Schultz, 93, retired machinist and a Miles City resident since 1916, passed away at a local hospital Apr. 30 after a long illness. He was born in Wells, Wis., on Feb. 15, 1862. In 1881, after working in the lumber camps for a time, he became a machinist, which trade he followed until his retirement in 1937. He was recently honored with a jeweled pin and life membership certificate for 50 years of membership in the machinists union. Survivors include a son, three daughters, seven grandchildren and 16 great-grandchildren. Funeral services were held in the Graves Funeral Home with interment in Custer County cemetery.

Chicago General Offices

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Ethel Haynes vacationed recently in Miami, also visiting Ft. Lauderdale and Daytona Beach. She reports the water temperature was 72 degrees and swimming excellent.

Gerry Mann and George Michalski have resigned to accept positions in the transportation and manufacturing industries.

Ed Deutschlander has been promoted to senior adjuster.

Aileen Hermes is now occupying a temporary clerical position in the sales bureau.

May, 1955



"UNCLE BOB" RETIRES. The retirement on Apr. 29 of Robert Chessman, accounting department rate man in Chicago, was a gala occasion in the office of the auditor of passenger accounts where he has spent his entire 53 years of service. "Uncle Bob", as he is affectionately known to the force, is shown here receiving the best wishes of H. J. Montgomery, assistant auditor of passenger accounts. Holder of a Gold Pass since 1953, Mr. Chessman plans to use it frequently from now on and to enjoy a more leisurely manner of living in Roselle, Ill., where he has made his home since his marriage in 1906.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent.

An interesting letter has been received from Martha Benson, retired, telling of her travels through Norway, Denmark and Sweden. She wrote that the Scandinavian countries are overrun with tourists and that she had to leave Copenhagen the same day she arrived, as all the hotels and private lodgings were filled. In Oslo Martha visited a huge monument of Franklin Roosevelt, which was unveiled on June 7, 1950. The monument is high up in a beautiful setting, close to the City Hall and overlooking the lower part of Oslo Fjord and the harbor where ships from all over the world come in.

Dick Junger of the machine room ex-

changed wedding vows at Our Lady of Grace Church on Apr. 23.

Ellen Domba of the keypunch section is now Mrs. Westin, having been married on Apr. 30.

Jean Saino, keypunch department, is our up and coming artist. She has four Honorable Mentions at the Art Institute.

Helen Mendonsa's horse came out with honors in the annual horse show.

Dorothy Graham of the keypunch section, who was on sick leave, is back with us. Anne Bert is on the sick list at this writing.

Helen Jendryh Lyon, former keypunch operator, was blessed with a little girl on Apr. 6; the name, Mary Jo.

Visitors last month included Collette Miller with her little girl, Clara Stoch with her little angel, and Hermaine Pearson with her two little dolls.

Santa Garbo resigned from the Brooklyn Dodgers to come back to work with us. Guess he missed us.

Mary Bubalo, timekeeping clerk, has returned from a Miami Beach vacation with a beautiful suntan.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The noontime concert presented by the Choral Club in the Music Room of the Chicago Public Library on Apr. 30 was an event in Choral Club history. Mrs. Mida Anderson who was formerly associated with the club is now chairman, Library Programs, First District of the Illinois Federation of Music Clubs, and it was through her efforts that we received the invitation. A varied program was given to a very attentive audience, and we later had the pleasure of hearing a recording of the complete program.

Another invitation from the promotion chairman of the Prairie Club of Chicago to make use of its spacious facilities at Deer Grove Camp was unanimously accepted by the club members. It is a privilege to receive such an invitation and the success of the picnic last year has made everyone eager to go. Understand many improvements have been made since our visit last year. We hope

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for clear skies, although last year's flash storm hindered no one from enjoying the activities. So, come June 18, we'll be "On the trail" to Deer Grove Camp.

Hurrah for the bass section! We have two new members in John Fraser, auditor of expenditure's office, and Joseph Bialas, freight auditor's office.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

C. E. Morgan has joined the Grandpa's Club and is very proud of a charming little granddaughter born to Mr. and Mrs. Rex Morgan at Juneau, Alaska, where Rex is stationed with the Coast Guard. Mrs. Morgan (grandma) made the trip to Juneau for the occasion.

We extended our sympathy to Mrs. Fehring and daughter Mary in the loss of their husband and father, Henry J. Fehring, veteran clerk of the signals and communications department, who passed away at St. Joseph's Hospital on Apr. 13. He had been ill for a month, due to a heart seizure. Mr. Fehring

entered the service of the Road on Sept. 27, 1920, working at Milwaukee until the office was transferred to Chicago on Dec. 1, 1954. His funeral was held in Chicago.

We welcomed two new stenographers in signals and communications, Miss Nancy Braddock who started Apr. 1, and a former store department employe, Miss Helen C. Kehoe, who transferred to our department on Apr. 25.

E. C. Duffy, first assistant chief operator in the relay communications office in Chicago, passed away on Apr. 26. He had been with the Road since Nov. 10, 1945.

F. D. Yeaton, retired assistant engineer, passed away on May 3 in the West Suburban Hospital, Oak Park, Ill. Mr. Yeaton was born on Aug. 13, 1881, and was a graduate of the University of Illinois with a degree in civil engineering in 1907. He started to work for the Road in November, 1912 and retired on July 31, 1950. He is survived by two sons, Frederick C. of Oak Park, and Edward C. of Janesville, Wis., and by a brother in Orlando, Fla.

Instrumentman Ed Miglio passed out cigars and candy on Apr. 11 on account of the birth of a daughter Diana Lynn. Diana has a brother, Eddie Jr., age 3.

PASSENGER TRAFFIC DEPARTMENT

P. O. Putnam, Correspondent

Paul Nikolai, G.A.P.D. at St. Paul, passed away Apr. 9. The news of his death was a shock to all in the passenger department. His obituary appears elsewhere in the Magazine.

Genevieve Sullivan of the Chicago city ticket office was the lucky winner of an ebony finished console color TV set.

G. T. Sims, city passenger agent in Detroit, moves to Minneapolis as traveling passenger agent through the vacancy brought about by the death of Paul Nikolai.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Arona Puttrich

Sophia Walker, Hazel Reetz and Manes Blumberg relaxed in the Florida sunshine last month. Ray and Marge Wagenknecht spent a week in the Ozarks.

We welcomed Clyde Stanley back to work after a long furlough.

Ardell Westerberg, Jean Wilson and Stella Murphy have undergone surgery recently, all at Augustana Hospital.

Tom Dunleavy is our new office boy.

Sympathy was extended to Irene Buller on the recent death of her father.



"OUR GIFTS TO YOU". Nellie Shea, "comp" operator in the auditor of passenger accounts office in Chicago, in a slightly breathless state as she prepared to open the gift packages she received from her many accounting department friends when she retired last month. She had completed 30 years of service. In the future Nellie will make her home in Joliet, Ill.

'Tis spring! Ray Hackell is back on the golf course for our Milwaukee Road Twilight Golf League.

Bill Tidd, our correspondent who underwent surgery recently, is taking it easy at Alexian Brothers Hospital.

OPERATING DEPARTMENT

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

Effective Apr. 23, Mrs. Ann Kerwin, teletype operator, became a proud grandma to a lovely baby boy, born to her daughter.

Mr. and Mrs. Frank K. Dorgan (ice disbursement clerk, claim prevention office) are happy to announce the advent of their fourth daughter, Catherine Ann, born Apr. 14. Looks like they are going to outdo Eddie Cantor.

Miss Lillian Regan is a newcomer in the claim prevention office.

Paul L. Dempsey, statistician, safety division, has bought a young parakeet.

William J. Whalen III was born Apr. 22. Speculation is whether little Bill will follow in Dad's footsteps and become a doctor, or whether he'll become an illustrious railroader like grandpa, assistant vice president-operation.

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1. Train report.
2. Regular stop.
3. 1½ cents (1.421 cents, to be exact).
4. A mechanical mule.
5. George Westinghouse.
6. No.
7. Inferior.
8. New Hampshire.
9. Tie plates.
10. More than double.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Mary Jane Winsauer entered St. Francis Hospital in Evanston on Apr. 11 and underwent surgery on Apr. 14. At this writing she is still confined there.

Sympathy was extended to Elsa Augustin in the loss of her sister on Apr. 1.

In commemoration of his 30 years' service, on Apr. 7, Chick Richardson was presented with a money tree by his co-workers. On Apr. 30 he moved to Morton Grove, where he recently purchased a home.

We are pleased to have Helen Degner and Laura Wojciechowski back, after their furloughs due to illness.

The arrival of baby girls was announced by Kathleen Dougherty on Apr. 17 and by Joan Nixon on Apr. 20.

Dixie Lee Hill was honored with a baby shower on Apr. 22 when she resigned.

Recent office transfers resulted in Catherine O'Malley and Mary Alice Green being assigned as keypunchers.

Twin City Terminals

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Air Brake Foreman Phillip Garvey has received a Superior Service award card for his 25-year clear safety record (no reportable or lost time injuries to himself or to the men under his jurisdiction).

The proud paternal grandpas around the shops are: Lieutenant of Police William O'Neill, a new grandson born Apr. 17; and Assistant Foreman Floyd M. Manser of the car department, a new granddaughter on Apr. 10.

Amund Kittilstad passed away on Apr. 8 at the age of 69. Mr. Kittilstad started to work for the Road in April, 1911 as an oiler in the Minneapolis train yard and retired on Jan. 1, 1952.

District Master Mechanic E. L. Grote was appointed assistant superintendent of motive power at Milwaukee on Apr. 15. A group of his local friends met in his office on Apr. 14 to extend their congratulations, and on behalf of his friends throughout the territory presented him with some fine fishing tackle, also a wrist watch, to be sure he would know when it was time to call a halt to his fishing expeditions.



William Boche

Machinist Welder William "Bill" Boche, senior welder in point of service in the Road's locomotive department, retired on May 1. He started as a boilermaker helper in 1912, was set up as a machinist welder in the back shops, and transferred to the Minneapolis roundhouse in 1920. In his 43 and a half years of service he has lost only about 10 days work, and in 40 years as a welder he has never suffered an injury requiring the attention of a doctor. Bill has lived for 28 years in Bloomington where he has served for 23 years on the school board. Following his retirement he will devote his time to the insurance business there, and to keeping up his garden. He is retiring at the age of 63.

Mrs. Doris Ipsen, former locomotive department stenographer, called at the locomotive and stores department offices with her infant son, born Mar. 20.

Mr. and Mrs. E. F. Palmer, who spent the winter in California, are visiting their son, James E. Palmer, general car foreman of the Minneapolis shops, at this writing. Mr. Pal-

mer, who was general car foreman at the Milwaukee shops prior to his retirement, was our "boss" as district general car foreman in Minneapolis from 1922 through 1929.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

General Agent Paul Nikolai of our St. Paul passenger department passed away suddenly, as did Frank Washburn, safety engineer at St. Paul.

Joe and Elsie Monheim are still absent from work since their auto accident some months ago.

This writer was knocked down by an auto several weeks ago. However, no loss of time. It happened in front of our city ticket office.

Arthur Morgan, conductor on the Duluth line, received his Gold Pass last month.

My son Richard, now in Army service, was transferred from Fort Leonard Wood to Fort Sill, Okla., Apr. 20.

Betty Edmiston is back to work to fill in a vacancy.

Mrs. Burns and Mrs. Anderson of the Women's Club paid our office a visit and now our dues are paid for another year. Long live the Milwaukee Road Women's Club. They donate their time to be of assistance to others.



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66—White with Black Stripe
70—Plain White
70BV—White with Black Visor
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250—All Black
All above priced at 85c each or a group of 5 caps \$4.00. Be sure to state size. No C.O.D.'s.
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YARDS AND ROUNDHOUSE

Mary Borowske, Correspondent
c/o General Agent

A great shock was the sudden death on Apr. 9 of Paul J. Nikolai, general agent of the passenger department here for the past seven years. He was formerly traveling passenger agent with the Minneapolis office and prior to that time was chief clerk to the assistant general passenger agent in Minneapolis. Paul was originally from Madison, Minn., and is survived by his mother, Mrs. Christine Nikolai of Madison, his wife, Ann, two sons, a sister and five brothers. He was only 49 years old at the time of his death, and will be sincerely missed by his friends.

J. E. Griller, formerly district passenger agent of this territory working out of the Minneapolis office, succeeds Mr. Nikolai as general agent.

Retiring this month is William P. (Bill) Golden, city ticket agent here since 1952. Bill, who came to St. Paul from the Minneapolis reservation bureau, has served the Road for more than 40 years. The last St. Paul Passenger Association session was a farewell party in his honor.

D. T. (Doug) Tybering took over as city ticket agent here in Bill's place on May 9. He was previously chief clerk to the assistant general passenger agent, Minneapolis.

Milwaukee Shops

CAR DEPARTMENT—OFFICE OF SHOP
SUPERINTENDENT

Ray J. Duman, Correspondent

Louis Linenberg, welder in the freight car shop, retired on Apr. 1. He has a service date with the company of Jan. 22, 1945. Nicholas Boheim, carman in the freight car shop, also retired on Apr. 1, with a service date of Aug. 21, 1936. Luther McConahy, carman, retired Apr. 5; service date, Jan. 17, 1946.

Raymond Siepe, welder in the freight car shop, was promoted to assistant foreman effective Apr. 1.

Joe Drinka, shop superintendent, recently had the pleasure of presenting the following employes with Silver Passes in honor of 45 years of service: Ernst Aborgh, Emil Beimborn, Edwin Ohm, Roy LeVan and A. E. Tellefsen, all of the passenger department; and Savas Beshias of the blacksmith shop. Marshall Jansen of the passenger department

received a Gold Pass, representing 50 years of service with the company.

Sympathy was extended to the families of the following employes who passed away recently: Paul Hothian who passed away Mar. 25; Joseph Terek, on Mar. 16; Edwin Peterson, machinist helper, who passed away Mar. 22; Sylvester Stelter, crane operator, who died Apr. 4; and Charles Burmeister, painter, who also passed away Apr. 4.

Bernice Kruse, clerk in the forge shop, has taken a leave of absence on account of illness.

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

H. J. Montgomery, Correspondent

On Apr. 1 A. G. Hoppe, mechanical engineer, called his office force together and announced his forthcoming retirement as of June 1. Mr. Hoppe, who was 60 on May 9, felt it was just as good a time as any to call a halt. The mechanical engineer's office force, test department and the current "alumni" of the mechanical engineer's office presented him with a luggage set, and a scroll, conveying their best wishes for a happy retirement.

Wayne Ludorf, an apprentice electrician, will be with us for a few months getting acquainted with drafting standards.

Art Schultz became a grandpappy for the fourth time. Daughter Priscilla and hubby Don Crull, locomotive engineer and fireman in the terminals, are the proud parents of Gerry Steven, born on Apr. 2. Thus the Crull family now has three boys and one girl.

Gordon Schultz, No. 1 son of Art, has passed his examination for locomotive engineer in the terminals.

Jim Borrer is back at work again, reporting to Wood Hospital for weekly treatments.

The ABC bowling tourney has come and gone and our boy "Monty" fared fairly well. In the team, his 591 helped the team to a 2,726, which might get in the money. His 621 in the doubles along with 492 from partner got 1,113. A 573 in the singles should also get something and the 1785 total should find some return in the all events. Wait till next year!

Hail the 1954-1955 Milwaukee Road bowling champs! Captained by Al McGowan and assisted by "Slim" Koepnick, George "Lefty" Michals, Herb Wisch and H. J. Montgomery, the Pioneers, took the odd game and trophies in the championship roll-off. The losers, the Morning Hiawathas, captained by Ray Stark (the city handball king), put up a stubborn battle and each game was decided in the last frame to the last man. The feminine rooters for the Pioneers turned the tide, Mmes. Koepnick, Michals and Montgomery giving pointers from the side lines. The individual league champion, with a 181 average for 90 games, is yours truly, H. J. ('Twas a rugged battle, Mom, but I won.)

A delicious hot beef luncheon was prepared by the wife and daughter of our secretary, William Cary, Sr. The Burnham Bowl operators obliged with refreshments, and a good "last night" was enjoyed by all. "Pop" Jordan, president, and William Cary, Sr., secretary-treasurer, report an excellent past season. We will be back at the same old stand next year—the Burnham Bowl, Tuesday nights at 7:00, and will be looking for you Milwaukee Road bowlers.

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CHICAGO, ILLINOIS

Passenger Shop



Emil Buchholz

Herman Glaub

On Mar. 31, after 47 years with the Road, the "dean" of car department supervisors retired. Emil Buchholz started his railroad service as a steamfitter in 1908, and has been connected with the "crazy water" department ever since. (Note: "Steam is water driven crazy by the heat".) In 1920 he became assistant foreman and on Feb. 1, 1935 took over the reins as steamfitter foreman. A wrist watch and a billfold with enuff to bet on a coupla nags was presented to Emil by fellow car department Supervisors, and a set of traveling cases by "the boys" who worked for him. Henry Frederich Reinechs, whose starting date is May, 1935, will take over the duties of steamfitter foreman.

After 40 years of sheet metal department work, most of which was spent as assistant foreman and foreman, Herman (Joe) Glaub also has retired. Joe started in 1915, "learning the ropes" under Art Schultz, Sr., and later under Willie Erdmann. He received a signature scroll and a reclining chair from his car department supervisors and friends. Joe was instrumental in founding the Milwaukee Road Car Department Credit Union in 1933. He was first president, holding that position until 1946, and remained a director until his retirement on Mar. 1. He also was president of the tinsmith union for a number of years. A letter of appreciation for his "beyond the call of duty" efforts was presented to Joe by Martin Biller, treasurer, signed by all directors and officers of the Milwaukee Road Car Department Credit Union.

John Duty, assistant tin foreman since 1951, will take over the duties as tin foreman and will have as his assistant Harold James McLaughlin, who formerly was layout man.

After Tom Birch retired as air brake foreman in 1953, his duties were taken over by Henry Frederich Brushhaber, former trucksmith foreman in the locomotive department.

Henry now has as his assistant Robert Emil Winter. This job was formerly held by Al Boettcher, who retired in July, 1954. After all these changes, this leaves a new "dean" in the supervisor ranks—Louis Klubertanz, painter foreman.

Frank Wendt, now 78 years old, who retired as carpenter foreman 13 years ago, visited friends to let them know he is still active and in good health.

Paul Geisler, former transfer table jacker foreman who retired in 1949, is an active Milwaukee Braves Booster. He was with the Florida contingent of Milwaukee boosters at spring training camp.

Tom Wilson, upholstering department, has evened the count with the latest addition to his family—a daughter. Mrs. Wilson and Ileen are doing fine. The Wilsons now have five daughters and five sons.

Norbert Henning, welder in the carpenter shop, also has an addition to report. A son, Gerald, was born Mar. 3 to make it two boys and a girl for the Hennings.

STORE DEPARTMENT

Virginia Schori, Correspondent

Gladys and Richard Butler have an addition to the family in the person of Kenneth Richard who arrived Apr. 24. Gladys was formerly a purchase order writer in the GSK office. Also celebrating the arrival of a new son Richard is Storehelper James Chialino.

Ward 8 South, Veterans Hospital, Wood, Wis., is the present address of H. A. Rieff, inspector of stores. Harold is recuperating from surgery, and a little correspondence would make the time pass faster.

Stores Division Employee Stanley Mackiewicz, whose service date was Sept. 15, 1920, passed away on Apr. 24. Edward Fuller, assistant stockman who started with the department on Feb. 11, 1928, died on Apr. 12.

Lois Kramlich, mail carrier, was very quiet about the whole thing, but her engagement to Frank Sutter has now come to light.

Milwaukee Chapter of the Railway Business Woman's Association met at the Elks Club on Apr. 16. Special guests were Mrs. Bessie Ross, Chicago, national president, Mrs. Evelyn Pierce, Minneapolis, district director, and 15 members from the Sante Fe in Chicago. Guest speaker was Mrs. Irene Enich, the Miller High Life Girl of 1949, who spoke on "Charm and Self Improvement." Leon Esser and Virginia Schori, GSK office, were among the members present.

Ruth Hodgson is the new typist in the GSK office.

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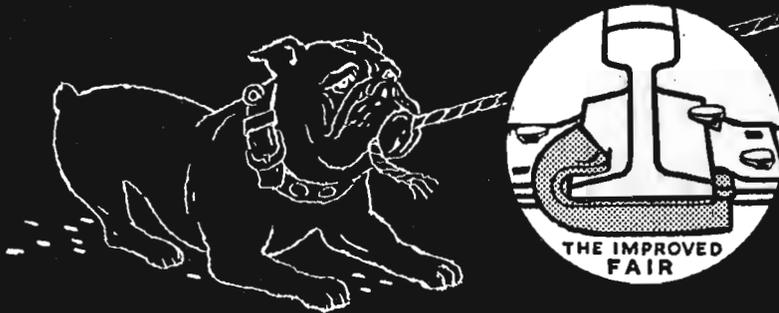
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Chicago

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Magnus "George" Holger, retired locomotive engineer formerly of Milwaukee, mentioned in a recent letter to friends here that he would enjoy hearing from his old railroad associates. Since leaving Milwaukee he has been living at the Grand Army Home for Veterans, King, Wis., and mail should be addressed to him there.

Milwaukee Terminals

FWLER STREET STATION

Pearl Freund, Correspondent

Friends of Helen Roelke will want to know that she is again confined to Mt. Sinai for surgery. It has been a long siege for Helen, but everyone is hoping for her ultimate recovery.

Mary McCormick and hubby Bob went to New York to take in the sights on their vacation. A portion of the time was spent at New Haven, Conn., for a visit with relatives.

Alice Sobczak and Geraldine Hartner chose a western vacation, hitting the high spots of Phoenix and Tucson, and Nogales on the border of Mexico, for a little foreign flavor.

Esther Lundstrom and Mike O'Reilly are piloting the messenger cars, although Esther expects to return to her yard clerk duties at Gibson. Mike was a yard caller at Muskego yard before coming to Fowler Street.

Experience is the name everyone gives to his mistakes.—Oscar Wilde



BACK YARD DRIVER. "This is how daddy does it", John O'Reilly explains to brother Terry who is getting a back yard driving lesson. Dad is Michael O'Reilly, car messenger for the Fowler Street freight house in Milwaukee.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

UNION STATION

A farewell luncheon in honor of George H. Lane, train rules examiner, retiring after 44 years service with the Road, was held in the Colonial Room of the Wisconsin Hotel on Apr. 25. About 25 friends and fellow employees were present, and numerous tokens of congratulation were mailed in by friends who were unable to attend, or were too far distant. Mr. Lane was presented with a noiseless portable typewriter, to enable him to keep in touch with his friends throughout the system who will be looking for letters. Mrs. Lane attended the luncheon, and among those attending from out of the city were Mr. and Mrs. J. O. Willard of Marion, Ia., Charles Pack, former chief train rules examiner, retired now and living in Mason City, Ia., and J. H. Anderson and W. C. Grandstaff, dispatchers from Terre Haute.



G. H. Lane

Division Engineer Lakoski has returned to his regular duties after recuperating from surgery.

Instrumentman Paul Koelsch is confined to his home at this writing, due to illness. He will perhaps be off for some time, and cards or messages of cheer would be appreciated. He lives at 5237 North Sherman Boulevard, Milwaukee.

Henry J. Fehring, report clerk in the signals and communications department in Chicago, suffered a heart attack and passed away on Apr. 13. He was in the service of the Road for 35 years, working in Milwaukee the major part of his time and transferring to Chicago on Dec. 1, 1954.

If you can give your son only one gift, let it be enthusiasm.—Bruce Barton

The Milwaukee Road Magazine

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Sam Miteff, section foreman at the Lewistown yard, and Bob Ray, section foreman at Choteau, retired in April, both after 38 years of faithful service. Mr. Miteff will continue to make his home in Lewistown. Mr. Ray is going to make his home in Great Falls.



Sam Miteff

Kermit Indreland, 41, who was hauling mail for the Milwaukee, died suddenly at home in Harlowton. Kermit was freight house clerk for the Milwaukee at Harlowton for about 10 years. He left the railroad around the end of the war.

Section Foreman R. L. Widdicombe of Fairfield is relieving Section Foreman Tom Humphrey who has taken a 90-day leave from his station at Hilger.

Section Foreman Nick Ecker of Montague passed away suddenly last month.

Retired Engineer William Foshag is in the St. Joseph Hospital at this writing.

Conductor C. K. (Happy) Hatton was in Seattle recently on business for the trainmen. Happy is local chairman of the trainmen.

EAST END

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

Engineer E. Smeltzer is on vacation at this writing.

Retired Roadmaster Arthur Jersey died in Townsend, Mont., Mar. 23.

Brakeman Robert Haycraft is working as a substation operator at this writing; also Firemen Jack Barger and Bill Flanigan.

Q.M.I. Rollyn Allen, son of Engineer Rollyn Allen, was discharged from the Navy Mar. 14 after serving four years. For the last two years he served on the U.S.S. Passig.

Retired Engineer C. H. Hansen and son Buster recently visited friends in Three Forks, coming from Vancouver, Wash.

Brakeman and Mrs. Lloyd Hacker spent their vacation visiting Mr. Hacker's mother in Yakima, Wash.

The Ladies Auxiliary (Friendship Lodge

554) and the Brotherhood of Railroad Trainmen (Bitterroot Lodge 834) of Alberton held their annual turkey banquet in the Milwaukee club rooms on Apr. 20. Lou Borden, retired general chairman for the Road's Lines West, and Mrs. Borden of Tacoma were honored guests. Walter Miller served as toastmaster, and talks were made by Mr. Borden, Local Chairman Donald A. Hyde, Mrs. Alta Hyde, president of Friendship Lodge, and Roy E. Rives, president of Bitterroot Lodge. Forty-five members attended the affair.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

John Gavin, Jr., son of the recently deceased roundhouse foreman, completed his course in business administration with a B.S. degree at Indiana State Teachers College last March and on Apr. 18 started his business career with Penick & Ford in Cedar Rapids. His mother has purchased a home at 510 Forest Drive, and the family will continue to live in Cedar Rapids.

Thirty were present at the annual spring indoor picnic sponsored by the Women's Club on April 14 in Memorial Hall, Marion. Agent Don Gustafson and wife of Anamosa were present, and Mrs. Benita Smith, a teacher in Menominee, Wis., who was visiting her parents, Retired Yard Clerk J. A. Grote and wife. Mrs. R. M. Emerson, president of the club, was chairman of the affair.

Stanley C. Doud, son of Conductor C. C. Doud, is now stationed at McClellan Air Field, Sacramento, Calif. He is classed as a special mechanic and has charge of a crew which services planes on the west coast.

Due to Dispatcher Richard Martin going to Chicago, the position of first trick dispatcher was assigned to Bill Westmark, who had been on the third trick. Doyle Elyea, who was working the swing jobs at Perry and Marion, was assigned to the position vacated by Bill Westmark, and John F. Thompson of Ottumwa, who was first extra dispatcher on the Third District of the D&I Division, took over the jobs at Perry and Marion.

A. P. Atkinson, clerk in the Marion office, and his family enjoyed their vacation during April.

Ben Dvorak, while on his vacation, attended the Rainbow Division Veterans meeting at Des Moines and was reelected state treasurer. He and Mrs. Dvorak also visited his brother Glen at Coon Rapids and his son

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at Terre Haute. Miss Hope Beasley, operator at Amana, relieved while he was away.

Signal Maintainer O. W. McBride and wife vacationed in April at West Palm Beach and Miami, Fla. En route home they visited in Toledo, Ohio, and in Detroit, Mich., where their daughter, Mrs. Neal Dandareau, lives.

Retired Trainmen Tom Hastings and William Hummell have returned to Marion from Long Beach, Calif., where they spent the winter months.

Roger Keith Wink, son of Pump Repairer E. L. Wink of Marion, enlisted in the Navy and has been sent to the Great Lakes Training Station near Chicago for his boot training.

William Metela, checker at the Cedar Rapids freight house, has retired with 41 years of service with the Road. He started in 1913 as a trucker in the Cedar Rapids freight house, and with the exception of the years he spent in the armed forces during World War I, he has a continuous record with the railroad.

Steven Thomas Paton, born on Mar. 9 to Thomas and Sondra Paton in Hayward, Calif., is the grandson of H. C. Paton, at one time employed in the engineering department at Marion.

Fay Underwood, section foreman at Martelle, was a surgical patient in St. Luke's hospital in Cedar Rapids; was on a three week's leave, during which G. L. Schooley worked as foreman.

Ralph Kendall, baggageman on the Hiawatha, was hospitalized at Council Bluffs during April.

Mrs. George Price, wife of conductor, is convalescing at home following surgery at St. Luke's hospital; also Mrs. George Barnoske, who returned home on Apr. 19, and is making a satisfactory recovery.

Mrs. John LaBelle, widow of engineer at one time in passenger service between Ottumwa and Cedar Rapids, died in a Cedar Rapids hospital on Apr. 14, after a long illness. She is survived by a daughter, Mrs. J. F. Anderson of Cedar Rapids, and a sister, Mrs. Inez Toole of Ottumwa. Remains were taken to Ottumwa where funeral services were conducted at the Johnson's Funeral Home.

George A. McLane of Marion, former passenger conductor between Marion and Omaha, died on Mar. 27 in a Council Bluffs hospital. He had suffered a stroke on Feb. 10. He is survived by his brother John, and two sisters, Mrs. Agnes Cooper of Marion and Mrs. Lou Facklis of Mason City.

A. B. Stickney, retired engineer, died on Apr. 5 in a Cedar Rapids hospital. He en-

tered the service as a fireman on Jan. 23, 1906, was promoted to engineer on Jan. 22, 1910, and retired on Aug. 1, 1951. Following his retirement he lived with a brother in Central City. For many years he was in service on the Maquoketa-DeWitt way freight.

Mrs. W. H. Kollman, mother of Mayme Berryhill, stenographer in the superintendent's office at Marion, died in St. Luke's hospital, Cedar Rapids, on Apr. 19, just a week before her 94th birthday. Mrs. Kollman was very alert, enjoyed life and kept busy with her needlework. In 1953 she was given an award for her entry in the fancy-work exhibit at the All Iowa Fair in Cedar Rapids. For the last 13 years she had lived most of the time in Marion with her daughter, Mayme Berryhill, with occasional visits in Belle Plaine, where she was born and had lived for many years, and where her daughter Ethel resides. Her son, L. H. Kollman, and family live in Cedar Rapids. Funeral services were held in Marion and graveside services in Oak Hill cemetery, Belle Plaine.

Fred H. Reimers, 77, a retired Milwaukee employe, died Apr. 21 at his home in Marion, after a long illness. He was born Nov. 16, 1877 at Sabula and came to Marion as a railroad employe in 1915. At the time of his retirement in 1945 he was a stationary fireman. He was a member of the National Association of Retired and Veteran Railway Employes and of Lodge No. 704, International Association of Machinists. Surviving, in addition to his wife, are a son, John F. Reimers of Peoria, Ill., and a brother, John H. Reimers of Marion. Memorial services were held in Murdoch Chapel, and burial was in Oak Shade cemetery.

MIDDLE & WEST

Ruby Eckman, Correspondent
 Dispatcher's Office, Perry

"Karen Linn" is the name which Mr. and Mrs. Lee Koch gave to their daughter born during April. The baby is a granddaughter of Engineer Gus Koch.

Kay McKim received his discharge from the Army in March, after spending 17 months in Austria. He is the son of Engineer and Mrs. W. D. Gardner. Kay's brother Gary was hospitalized for an appendectomy but was released in time to welcome his brother home.

Conductor J. S. Moore of the Des Moines Division has taken his annual summer leave to manage his lodge on Leech Lake at Walker, Minn.

Retired Engineer Henry Theulen has another grandson, born Mar. 31 to Mr. and Mrs. C. E. McMurray of Madrid. The father

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A Tip of the Topper



J. A. Guzy

partment, J. A. Guzy.

In his younger days Mr. Guzy was active in athletics and throughout 37 years of railroading has never lost contact. As escort to the various sports teams for which he has arranged transportation, he has seen almost every major sports event in the country. One unforgettable trip was with the 1936 Golden Gophers to Seattle. That was the year the football team stopped for practice at Missoula and the hotel caught fire!

"Guzy comes from a family of bowlers," the article says, "with brothers Andy, Sam, Bill and Pete all racking up good records. On the personal side, he claims his biggest thrill was winning the International Bowling Association's silver anniversary 'all events' championship in 1933 (with 1,974 points). The ABC record book shows he bowled a perfect '300' game Mar. 1, 1929. In younger days he also played considerable softball and was on a state championship team."

The article adds that Mr. Guzy is a member of the Minneapolis Passenger Club and a director of the Twin City Rapid Transit Co.

THE "TOWN TOPPERS" column of the Minneapolis Star, which takes a quick look at the city's more interesting people, recently discovered the Road's assistant general passenger department, J. A. Guzy.

B. C. Snyder, retired agent who has been living in the Masonic Home at Bettendorf for the past three years, died on Apr. 19. He started to work in 1904 and retired in 1941, due to ill health. He is survived by two sons, one of whom is with the Firestone Tire and Rubber Company in Africa.

Ronald Tomer, son of Machinist Ralph Tomer, was awarded a scholarship to attend a "Publication Workshop" at the state university in Iowa City in June. Ronald is a journalism student in the Perry High School.

Paul Smith, agent at Persia, has bid in the temporary job as swing operator at Manilla while Everett Galihier is on leave.

Miss Virginia Wilcox, whose grandfather was the late engineer, Thomas Wilcox, will be married in June to Norman Still of Worthington, Minn. The wedding will take place after she graduates from Iowa State College.

Mrs. George Gage, mother of Mrs. Joe Little and grandmother of Harold Little of the perishable freight department, died at the Little home in April.

The widow of Dr. U. G. Grigsby, long time Milwaukee surgeon at Perry, died at her home in Chicago in April. Burial was in the family plot at Madrid, Ia.

A. B. Frons Dahl, father of Switchman Alvin Frons Dahl, died Apr. 10 following several weeks' illness.

Mrs. Ray Murphy, wife of a clerk, was a surgical patient at the Dallas County Hospital during April.

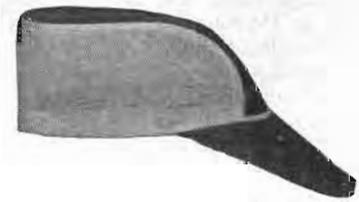
Section Foreman W. J. Schroeder of Manilla was in the Carroll Hospital during April for surgery.

Engineer and Mrs. Herbert Christisen mourned the death of their grandson, David Paul Mace, who passed away Apr. 11. The baby's father is in Germany with the armed forces.

Pfc. David Moore, who is on leave from his job as a brakeman while serving with the 1st Division Marines, was home on leave during April after having been in Korea for 10 months.

Bonnie Carlson, daughter of William Carlson of the Perry store department, was married at the Mennonite church in Manson Apr. 8 to Don Sutton of Manson. Bonnie is a

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Enjoy exclusive cooling comfort. The heat escapes. Cool comforting air is invited in. Lighter than a breeze.

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formerly worked as a brakeman.

Operator Richard Bryant reported for work in April after being on leave to serve with the armed forces. He will work on the Calmar line.

W. O. Bryant, retired baggageman of Manilla, has been undergoing treatment at the University Hospital in Iowa City.

W. C. Mahaffa reported for work as a clerk at Perry on Apr. 1 after four years in the Navy submarine service. He took the swing job at Perry depot and Perry yard, displacing H. J. Hill. Hill went on second trick at Perry yard when T. L. Wyckoff retired.

Engineer and Mrs. Charles Rankin made a trip to New York in April to visit Mrs. Rankin's brother, William Bell, who is an instrumentalist in the New York Philharmonic Orchestra.

Mrs. C. D. Emerson, wife of chief dispatcher, who has been active in the Perry Toastmistress Club, was selected as "Toastmistress of the Year" in recognition of her activities.

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senior student nurse at Broadlawns Hospital in Des Moines and will make her home in Manson when she finishes her training this summer.

Carol Jean Hayes, daughter of Engineer R. J. Hayes, was married in an Easter Sunday ceremony at the Methodist church in Perry to Bernard C. Green of Promise City. The groom is with the Air Force in Oklahoma. When he is released in January they will go to Iowa City where he will resume his studies at the State University.

Don Varner, who has been with the armed forces the past few years, has received his discharge and is staying in Perry, until a job in the work equipment department opens up.

Conductor and Mrs. Homer Johnson were in Mexico City to attend the graduation of their son, Homer Jr., from Mexico City College. Homer, who has been in Arabia for some time, took a leave from his work to complete his college training.

Yardmaster and Mrs. Charles Prowse went to California in April when their daughter Marilyn Jean was married to Joseph Zagnola of the armed forces. The wedding took place at the Little White Chapel at Las Vegas, Nev.

Gus Cline, retired SC&D engineer, passed away in Georgia in April. He was an uncle of Engineer Bert Cline of Perry. He and Mrs. Cline celebrated their diamond wedding anniversary a short time before his death.

Members of the Women's Club and their families enjoyed a real treat at their family party in April. For entertainment after the potluck supper, Retired Machinist and Mrs. Frank Fulhart showed slides they had taken while on a trip to Glacier National Park last summer. Frank shows the slides and Louise gives the commentary in such an interesting manner that the viewers almost feel they have gone along on the trip.

Three former Western Union operators got together for a visit the fore part of April when Mrs. Adele Hedding, a Milwaukee Road-operator in the Milwaukee, Wis., office, her sister, Mrs. Edith Sproul of Des Moines, and Miss Gertrude Donahoe, agent at Wauke, met after Mrs. Hedding and her sister, Mrs. W. J. Whalen, returned from a trip to California. The three operators worked together in the Des Moines WU offices for a long time.

Mrs. A. M. Peterson, widow of conductor, died at a Des Moines hospital Apr. 6 following several weeks' illness. After her husband's death Mrs. Peterson went to Des Moines to work as a professional nurse, and had carried on until a few weeks before her death. Burial was at Perry.

Masonic and military rites were accorded Richard H. Gilbert, Des Moines division conductor, who died at a Fort Dodge hospital following a few weeks' illness. Conductor Gilbert had been on the Storm Lake way freight for many years, and had a host of friends among patrons on that run.

Section Foreman George Lee of Cambridge has received word of the safe arrival of his son, Pvt. Frederick Lee, in Korea in April. Frederick is on leave from the Cambridge section to do his bit with the armed forces.

A1/c John T. Loftus, extra gang time-keeper on military leave and son of Roadmaster D. W. Loftus, came home from California during April for a 30-day visit with relatives in Perry and Dawson.



ON THE SPORTS CARD at Dubuque, Ia., Freight House Clerk George Tressel is shown (left) in his official role as Industrial League Director presenting the basketball season's championship trophy to manager Albert Defendi of the Dubuque Packing team, and to Dale Swanson of Carr Adams & Collier the Most Valuable Player and Leading Scorer awards. As director of both the basketball and softball leagues (the latter since 1948), Mr. Tressel is busy nine months of the year handling records, schedules and special events programs for the city's sports fans. Himself? He belongs to a bowling league and umpires baseball games.



O'ER THE LAND OF THE FREE. Flag Day, 1917 was the occasion for this patriotic demonstration at Portage, Wis. The flagstaff was erected by employes during the early days of World War I at the south end of the station grounds, from where Old Glory could be seen for a considerable distance.



AT FRANKLIN PARK. President J. P. Kiley exchanges greetings with Roy J. Zermain, president of the Franklin Park (Ill.) Manufacturers Association, preceding a recent luncheon meeting of that association at which Mr. Kiley was guest speaker. At left is George B. Waterstraat, the group's first president, and at right, C. F. Wilson, superintendent of Chicago Terminals. Mr. Zermain represents Kiene Diesel Accessories, Incorporated. Mr. Kiley's talk dealt principally with the operation of the Road's new retarder classification yard at nearby Bensenville, his audience having been provided with copies of a leaflet picturing the many ultra-modern facilities being discussed. Among the guests were the village presidents of Franklin Park, Schiller Park, Melrose Park, River Grove, Elmwood Park, and Bensenville.



MIDWEST FAREWELL. Conductor G. H. Savage (left), conductor on the Midwest Hiawatha, visits briefly with Brakeman Warren R. Johnson, before the train left Chicago on Apr. 27 for what was to be Mr. Johnson's last trip before retiring. He began service on Aug. 5, 1920 as a freight brakeman on the Iowa Division, and was promoted to conductor in 1930. He was a brakeman on the Midwest continuously from the day it made its first run, Dec. 11, 1940. He has been living in Marion, Ia., but planned to move to Necedah, Wis., immediately after leaving service. The deer hunting and fishing are better there, he says.

THE SILVER BEAVER, highest Scout leadership award, was given to Richard A. Anderson of Elgin, Ill., Scoutmaster of Troop 21 at South Elgin, and an assistant engineer in the Milwaukee Road engineering department, Chicago, at a ceremony on Apr. 14. Shown below at the ceremony are, left to right: Rev. Fr. Leon B. G. Adams, rector of St. James Episcopal Church, Dundee, Ill., guest speaker; Anderson; Carl Lindholm, chairman of the Scout Council's advancement committee; J. Arthur Broman, president of the Boy Scout Booster Club, which sponsored the dinner at which the award was made, and Harry Lessig, master of ceremonies. Among those witnessing the award were Mrs. Anderson and the honored man's two sons, James and John, the latter now in the Navy, and both boys holders of the Eagle Scout rank. Mr. Anderson, who was characterized as a man who "quietly lives the true spirit of Scouting," has been active in Scout work since 1942. (Elgin Daily Courier—News photo)



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VACATION TIME comes to Olympian Hiawatha-land, the Rockies and the beautiful Pacific Northwest. At left, below: "Peace and quiet" has a new meaning for the visitor to Olympic National Park, across Puget

Sound from Seattle. Top, right: There are endless trails to ride through the Alpine meadows of Mt. Rainier. Below, right: Dudes from a Montana ranch head for the hills.

