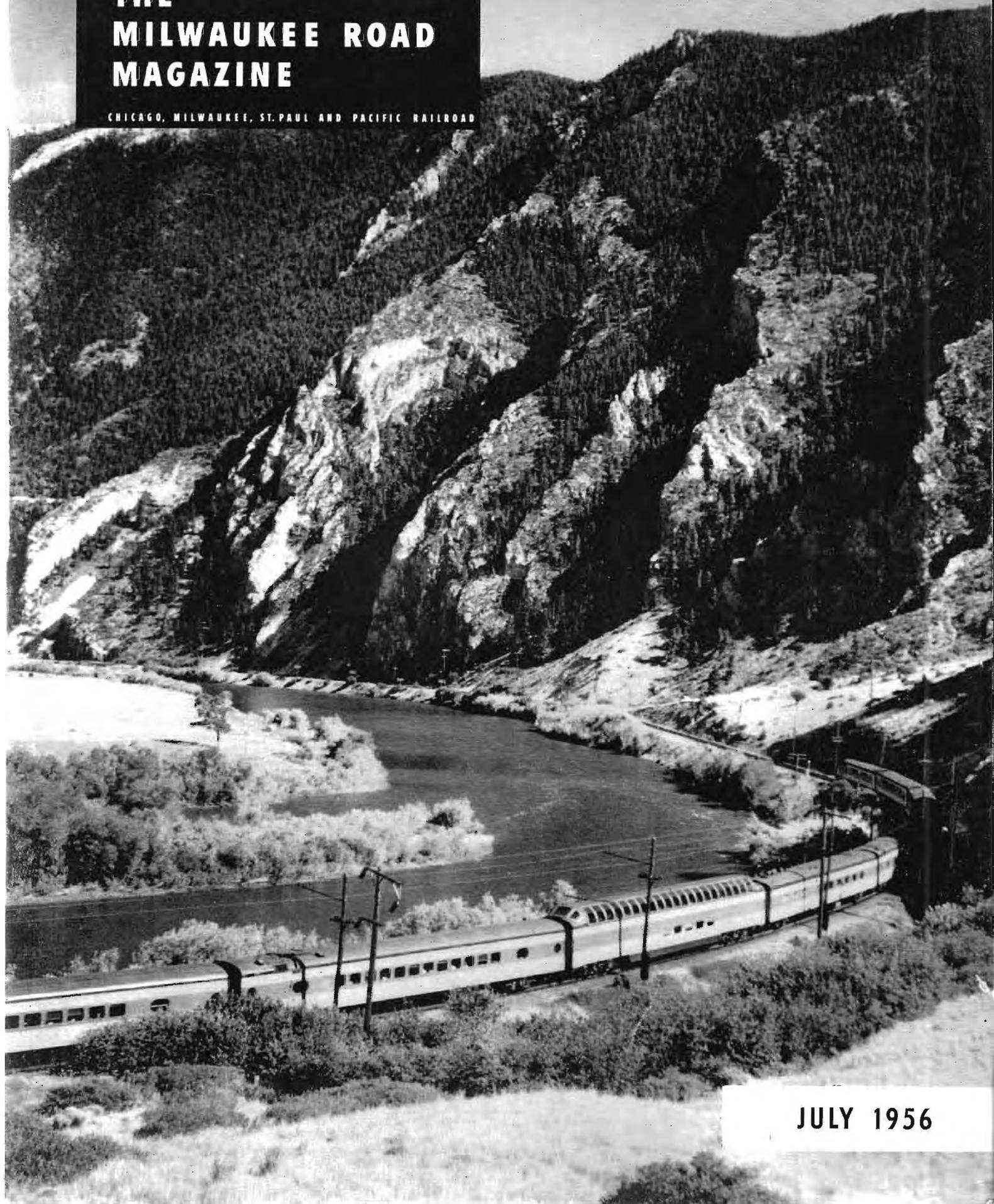


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



JULY 1956

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THE MILWAUKEE ROAD MAGAZINE

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IN THIS ISSUE

	Page
What Do Traffic Men Sell? By President J. P. Kiley-----	2
Comments From Our Customers----	3
The Law of the Jungle By James G. Lyne-----	4
Leonard Fowler, 1952 Scholarship Winner, Receives Degree-----	7
The Women's Club Takes Stock at Biennial Meeting -----	8
Home on the Rails-----	10
Laurence Wylie, Electrical Engineer, Retires-----	11
Did You Know? -----	12
Quiz -----	12
W. L. Ennis and Granger Smith Retire at End of June-----	13
Here's How We're Doing -----	14
Appointments -----	15
Retirements -----	16
Home Department -----	18
Special Invitation—Veteran Employee's Association -----	22
About People of the Railroad -----	23



What Do Traffic Men Sell?

THE freight train clicking over the rails is a commonplace sight for railroad people. So much so, in fact, that I question whether we ever stop to wonder, as the cars flash by, just how it happens that they are on our rails and not those of a competitor line . . . or on the highway.

If every car in that train bore a placard announcing the answer, we might read:

Sold by Traffic Department

Repeat Business—Good Service in Past

Routing Arranged by Friends on Foreign Line

Business Offered by Shipper

And there would be at least one other. I think we would be surprised to find how often this placard would be seen:

Service Sold Through the Efforts of Employees

None of us lives his life in a vacuum. As normal human beings we have countless contacts with personal friends and with business firms which can, and do, produce traffic for our railroad. And traffic is what wages are made of.

Milwaukee Road traffic men are real professionals at the job they are doing for our railroad, and, being professionals, they know that a machinist, a maintenance man, an office employe or a conductor can have personal contacts with shippers which count for more than their own job efforts.

But that imaginary placard, "Service Sold Through the Efforts of Employees", has another meaning.

When a Milwaukee Road traffic man sells our service, he is actually marketing the skills of Milwaukee Road men and women in dozens of occupations. Like a merchant displaying his merchandise on the sales floor, he offers the prospective customer the skill of maintenance men who can keep our tracks smooth and safe; the careful teamwork of good switch crews which make up trains with a minimum of shock to the lading; the deft touch of the engineer on the throttle as he handles a long train without damage or delay; the conscientious attention to detail of the carman and the machinist; and the telephone courtesy of office employes.

These and countless other skills offered by Milwaukee Road employes are the *only* things a traffic man has to sell, and without the complete support of all of us even his most brilliant efforts will fail.

Actually, however we look at it, every car on every train moving over The Milwaukee Road bears the imaginary placard . . .

Service Sold Through the Efforts of Employees.

COMMENTS FROM OUR CUSTOMERS



MOST HELPFUL HAND

(From a letter received by C. F. Luce, special officer, Minneapolis)

"You may remember that on the morning of June 28 you paged a Mr. and Mrs. Dewitt Gibson on eastbound No. 16 to give them a telegram concerning the death of Mrs. Gibson's sister in Forest, Miss.

"You extended a most helpful hand in our hour of need by directing us and helping us to secure the fastest transportation home, via the I.C.'s Panama Limited, etc. . . . We arrived in good shape some four hours before the funeral services, thereby helping my wife and her relatives in their hour of need.

"For this fine act of interest and kindness to a couple of travelers, my wife and I most certainly feel grateful and truly thank you."

Dewitt Gibson
P. O. Drawer 748

Laurel, Miss.

FOR COURTESIES EXTENDED

"Whenever I run into anything that is complimentary, I like to pass it on.

"Recently Helen and I took our youngest daughter to Davis Junction and put her on the City of Denver for Denver. The local agent or ticket seller, a man by the name of Mr. Cutts, was one of the most accommodating and obliging individuals I have run into in a long, long while. He went clear out of his way to assist us with the baggage, as some of it had to be checked through, and I want to compliment Mr. Cutts and The Milwaukee Road for the courtesies extended.

"I thought you would like to hear of situations like this when your friends run into them."

Harold V. Engh
President
The Turner Brass Works

Sycamore, Ill.

OLYMPIAN CREW, FRIENDS IN NEED

"May I highly commend your employees on duty Mar. 17 on the Pullman section of your train leaving Tacoma. . . . On this date I left for Aberdeen, S. D., as my father was seriously ill. Mr. Russell at the ticket office was most pleasant to deal with. On short notice he secured transportation for my baby and me.

"En route my baby became acutely ill. Mr. C. A. Green assisted me in every

way possible. The entire crew* were most helpful in securing an ambulance to meet us at Spokane. However, I feel Mr. Green may possibly have saved my child's life by administering artificial respiration. When we arrived at Spokane he took care of my baggage, assisted in securing hotel accommodations, and came to the hospital to see how things were progressing.

"Even the steward on the train was interested in helping. . . . He informed me that although the diner closed at 10 P.M., he would be available at any hour during the night should I desire something for myself or the baby. . . . All the people I came in contact with were most solicitous about my baby, and this, along with the kindness with which I was treated, will always be remembered by me."

Mrs. James C. Cooper
3311 Heather Lane

Tacoma, Wash.

(*The employees on duty were Conductor P. S. Dorsey, Brakemen C. A. Green and C. L. Powers, Steward R. E. Black and Porter R. Willis)

SUITED TO THE JOB

"I recently had the privilege of taking my Girl Scout troop to Milwaukee to a Braves game, via your railroad. We planned the trip since January, and I contacted the district passenger agent, Mr. Ed Freund, here at LaCrosse and asked him for details on the undertaking. I certainly want to compliment you on having a man so well suited to his job.

"There were 37 of us taking the trip, and he planned the whole thing. . . . Many of the girls had never ridden on a train before, and Mr. Freund gave us the pleasure of his companionship on the trip down and back, taking the girls on a tour of the train and seeing to their every need. He also arranged for a bus to meet us at the depot and take us directly to the ball park, which certainly was a major issue to the mothers, because it's pretty hard to keep track of so many youngsters.

"Thanks to Mr. Freund and the personnel on the train, that trip is one we won't forget for a long time. . . . The girls are looking forward to another one next year, to Chicago."

Mrs. Jerry Larkin
Leader - Troop No. 74
Girl Scouts of America
901 Liberty St.

LaCrosse, Wis.

New Yard Being Constructed at Othello

THE MILWAUKEE ROAD has started construction of a new five-track freight yard and a new 60-car icing facility on property recently acquired at Othello, Wash.

The new yard, which will be completed by fall at an estimated cost of \$530,000, will include the construction of about 4¼ miles of track consisting of five new yard tracks with a capacity of about 300 cars and with suitable connections to existing tracks and facilities.

A modern icing platform about 1,400 feet long will be constructed between two of the tracks with mechanical facilities for elevating and delivering ice at car roof height to any of 60 cars which can be spotted along the platform.

When completed, the new facilities will expedite the handling of perishables and other business from and to the Columbia River Basin, which business has been growing and will continue to grow as a result of the irrigation development of the area.

New Benefit Year For Unemployment Insurance

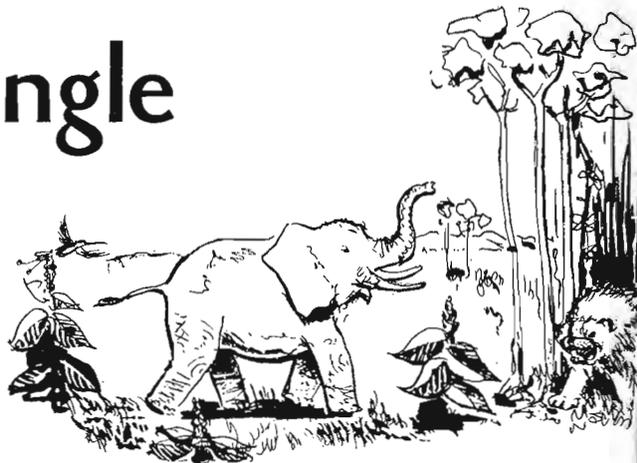
THE Railroad Retirement Board announces that July 1 marked the beginning of a new benefit year for the payment of unemployment and sickness benefits.

An employe who earned as much as \$400 (excluding amounts over \$350 a month) in railroad work in 1955 is eligible to apply for benefits if he becomes unemployed or ill within the next 12 months. Benefits are payable at rates ranging from \$17.50 to \$42.50 a week after a one-week waiting period.

In anticipation of the new benefit year, the Retirement Board recently prepared a 1955 form BA-6 (Certificate of Service Months and Compensation) for some 1,400,000 employes who earned at least \$400 last year in railroad work. The certificates were delivered to the employing companies. The first time after July 1 that an employe applies for unemployment or sickness benefits, he should attach this certificate to his application. The BA-6 shows his earnings in 1955, and the board office handling his claim can tell immediately whether his earnings qualify him for benefits. If an employe becomes unemployed or ill and has not yet received his 1955 BA-6, he should file his claim anyway. Otherwise he might lose benefits because of late filing.

The Law of the Jungle

by James G. Lyne



The following article is reprinted through the courtesy of Railway Progress magazine which published it in its June issue as a condensation from the testimony of James G. Lyne, chairman of the Federation for Railway Progress, before a subcommittee of the House Interstate and Foreign Commerce Committee which held hearings in May and June on the Cabinet Committee Report on Transportation. The subtitles were not included in the original article.

IF CARRIERS of any kind can afford to offer a lower price for their service than a competing type of transportation—then the carrier that can offer the public that kind of a bargain ought to be permitted to do so. Otherwise the public is going to have to pay more for its transportation service than there is any good reason for its paying. If the trucks are not going to be able to compete with the railroads when truck costs are lower than railroads' costs—and vice versa—then where is the incentive for either the railroads or the truck operators to try to improve their efficiency and decrease their costs?

If some form of transportation is to be protected by the regulators' not allowing its competitors to underprice it, then the transportation industry is bound to become stagnant. If this kind of regulation had prevailed 125 years ago, when the railroads first appeared on the scene, then the railroads at that time would have been required to hold their freight charges to the level of costs of the Conestoga wagon which, as I recall, was about 20 cents per ton per mile.

We could never have had any railroad development to amount to anything if this kind of protection had then been extended to high-cost producers of transportation. We could never have developed any barge transportation or truck transportation either on that basis. And the industrial and agricultural development of the country would have been greatly slowed down and perhaps

stifled entirely, if this policy of what is known as "holding an umbrella over the high-cost producer" had been adopted at that time.

It has been stated on several occasions that allowing greater freedom to common carriers in reducing their rates in competitive situations would be a return to what is called the "law of the jungle." In this connection, I would call your attention to a statement made by Commissioner Richard F. Mitchell of the Interstate Commerce Commission in an address in June, 1955, at Atlantic City, N. J. Commissioner Mitchell said that the Interstate Commerce Commission regulates only one-fourth of the trucks on the highways and only about 10 per cent of the water carriers on the waterways.

In other words, according to Commissioner Mitchell, 75 per cent of the trucks and 90 per cent of the water carriers are, right now, free to make any rates they feel like making. All the legislation now before you would do would be to give the 25 per cent of the trucks, the 10 per cent of the water carriers, and the railroads some small degree of the freedom in pricing their product that their competitors already enjoy.

"Jungle Law" Already Exists

In other words, if freedom from rate regulation constitutes the "law of the jungle", then 75 per cent of the truck operators and 90 per cent of the water-



James G. Lyne, chairman of the Federation for Railway Progress.

way operators are already living under that kind of a law. These unregulated carriers can do anything they want to do price-wise to compete against the 10 per cent of the waterway operators and 25 per cent of the truck operators and 100 per cent of the railroads that are regulated—but these regulated common carriers (by rail, waterway and highway) are not permitted to retaliate price-wise, except to the degree that they can persuade the Interstate Commerce Commission to let them do so.

We have a "law of the jungle" in transportation today—with the slight exception that 10 per cent of the tigers and 25 per cent of the lions and 100 per cent of the elephants have been muzzled and shackled. If we believe in the merit of the principle of the survival of the fittest—then we had better take these shackles and muzzles off of the relatively small proportion of the total jungle population which is thus handicapped,

and give them a chance to defend themselves.

There might be some who would say that we should regulate all transportation—that is, the 90 per cent of waterway operators and the 75 per cent of truck operators not now regulated. There is, however, no disposition on the part of the American people that I have been able to detect which would support a proposal to put every barge and every truck under regulation.

And how can you regulate the charges of a truck or barge operated by a business concern hauling its own products? The extension of complete regulation to all agencies of transportation appears to be completely impracticable and unnecessary. The alternative would appear to be—not by any means the elimination of all regulation of the common carriers—but enough loosening of the regulatory shackles from these carriers to enable them to defend themselves better.

The problem we face of organizing our transportation in such a manner as to give the public the advantage of lowest possible costs is not peculiar to the United States. Practically the same problem has arisen in every economically well developed country where alternative methods of transportation are available.

In such countries, for example, as Britain and France, the railways had, up until twenty or thirty years ago, a monopoly, practically speaking, of transportation for all but very short distances. Under these conditions, the railways acted similarly to the railways in this country, under parallel circumstances. That is, the railways classified freight, generally speaking, in accord-

ance with its value. For example, plumbing fixtures made of copper would be charged a higher rate per pound than similar plumbing fixtures made of cast iron.

There is nothing unrighteous about this kind of discriminatory charging. Even if you charge the high valued traffic a relatively high rate and the low valued traffic a relatively low rate, the cost of transportation in ratio to selling price will still probably be less for the high valued merchandise than for that of lower value. The only trouble about this kind of pricing—low rates for the low valued articles and higher rates for the higher valued—is that it won't work when you have competition. Because nobody is going to pay a railroad 10 cents per ton per mile to haul his freight if he can haul it himself in his own trucks for 5 cents per ton per mile.

Regulation Eased in Britain and France

So in Britain and France, as well as in the United States, the railways have been losing freight to the trucks—even where the actual cost of providing the transportation might be considerably lower by rail than by truck. In both Britain and France the railways are government owned and the government administrations which run the railways have been very unhappy at seeing freight desert the railways for the highways—and so they have succeeded in getting the government to quit regulating the railways so severely.

In Britain, for example, a law was enacted in 1953 which almost completely exempts the railways from rate regulation—except as to their maximum rates. When it comes to reducing rates in order to be competitive, the railways can go just as low as they want to. The British railways do not even have to make public the actual rates they charge. They are permitted by law to charge one shipper one rate and another shipper a different rate, even if the actual cost of handling the two shipments is identical. Thus, the railways of Britain have practically as much freedom in competing with other forms of transportation as these other forms of transportation have in competing with the railways.

There no longer exists in Britain (indeed, if it ever did) a situation such as we have here where rival forms of transportation can appeal to a regulatory agency to require the railways to charge a higher rate than they want to charge—merely for the purpose of allowing these higher cost rivals to continue to take traffic which the railways can handle more economically.

In France, the solution to this problem has followed the same general pattern as in Britain. That is to say, the railways have been given very great freedom in their pricing in order to meet the competition of rival forms of transportation which are not regulated. The French railways, for example, make specially low rates on traffic offered to them in trainload quantities. They will



"We have a 'law of the jungle' in transportation today—with the slight exception that 10 per cent of the tigers and 25 per cent of the lions and 100 per cent of the elephants [the railroads] have been muzzled and shackled."



England has eased regulation of its railroads, and a \$3 billion modernization program is now under way. Typical of this program is the new station at Potters Bar. With reference to freight traffic, Mr. Lyne states. "There no longer exists in Britain a situation such as we have here where rival forms of transportation can appeal to a regulatory agency to require the railroads to charge a higher rate than they want to charge. . ."

grant rate reductions to shippers who will contract to ship a certain agreed percentage—even 100 per cent—of their shipments by rail. This form of "agreed charge" is also in operation in Britain and in Canada.

Professor Paul Coulbois of the University of Strasbourg makes the point that when railways charge more than their competitors for transportation that the railways could really perform more economically, the result is that the nation wastes its resources. Similarly, if the railways charge rates below their costs for transportation that other agencies could provide more economically, the country as a whole is the loser.

An Economic—Not a Political Or Technological—Problem

Professor Coulbois urges that this problem not be treated as a conflict of special interests—and settled in accordance with the comparative political effectiveness of these various interests. He says that political activity which arrays truck or barge people against the railways and vice versa—treating them as irreconcilable enemies of each other—is contrary to the facts. He insists that economic considerations alone can provide the true answer to this problem. It is not a political or technological problem but an economic problem, and if it is treated as such, a correct answer in the national interest can be found.

In Britain and France, the railways have—after most thorough discussion and study—been accorded far greater

freedom in their pricing than that which is proposed in this legislation.

The legislation before you does not provide for more than a small fraction of the degree of freedom that the governments of Britain and France have given to their railways in order to permit them to meet successfully the competition of unregulated carriers by highway and barge. Therefore, if the proposed legislation before you errs, it certainly errs on the side of undue conservatism.

Here in this country, we are proud of our adherence to the principles of free enterprise—yet our privately owned railways are held rigidly in a strait-jacket of severe and detailed regulation from which the socialized railways of Britain and France have been largely freed. Just how much punishment can our privately owned railways continue to take and still keep their heads above water?

In the field of urban transit in our own country, socialization has largely taken over in replacement of private ownership. This change did not occur because anybody particularly wanted to substitute socialism for private enterprise—nor did the change come about because private enterprise fell down on the job. The change came, instead, because the transit lines were overregulated and overtaxed, while they had to compete with transportation facilities which consumed tax money instead of yielding tax returns.

With the St. Lawrence Seaway, with all our toll-free inland waterways, with

our colossal expenditures on tax-exempt highway improvements, I suggest that our self-supporting and tax-paying railroads are going to be in for a very tough time if—on top of all these new handicaps—we are going to keep on subjecting them to the same degree of detailed regulation that grew up around them when they had no competition. Unless we relax these bonds a little, we are likely to see a development occur on the railroads such as that which has already occurred in urban transit.

A Limit to Endurance

Our railways have sufficient economic strength to maintain their vigor despite a considerable number of handicaps—but there is always a limit to human endurance. I suggest that the common carriers, and especially the common carriers by rail, have just about reached that limit—and unless we give the railways of this country at least some small fraction of the liberty that Britain and France have found necessary for the health of their railways—then the consequences are likely to be very unpleasant for everybody.

The truck operators and the waterways carriers may feel now that it is to their advantage to have the railways so regulated that they cannot compete effectively. But if the railroads were to become government owned and tax exempt, with the resources of the public treasury at their disposal, they would then offer competition for rival agencies of transportation that these agencies would probably consider rather disadvantageous.

Therefore, such measure of relaxation in railway regulation as will enable the railways to make a bid for traffic they can handle more economically than any other transportation agency is in the interest of everybody—including the transportation agencies deriving a fancied and temporary advantage from the *status quo*. The laws of economics are inexorable. They may no more be defied with impunity than the law of gravity. If you waste your resources by doing your work the most costly way instead of the least costly way, then you will be poorer for so doing.

That is the law of economics which this Congress is being asked to observe in dealing with transportation.

Leonard Fowler, 1952 Scholarship Winner, Receives Degree

THE academic spotlight playing over tree-shaded campuses last month picked out Leonard Benton Fowler, winner of the J. T. Gillick Scholarship for 1952, being graduated from Wisconsin State College at La Crosse. A top-scoring student, he was one of 10 seniors graduated with highest honors.

Readers of this magazine know Leonard as the son of Ernest F. Fowler, signal maintainer at La Crescent, Minn., and the second son of a Milwaukee Road employe to be awarded the annual scholarship named for the Road's retired operating vice president. At the Central High School in La Crosse where he received his preparatory education, Leonard had distinguished himself as a student, athlete and youth leader. Upon being presented with the scholarship in 1952, he announced his intention to attend Wisconsin State, a teacher's college near home, and to aim at a career in elementary school teaching.

The choice of a college was a very happy one. As Leonard stood ready to enter the teaching profession last month he said, "I am sure I received the best possible training in my chosen field."

Leonard's record for the past four years would indicate that he is ably qualified for a teaching career. Through-

out college his primary concern was to acquire a solid scholastic foundation, backed by the broad general education which is secondary to academic activity. Learning, which came first, was rounded out by a liberal program of music and literature, social contacts, and intramural sports.

Among the honors Leonard earned were a membership in Kappa Delta Pi, national honor society in education. He was also a member of the Elementary Education Club for four years (two years as vice president) and in his senior year received the Alice O. Gordon Scholarship awarded to a deserving senior preparing to teach in elementary schools. This year, in addition to regular practice teaching, he taught a group of hard of hearing children.

In high school days Leonard had been a member of the school band and orchestra, and was active in Scouting, church work and sports. Carrying these interests over to college, he played the clarinet in the Wisconsin State band, was active in the Wesley Foundation Methodist Club and took part in shows produced by the College Players. As a member of Alpha Phi Omega, national Scouting fraternity, he served as corresponding secretary and sergeant-at-arms, and as a delegate to several conventions. On the social side he was historian of his fraternity, Lambda Tau Gamma, and under the Men's Intramural Athletic Association, played softball, volleyball, basketball and bowled.

In his junior year Leonard was hospitalized a month for polio, and was absent from classes for six weeks. However, he made up the work and, although his physical activities were limited for a time, finished the year with a grade average of 2.72 out of a possible 3.00. Last summer he worked on a fruit farm, and at the start of his senior year was again physically fit. His four-year graduation average was 3.52 on a 4.00 system.

As he prepared to leave college, Leonard expressed his gratitude for the opportunities provided by the J. T. Gillick Scholarship. His immediate plan, he said, was to volunteer for military service before entering the teaching field.



Leonard Fowler, winner of "highest honors" at Wisconsin State, shown at commencement exercises with his father, Ernest F. Fowler, and his brother Donald who is also a student at the teachers' college.

Calling All Pioneers!

The Puget Sound Pioneers would like to hear from all employes and former employes who are eligible for membership in their organization. They are especially interested in contacting retired people in California and western Canada. Dues in the club are \$1 per year. For particulars write to C. F. Allen, Box 8043, Manito Substation, Spokane 36, Wash., or to C. H. Coplen, Milwaukee Road Agent, Coeur d'Alene, Ida.

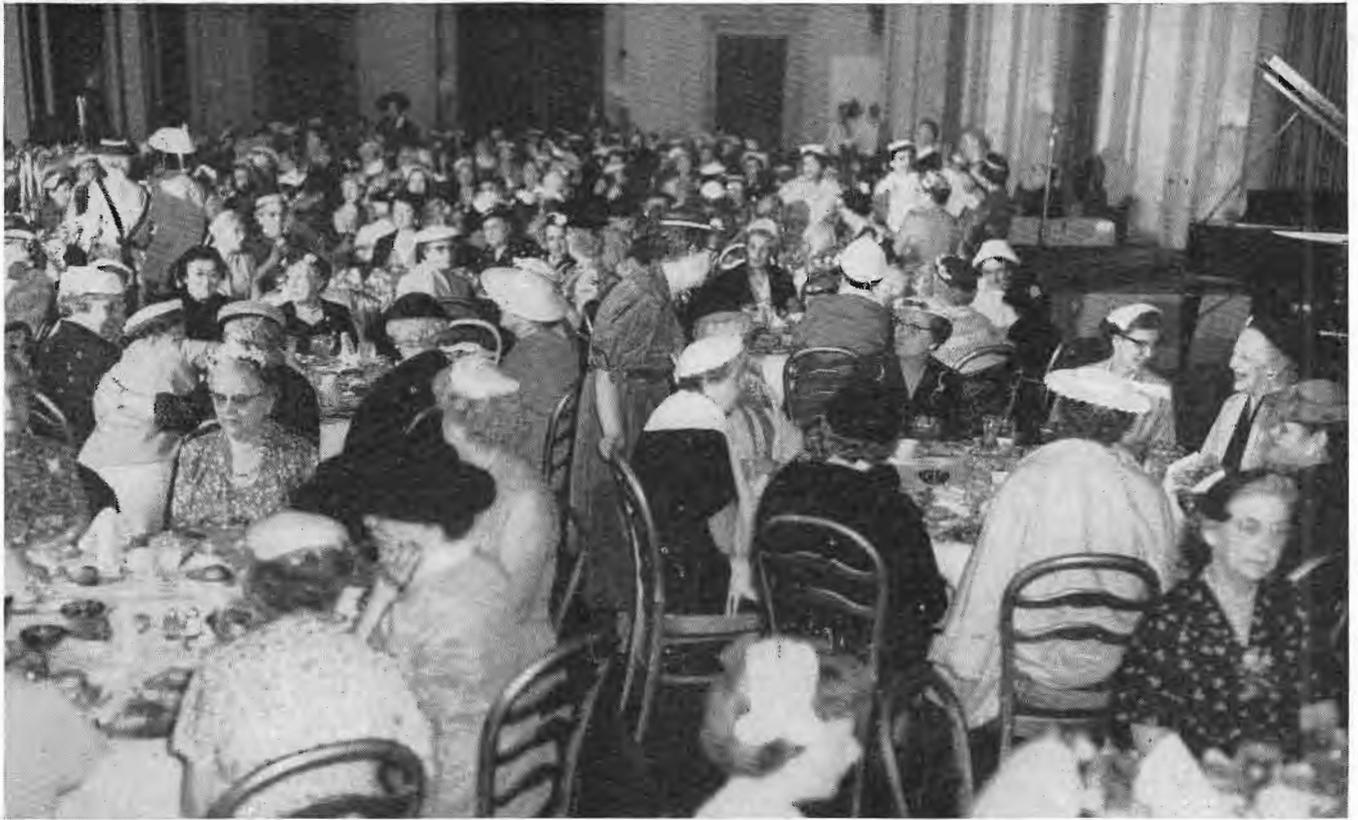
Puget Sound Pioneers Meet in Tacoma

THE annual meeting of the Puget Sound Pioneers Club, an organization of veteran employes who helped to construct the Milwaukee Road's coastward line, was held in the Trappers Room of the Tacoma Hotel in Tacoma on June 16. Highlights of the daytime session were the election of officers and a round table discussion. In the evening, members and their wives and guests attended a dinner at the Top of the Ocean Restaurant.

The Puget Sound Pioneers consists of employes who were in service on the coast extension from the Missouri River to Butte before June, 1908, and west of Butte before May, 1909. The membership, once 1,250, has since thinned to a "last man" group of 51. Fourteen were present for the business meeting which was conducted by President Sam Winn of Tacoma, retired locomotive engineer who was a pioneer in passenger service west of Deer Lodge.

Officers elected for the coming year were C. F. "Cap" Allen of Spokane as president—Mr. Allen was resident engineer on the old Western Montana Division during the construction period, with headquarters at Missoula. John P. "Jack" Downey, work train conductor out of Malden in 1908 and 1909, was elected vice president, and Agent C. H. Coplen of Coeur d'Alene, who was a section laborer in the material yard at Plummer in 1908, was made secretary-treasurer.

Mr. Winn served as master of ceremonies at the dinner, for which 24 turned out. Among the members who came from a distance were Frank Feibelkorn, pioneer conductor now living in Independence, Mo., and William Shearer of Milwaukee, former locomotive engineer on the old Musselshell Division at Miles City. The 1957 meeting will be held in Spokane in June, at a date to be determined later.



Scene in the grand ballroom of the La Salle Hotel, Chicago, as the biennial luncheon got under way. Approximately 300 members attended.

The Women's Club Takes Stock at ...

BIENNIAL MEETING

THE CLOSE relationship which exists between The Milwaukee Road Women's Club and the railroad family was again brought out at the biennial meeting held in Chicago last month. A review of its accomplishments for the past year, as reported at the big get-together on June 8 and 9, reflected the functions performed by the club on behalf of Milwaukee Road employees.

Forty-nine of the club's 59 chapters were represented when the meeting convened in the La Salle Hotel. Mrs. C. C. Steed of Milwaukee, president general, presided at the business session which extended over the entire first day. A forum for reviewing the work of the past year, these were some of its informative features:

During 1955 local chapters of the club expended approximately \$6,700 for welfare work such as aid to shut-ins, household goods for homes destroyed by fire, food, clothing, medicine and other basic needs. In addition they dispensed

donated goods valued at about \$450. This work was financed in part by fund raising programs such as rummage, bake and food sales, and auction and card parties on which they raised approximately \$3,500. (During the first four months of this year approximately \$2,500 was spent for welfare and good cheer work, and money-raising activities cleared about \$850.)

While carrying out this program, committees contacted 4,900 families, made some 6,300 personal calls at homes and hospitals, and sent more than 5,000 messages of cheer. Some chapters reported serving meals to families bereaved by death, and visits to Veterans' Administration hospitals. The latter included Chicago-Fullerton Avenue chapter, which made afghans for paraplegic service men at Vaughn Hospital and donated several hundred books from its library to Hines Hospital. Milwaukee Chapter had a special fund for parties and gifts for service men at local

Wood Hospital, and Minneapolis Chapter furnished photographic equipment and supplies to the veterans hospital there.

On the social listing, the club sponsored get-togethers for families, potluck suppers, Christmas parties for adults and children, picnics, testimonial dinners for retired employes, and similar affairs.

One of the major developments of the meeting was the unanimous election of Mrs. Steed to serve a fourth term as president general. She is the fourth woman to ever hold that office in the club's 32 years of existence. Mrs. J. P. Kiley, wife of the president of the railroad, serves as honorary president general.

Others elected to office for a two-year term were: Mrs. R. E. Melquist, Minneapolis, first vice president general; Mrs. W. Ray Dolan, Chicago, second vice president general; Mrs. A. W. Hervin, Seattle, third vice president general;



Among the many groups at the ticket desk just before the luncheon were (from left) Mrs. J. L. Tarbet, president of Kansas City Chapter, with Mrs. L. W. Palmquist of Chicago and Mrs. F. R. Doud of Milwaukee, general advisory officers; at the desk, Mrs. J. H. Diehl, former president of Chicago-Union Station Chapter, and Mrs. R. W. Hayes, general director, Chicago.

Miss Etta N. Lindskog, Chicago, secretary general; Mrs. E. M. Shortall, Chicago, recording secretary general; Mrs. Ralph Vannella, Bensenville, treasurer general; Mmes. J. L. Brown, O. P. Catlin, R. W. Hayes, G. W. Loderhose and

W. J. Whalen, all of Chicago, general directors-Chicago area; Mrs. W. R. Hughes of Marion, Ia., Mrs. Frank Ross of Milwaukee and Mrs. O. D. Wolke of St. Paul, general directors Lines East; and Mrs. E. L. Hubbs of Miles City,

Mrs. C. C. Steed of Milwaukee, who was elected president general of the Women's Club for the fourth term, pictured (seated, center) with other members of the general executive committee of the general governing board. Seated, from left: Mrs. O. P. Catlin, Chicago; Mrs. R. E. Melquist, Minneapolis; Mrs. W. Ray Dolan, Chicago; Mrs. Ralph Vannella, Bensenville, Ill. Standing, from left: Mrs. W. R. Hughes, Marion, Ia. (president, Marion Chapter); Mrs. E. L. Hubbs, Miles City, Mont. (president, Miles City); Mrs. George Weseman, Spokane (president, Spokane); Miss Etta N. Lindskog, Chicago; Mrs. Frank Ross, Milwaukee; Mrs. F. W. Spear, Miles City, Mont. (retiring general director); and Mrs. E. M. Shortall, Mrs. R. W. Hayes and Mrs. Lucien Bloch (retiring general constitution chairman), Chicago.



July, 1956

Mont., Mrs. Earl Tallmudge of Tacoma and Mrs. George Weseman of Spokane, general directors Lines West.

The new general executive committee also included the following appointments: Mrs. F. R. Doud of Milwaukee, Mrs. L. W. Palmquist of Chicago and Mrs. A. O. Thor of Savanna, Ill., general advisory officers; Mrs. E. E. Smith of Council Bluffs, Ia., general constitution chairman; Mrs. L. G. Ellis, La Crosse, Wis., general welfare chairman; Mrs. Walter Klucas, Moberly, S. D., general safety chairman; and Mrs. W. Ray Dolan, Chicago, general luncheon chairman.

A pleasant aspect of the biennial meeting, traditionally held in Chicago, is the opportunity to enjoy the big city attractions. Delegates who arrived early shopped in the smart stores, visited their relatives and friends, and attended theater and television shows. On Friday evening, after the business meeting, the visitors were escorted on a sightseeing tour of the boulevard, business and park districts, and to dinner in Chinatown.

The biennial luncheon which brought down the curtain on the meeting was a gala affair in the grand ballroom of the La Salle, attended by approximately 300. The entertainment started with strolling players singing popular and old time songs and featured a musical trio in song and piano selections styled in the modern manner.

From the speakers' table, Mrs. Steed delivered a brief digest of the proceedings on the previous day. Taking stock of the various reports, she concluded with the announcement that at the time of the meeting the club had 16,483 members. This figure, with 49 chapters showing an increase, already exceeded the membership for the entire year of 1955.

A Washington hostess who entertained for a newly arrived diplomat and his wife discovered that the rewards of party giving are unpredictable. The couple's English seemed to be quite fluent. At the end of the party the elegant guest of honor, beaming with satisfaction, stood in the large hallway saying his farewells.

In clear, ringing tones that could be overheard by a dozen other guests, he told his host and hostess "Good-by, and thank you so much. It was gruesome. Positively gruesome."

His wife, who was at his side, did a charming curtsy and beamed her thanks. "And greasy," she added distinctly, "very, very greasy."



Above: Mrs. Goedland, an expert knitter, goes about her work in the pleasant, modern "dinettes" which she and Mr. Goedland have set up in their home on the rails.

Left: Crane Operator Clarence Goedland in his cab, ready for the day's assignment brought by K. L. Clark, construction superintendent of the big freight yard project.

HOME ON THE RAILS

by Louis H. Gollop

People in the St. Paul area were given an interesting sidelight on the Milwaukee's almost-complete freight classification yard there when Louis H. Gollop, a staff writer for the St. Paul Sunday Pioneer Press, learned of the unusual home-away-from-home occupied by one of the railroad's crane operators on the project. With Photographer Don Spavin, Mr. Gollop paid Mr. and Mrs. Clarence Goedland a visit and came away with the excellent article and pictures which are reprinted here through the courtesy of the Pioneer Press.—Editor

"HOME is what you make it."

In the case of Mr. and Mrs. Clarence Goedland, truer words than this old saying were never spoken.

Their present address is Bunk Car X916823, Milwaukee Road's Pig's Eye yard, St. Paul, Minn.

Mr. Goedland is a traveling crane operator for the railroad and as such moves to wherever the company may have use for his skill. He and several other crane operators are here to work on construction of the Milwaukee's 5-million-dollar electronically operated freight classification yard to be completed next fall.

The cranimen live in bunk cars—freight cars provided by the railroad. Thus, instead of a trailer camp where they are working you find nearby a row of made-over boxcars, siderailed until the move to the next job.

It is easy to pick out the Goedland "home" among the half a dozen boxcars stationed on the tracks alongside Warner road. A flower box near the car's entrance is the homey touch that identifies it.

But it is the interior that is the eye opener. The husband and wife have

transformed the once drab car into a four-room apartment with bedroom, combination living and dining room, a kitchenette and a spare bedroom-sewing room, plus shower room and toilet.

"Yes, home is what you make it," says K. L. Clark, principal assistant engineer and construction superintendent of the rail yard project. "The company gives the workers the boxcars and from then on they carry the ball. It is up to them as to what sort of living quarters they make."

The Goedland home is called one of the finest equipped bunk cars on the railroad. It has enough shelves to delight the most cabinet-minded housewife. There are electric plugs to take care of any household appliances.

Much of this is the result of Mr. Goedland's ability as a handy man, but the feminine touch is there, too. On a shelf, in the bedroom, for instance, are

The Milwaukee Road Magazine

decorative knitted dolls. And it will be years before Mr. Goedland has to buy a pair of warm socks or a wool sweater, thanks to his wife's knitting ability.

"Bunk Car Street" is in its own way a small suburban district. There are neighborly evening get-togethers and there is work to keep people busy.

But Mrs. Goedland has found time for still another hobby—that of picture painting.

"I'm just beginning on this," she said.



Top: The flower box on the side of the bunk car is pictured here in detail, illustrating the interest which the Goedlands have taken in making their rail home a pleasant one.

Above: The Goedlands' bunk car home along-side Warner Road in St. Paul.

Below: Bridal party dolls knitted by Mrs. Goedland decorate a corner of the attractive bedroom.



9,370 Retired Milwaukee Road Employees Drawing Annuities

ABOUT 9,370 men and women whose last railroad service was with The Milwaukee Road, were receiving employe annuities from the Railroad Retirement Board at the end of 1955, the board recently announced. Their annuities averaged \$99 a month. About one-third of these employes had wives who were also receiving monthly benefits.

In addition, the board was paying \$34.50 a month to one of the pensioners taken over from the company's own pension rolls in 1937.

During 1955, there were 1,120 former Milwaukee Road employes added to the board's retirement rolls, and 711 were terminated, mainly because of death.

This resulted in a net increase of 409 during the year. The average annuity paid to those added to the rolls was \$103 a month.

The Railroad Retirement Board points out that overall in 1955 some 38,900 employes of the nation's railroads retired on annuities averaging \$106 a month. Of this number, 74 per cent retired because of old age and 26 per cent because of disability.

At the end of the year the board was paying an average of \$101 a month to 313,000 retired railroaders; 110,000 of them had wives receiving wives' annuities averaging \$47 a month.

C. T. Lannon Elected to Association Post

C. T. LANNON, treasurer of The Milwaukee Road, was elected secretary-treasurer of the Central Sectional Group, Treasury Division, Association of American Railroads, at the group's annual meeting held in Chicago on June 25.

The central sectional group, which consists of approximately 85 railroad treasurers, assistant treasurers and other officers directly connected with railroad financial matters on 43 carriers in this area, meets monthly, usually in Chicago, to discuss the work of the railroads' treasury departments. The Milwaukee Road was host to a group of central sectional officers in connection with a trip to St. Paul for a meeting of the group in May.

Mr. Lannon has been with this railroad since 1917, when he started working during summer vacations from school. His entire business career has been in the department which he now heads. He was elected treasurer of the company on Sept. 16, 1954 and has been active in the work of the treasury division of the AAR for a number of years.

Laurence Wylie, Electrical Engineer, Retires

LAURENCE WYLIE, head of The Milwaukee Road's electrification department, was the honored guest at a luncheon held on June 29 and attended by a large number of Milwaukee Road people, as well as representatives of other industries, who gathered to pay tribute

to one of the railroad's outstanding officers. His retirement became effective at the end of June.

A native of Bozeman, Mont., Mr. Wylie was graduated from the electrical engineering course at Montana State College in 1913, later receiving the advanced degree of Professional Engineer for special work in 1920. He came to the Milwaukee's electrification department at Butte, Mont., in May, 1915, and was sent to Seattle in February, 1917 to open the electrification office there.



L. Wylie

Mr. Wylie enlisted in the Army Air Service in June, 1917, and returned to the electrification department in Seattle three years later. He was appointed assistant electrical engineer in June, 1923, and after holding this position for 13 years, was transferred to the operating department and held various positions on the Coast and Trans-Missouri Divisions before being appointed superintendent of the Coast Division in June, 1943. He was advanced to the position of electrical engineer in January, 1948.

Mr. Wylie is a member of Sigma Alpha Epsilon fraternity and of the American Institute of Electrical Engineers, in addition to being a registered professional engineer, state of Washington.

His son, D. L. Wylie, is communications engineer for the railroad, with headquarters in Chicago.

did you know ... ?

\$1,500 IN PRIZES is being offered by the New York Railroad Club Inc. to the winners of its eighth annual essay contest. The purpose of the contest is to foster interest in transportation progress and encourage constructive study by people associated with the railroad industry. The first prize is \$750, the second \$500, and the third \$250. A number of subjects are suggested for essays, although contestants may, with the approval of the committee, write on subjects of their own choice. Essays should not be less than 3,000 nor more than 7,000 words in length, and must be in the hands of the New York Railroad Club on or before Oct. 1. For information, address inquiries to John Burry, executive secretary, New York Railroad Club, Inc., 30 Church Street, New York, 7, N. Y.

DISNEYANA: Railroad passes are handy things to have in your pocket when you visit Disneyland. At Walt Disney's fabulous amusement park near Los Angeles, probably the most popular attraction is the little old-time railroad which circles the grounds and transports visitors to the various attractions. Disney, one of the country's most ardent rail fans, announced recently that, to holders of annual passes on any American railroad, train rides are now "on the house."

A PROSPECTIVE JUNE BRIDE arriving in Minneapolis last month was in a pretty pickle until she poured her woes into the sympathetic ear of a Milwaukee Road policeman. Her predicament, she confided, was that she had just come from Los Angeles, having changed trains at Kansas City, to be married the next day, only to discover that three bags containing her wedding finery had somehow failed to be transferred to the Kansas City train. What could an officer and a gentleman do? The officer enlisted in the cause of romance, W. M. Adams of the Minneapolis station detail, phoned Chicago where the trail was bound to lead, and there Sergeant W. C. Hofmann of the terminals force located the bags in the baggage department of the California rail-

road. Sergeant Hofmann double checked them on the Pioneer Limited the same night, timed for early arrival in Minneapolis the next morning. The incident served to illustrate anew that the Milwaukee Road police force is prepared to go all out in assisting any traveler in distress, not excluding, as in this case, anyone patronizing another railroad.

TURNPIKE officials of two states are concerned over how they can get the big trucks to use the toll roads. Highway freighters have served notice on Ohio turnpike officials that, in effect, they'll use the free roads until tolls are reduced more to their liking. As a result, toll revenues from big trucks in Ohio are running far below expectations—a fact which is worrying Indiana turnpike officials. Indiana's turnpike is scheduled to open in the fall. An official of the Indiana Turnpike Commission recently told a group of trucking representatives that turnpike police "will be nearsighted, if you know what I mean", in enforcing the speed and weight laws governing big trucks. A storm of protest at the state-

ment brought forth the explanation that the remark was intended to be "humorous".

Commented the Chicago Tribune: "There is nothing humorous about highway collisions, and there is nothing funny about a speech suggesting that police will be encouraged to wink at the law."

Meanwhile, according to news reports, the highway freighters' boycott of the Ohio Toll Road appears to be bearing fruit. Consulting engineers have been hired to investigate the toll charges and to "advise where adjustments should be made".

A TRAINLOAD of reindeer numbering more than 1,000 were provided with all the comforts of their native habitat while being transported recently from Sweden to Ustaoset, famous Norwegian sports resort. En route the herd was fed reindeer moss, and at intervals along the route fresh snow was shoveled into the cars. The train was drawn by a steam locomotive. To guard the reindeer from inhaling smoke, the engine was attached to the rear and the train was pushed, instead of pulled, through tunnels.



test your knowledge of railroads and railroading

(Answers on page 24)

1. Where can one find a list of cities and towns operating on daylight saving time—in the Pocket List of Railroad Officials, the Yearbook of Railroad Information, or the Official Guide of the Railways?
2. Do railroads rent passenger train cars on a mileage basis, on a per diem basis, or both ways?
3. Did railroads of the United States adopt standard time before or after 1900?
4. Are car retarders usually employed in connection with "flat" switching, "pole" switching, or "hump" switching?
5. A freight car belonging to Railroad A is received by Railroad B at 10 A.M. Monday. It remains on Railroad B until 10 A.M. the following Monday, when it is delivered back to A. B, therefore, has the car seven days including Saturday and Sunday. Does B pay A per diem rental for five, six or seven days?
6. Does track circuit relate to curvatures in track, the circuitous routing of freight cars, or signaling?
7. What department of the railroad makes use of plumb bobs—accounting, engineering or law?
8. Did Sir Henry Bessemer develop a new process for the manufacture of aluminum, iron or steel?
9. What is the maximum number of roomettes in a standard all-roomette sleeping car—18, 20, 22 or 24?
10. In standard passenger cars do the wheels turn on the axles or with the axles?



W. L. Ennis and Granger Smith Retire at End of June

Two Milwaukee Road careers extending over many years and marked by distinguished service to the railroad came to a close on June 30 with the retirement of W. L. Ennis, assistant to vice president, in charge of claim prevention, refrigerator and merchandise service, and Granger Smith, superintendent of transportation-passenger.

Because of their close association with operating department officers, Vice President W. J. Whalen arranged a luncheon in their honor at the Union League Club in Chicago on May 24, to coincide with the operating department sessions of the general staff meeting. The occasion was unique in that it brought together for a

parting tribute all of the Milwaukee's division superintendents and a number of other officers.

Both men were later honored at other retirement dinners—Mr. Smith at the Charles Harrison Restaurant on June 7 by members of the transportation department, and Mr. Ennis at the Illinois Athletic Club on the evening of June 27, where more than 100 representatives of The Milwaukee Road and other organizations were in attendance.

W. L. Ennis, a native of Chicago, came to The Milwaukee Road in 1919 as a traveling inspector, following extensive experience on other railroads and service with the Army Engineers Corps in the first World War. In 1920 he was advanced to the position of superintendent refrigerator service, and in 1930 was made manager of refrigerator service and claim prevention. He was appointed assistant to chief operating officer in charge of claim prevention, refrigerator and merchandise service on Nov. 1, 1942, and was promoted to assistant to vice president in charge of those functions effective Dec. 3, 1945.

Having lived their entire lives in the Chicago area, Mr. and Mrs. Ennis plan, for the present at least, to continue making their home in suburban Evanston, where they have lived for the past 15 years. Their son, William, makes his home in nearby Wilmette.

During his many years in the transportation department, Granger Smith earned the reputation of being the Road's outstanding authority on the whereabouts, availability and movement of passenger equipment. Having entered



Top: Division superintendents and other officers at the luncheon honoring the two key operating department figures on May 24.

Above: Vice President W. J. Whalen (center) with W. L. Ennis (left) and Granger Smith at the retirement luncheon.

service on the D&I Division as a telephone operator and timekeeper on June 15, 1911, his service exceeded the 45 year mark by two weeks. During that time, as Mr. Whalen said at the luncheon in his honor, "his job was one that called for being on the job, or subject to call, at odd hours, but he was always on the ball."

It was in 1915 that Mr. Smith transferred to the transportation department as passenger car distributor. On Dec. 1, 1948 he was appointed assistant superintendent of transportation, Lines East. His appointment as superintendent of transportation-passenger came on May 1 of this year.

Mr. Smith counts among the highlights of his career the handling of all Milwaukee Road military passenger movements in both World Wars.

He and Mrs. Smith plan to remain in Elgin, Ill., where they have made their home for many years. Mr. Smith indicated that, aside from golfing, his only immediate plan was a visit which he and Mrs. Smith expected to make to Carmel-by-the-Sea, Calif., where their son, George Gage, is a commander in the Navy Air Force.

THE COVER

ROUNDING a curve of the Jefferson River, the Olympian Hiawatha describes a graceful loop as it follows the trail of the Indian and pioneer through primitive Lewis and Clark country. Jefferson Canyon, on the boundaries of the Gallatin and Deer Lodge National Forests, provides a view from the Super Dome of some of Montana's most awesome vacation scenery. About five miles west of the canyon, high in the Tobacco Root Mountains, is the famed Lewis and Clark "cavern in the sky".

here's how we're doing...

	MAY		FIVE MONTHS	
	1956	1955	1956	1955
RECEIVED FROM CUSTOMERS				
for hauling freight, passenger, mail, etc.....	\$21,787,474	\$22,409,478	\$101,517,754	\$96,976,615
PAID OUT IN WAGES.....	10,724,793	9,911,847	51,972,901	47,163,332
PER DOLLAR RECEIVED (cents).....	(49.2)	(44.2)	(51.2)	(48.6)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	747,569	615,831	3,522,267	2,863,180
PER DOLLAR RECEIVED (cents).....	(3.4)	(2.7)	(3.5)	(3.0)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest..	9,992,243	9,477,114	47,335,033	43,267,490
PER DOLLAR RECEIVED (cents).....	(45.9)	(42.3)	(46.6)	(44.6)
NET INCOME.....	\$322,869	\$2,404,686		\$3,682,613
NET LOSS.....			\$1,312,447	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	116,474	117,651	554,331	555,737
Decrease 1956 under 1955.....		1,177		1,406

CARLOADING BY COMMODITIES during June 1956 Compared with June 1955	%	Carloads				
		of Total Revenue	1956	1955	1956 + or - to 1955	
					Number	%
COMMODITIES						
INCREASES:						
Iron & Steel incl. Machinery.....	7.9%	8,082	8,019	+ 63	+ .8%	
Petroleum and Products.....	4.1	4,791	4,714	+ 77	+ 1.6	
Cement, Brick, Lime & Plaster.....	3.3	3,644	3,593	+ 51	+ 1.4	
Beer.....	1.8	2,983	2,399	+ 584	+24.3	
Fruits and Vegetables.....	1.5	3,407	3,245	+ 162	+ 5.0	
Total Increases.....	18.6%	22,907	21,970	+ 937	+ 4.3%	
DECREASES:						
Forest Prod. excl. Logs & Pulpwood.....	12.9%	9,549	10,144	- 595	- 5.9%	
Grain.....	12.4	6,476	8,173	-1,697	-20.8	
Logs and Pulpwood.....	4.9	10,202	10,383	- 181	- 1.7	
Coal and Coke.....	4.8	7,608	8,180	- 572	- 7.0	
Autos, Trucks, Parts & Tires.....	3.7	2,023	3,197	-1,174	-36.7	
Clay, Gravel, Sand and Stone.....	3.0	6,218	6,232	- 14	- .2	
Meat and Products.....	3.0	4,465	4,501	- 36	- .8	
Agri. Impl. & Tractors incl. Parts.....	2.8	1,277	1,883	- 606	-32.2	
Merchandise.....	2.6	7,514	8,616	-1,102	-12.8	
Flour and Grain Products.....	2.0	4,490	5,367	- 877	-16.3	
Livestock.....	.9	1,342	1,457	- 115	- 7.9	
Ore excl. Pooled Ore.....	.5	351	410	- 59	-14.4	
Miscellaneous.....	27.9	29,889	30,379	- 490	- 1.6	
Total Decreases.....	81.4%	91,404	98,922	-7,518	- 7.6%	
TOTAL.....	100.0%	114,311	120,892	-6,581	- 5.4%	

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



L. V. Anderson



E. C. Barnes



W. R. McPherson



K. W. Leigh

Operating Department

Effective July 1, 1956:

L. V. Anderson is appointed assistant to vice president-operation in charge of claim prevention, refrigerator and merchandising service, following the retirement of W. L. Ennis. Mr. Anderson started in train service in 1941 and upon his return from military duty in World War II was train dispatcher, chief dispatcher and acting trainmaster. In 1951 he was appointed trainmaster of the Iowa Division at Marion, then special representative to vice president in Chicago, and in June, 1952 superintendent of transportation Lines West. On Mar. 1 of this year he was promoted to assigned operating department duties in Chicago.

E. C. Barnes is appointed electrical engineer with headquarters in Seattle, following the retirement of L. Wylie. Mr. Barnes, who was graduated from the University of Illinois with a degree in electrical engineering in 1917, was a naval aviator in World War I and later was in the research department of Westinghouse Electric. He entered the Road's electrification department in 1920 on cost studies, and was a substation operator on the Coast Division from 1922 to 1936. Since that time he has been assistant engineer in the electrification department at Seattle. Mr. Barnes is a member of the American Institute of Electrical Engineers, a registered professional engineer, State of Washington, and a member of Eta Kappa Nu, honorary electrical engineering society.

W. R. McPherson is appointed superintendent of transportation-passenger, following the retirement of Granger Smith. Mr. McPherson has been with the Road in Chicago since 1917 and was in the mail and express department be-

fore transferring to the transportation office in 1926. He was assistant superintendent of transportation-passenger, Lines East, from 1945 to 1948, since which time he has been assistant to general superintendent transportation.

K. W. Leigh is appointed assistant to general superintendent transportation, succeeding W. R. McPherson. Mr. Leigh has been an employe of the Road in Chicago since 1916, starting at Galewood. He transferred to the transportation department in 1923, where he has been chief clerk since 1950.

Effective July 16, 1956:

N. H. McKegney is appointed sup-

erintendent of the Trans-Missouri Division with headquarters at Miles City. Mr. McKegney, who started with the Road in track service in 1938, has served as trainmaster in the Milwaukee and the Twin City Terminals, and on the H&D Division at Aberdeen. Promoted to assistant superintendent in April 1954, he has since served in that capacity on the D&I Division at Dubuque, and most recently on the Trans-Missouri at Miles City.

D. O. Burke is appointed trainmaster of the Trans-Missouri Division with headquarters at Miles City, Mont. Mr. Burke entered service as an operator in 1935 and was later dispatcher, chief dispatcher and transportation assistant to general manager in Chicago. He was appointed trainmaster at Milwaukee in May, 1953 and at Deer Lodge, Mont., in June, 1954.

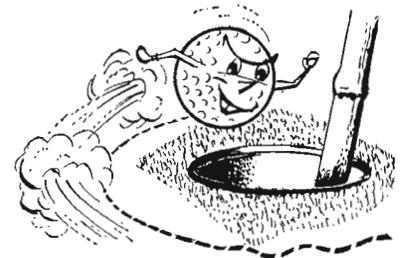
G. W. Mealey is appointed trainmaster of the Rocky Mountain Division with headquarters at Deer Lodge, succeeding D. O. Burke. Mr. Mealey, who came to the Road as an operator in Montana in 1944, has been dispatcher, special representative to assistant vice president

MILWAUKEE ROAD GOLFERS...

the date is Sept. 22

THE big golf tournament for Milwaukee Road golfers and their guests in the Chicago area (and for all other Milwaukee Road people who can manage to be in town that day) is going to be played on Sept. 22 this year. The scene will be the Mohawk Country Club, Bensenville, Ill.

As in past years, there will be an array of valuable merchandise prizes awarded on a handicap basis, plus the coveted Booster Club and Maurice C. Chier Trophies.



The fee for the tournament is \$3.75, and dinner may be had at the club for an additional \$2.75. Look for more details in the August issue of the Magazine. Meanwhile, remember the date. . . .

Saturday, Sept. 22!

in Chicago, and trainmaster at Austin, Minn. Most recently he has been trainmaster of the I&D Division at Sioux City.

Traffic Department

Effective July 16, 1956:

N. E. Ambli is appointed traveling freight agent with headquarters at Detroit, Mich., following the death of M. A. Toth. Mr. Ambli who has been an employe of the Road since 1937, was formerly city passenger agent in Detroit, and since August, 1953 city freight agent there.

E. J. Clinton is appointed city freight agent at Detroit, succeeding N. E. Ambli. Mr. Clinton has been chief clerk in the traffic department in Detroit since October, 1954.

Purchases and Stores Department

Effective July 1, 1956:

C. W. Reynolds is promoted to assist-

ant purchasing agent in the Seattle office, reporting as heretofore to C. S. Finlayson, assistant to chief purchasing officer in Seattle. Mr. Reynolds is a native of Tacoma who started with the Road there in 1922. He was supply train storekeeper at Tomah, Wis., from 1930 to 1936 and then chief clerk in the purchasing department in Seattle until his promotion to buyer with offices in Seattle in January, 1952.

E. A. Hauser is appointed traveling storekeeper with headquarters at Milwaukee Shops, Wis.

E. F. Volkman is appointed assistant district storekeeper at Milwaukee, following the promotion of E. A. Hauser.

M. J. Schwede is appointed assistant district storekeeper at Chicago, following the promotion of E. F. Volkman.

J. G. Waldman Jr. is appointed storekeeper at Bensenville, Ill., following the promotion of M. J. Schwede.

H. R. Marxen is appointed general foreman, Chicago Terminals, following the promotion of J. G. Waldman Jr.

Dr. F. D. Gillis, Sr.

DR. FLOYD DANIELS GILLIS, SR., 68, company surgeon at Mitchell, S. D., passed away at his home May 30. He was president of the South Dakota Medical Association and a past vice president of the American Association of Railway Surgeons.

Doctor Gillis was born at Ethan, S. D., on Feb. 4, 1888, educated at Dakota Wesleyan University and graduated from the University of Michigan Medical School. He had practiced in Mitchell for 43 years. Early this year he suffered a heart seizure from which he recovered to continue his practice. Active in civic work, he was president of the Mitchell Park Board.

Funeral services were held at the Congregational Church in Mitchell and burial was in Graceland cemetery there. He is survived by his wife Helen; a son, Dr. Floyd D. Gillis, Jr., who has been associated with his father as company physician and surgeon since 1948; and a daughter, Mrs. Harold Duffy.

retirements

The following employes' applications for retirement were recorded during June, 1956

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

BROWN, ALICE L.
Tel. Operator Chicago, Ill.
SMITH, GRANGER
Supt. Transp. Pass. Chicago, Ill.

CHICAGO TERMINALS

CASTELLAN, ALBERT
Machinist Bensenville, Ill.
FIERITO, JENNY
Shaker Chicago, Ill.
JOHNSON, HULDA C.
Clerk Galewood, Ill.
PIERCE, CLAYTON A.
Loco. Engr. Chicago, Ill.
REYNERTSON, HENRY S.
Loco. Engr. Chicago, Ill.
SISTEK, JAMES J.
Stower Chicago, Ill.

COAST DIVISION

TRUSCOTT, GUY L.
Capt. of Police Seattle, Wash.

DUBUQUE & ILLINOIS DIVISION

CORRIGAN, THOMAS J.
Roundhouse Foreman Ottumwa, Ia.
HARRIS, WM. C.
Brakeman Ottumwa, Ia.
HERRON, DONALD J.
Local Storekeeper Marquette, Ia.
LIESS, PAUL
Loco. Engr. Savanna, Ill.
SWARD, OSCAR W.
Sec. Foreman Cone, Ia.

HASTINGS & DAKOTA DIVISION

FOUSEKES, GEORGE
Ex. Gang Laborer Aberdeen, S. D.

IOWA DIVISION

BARTOSH, JOSEPH
Sec. Laborer Elberon, Ia.
LOWE, ARTHUR H.
Storehelper Perry, Ia.

IOWA & DAKOTA DIVISION

MATHEWMAN, JESS
Asst. Rndhse. Foreman Mason City, Ia.

IOWA & SOUTHERN MINNESOTA DIVISION

BJORK, GRACE A.
Clerk Eureka, S. D.
BUTLER, HERMAN R.
Sec. Laborer Owatonna, Minn.

LA CROSSE & RIVER DIVISION

RAMSAY, FAY W.
Conductor Milwaukee, Wis.
WEIDELL, JOSEPH J.
Ex. Gang Laborer Wis. Dells, Wis.

MADISON DIVISION

MARSH, JOHN
Hostler Milwaukee, Wis.

MILWAUKEE DIVISION

ANDERSON, CLYDE D.
Loco. Engr. Milwaukee, Wis.
GRADE, EDWARD A.
Dispatcher Green Bay, Wis.
GUERRERO, JOAQUIN
Sec. Laborer Milwaukee, Wis.
ROLLINS, ORRIE U.
Conductor Milwaukee, Wis.
SCHUMAKER, NEIL G.
Roadmaster Iron Mtn., Mich.

MILWAUKEE TERMINALS & SHOPS

BALOGH, JOSEPH
Stower Milwaukee, Wis.
GROTE, EDWIN L.
Asst. Supvr. Motive Power Milwaukee, Wis.
HEATON, LAWRENCE E.
Switchman Milwaukee, Wis.
MCGHEE, JOHN F., JR.
Switchtender Milwaukee, Wis.
SOMMER, NORMA M.
Rate Clerk Milwaukee, Wis.
SYNEK, JOSEPH J.
Car Helper Milwaukee, Wis.
WEGNER, PAUL F.
Helper Milwaukee, Wis.

OFF LINE & MISCELLANEOUS

HART, ROBERT S.
Chief Clerk Cincinnati, Ohio

ROCKY MOUNTAIN DIVISION

HARRIS, LEE O.
Sec. Foreman Roland, Ida.
NELSON, MATT
Sec. Foreman Huson, Mont.

TERRE HAUTE DIVISION

SEARS, WILLARD R.
Ex. Gang Laborer Lewis, Ind.

TRANS-MISSOURI DIVISION

ZABROCKI, FRANK W.
Boilermaker Helper Miles City, Mont.

TWIN CITY TERMINALS

BRAHMER, FRED O.
Mach. Helper St. Paul, Minn.



It's actually easy to save—when you buy Series E Savings Bonds through the Payroll Savings Plan. Once you've signed up at your pay office, your saving is done *for you*. The Bonds you receive pay good interest—3% a year, compounded half-yearly when held to maturity. And the longer you hold them, the better your return. Even after maturity, they go on earning 10 years more. So hold on to your Bonds! Join Payroll Savings today—or buy Bonds where you bank.

DIAGNOSIS: knife wound in the heart



UNDER THE blazing blue sledge hammer of a Chicago heat wave, the cramped, makeshift operating room shimmered like an oven, reeking of ether and carbolic. Six sweat-drenched, frock-coated doctors huddled in fascination, watching deft hands reach into a human chest and expertly stitch up a wound in the redness of a pulsing heart.

Would he live? The surgeon mopped his brow and hoped. The year was 1893; the operation, fantastic.

Live? Yes, he would live for many more years, thanks to the skill and courage of Dr. Daniel Hale Williams.

Abandoned as a child, Williams, a Negro, had struggled hard for his medical education. Now only 37, he had already founded America's first interracial hospital, Provident. And here he had just performed the first of the pioneering operations that would mark him as one of our country's great surgeons.

Sensitive and brave, Daniel Hale Williams was blessed with an abundance of the same urge to help his fellow man that binds and strengthens Americans today.

And it is these strong, unified Americans who are our country's real wealth—the real backing behind our nation's Savings Bonds. In fact, they're the true reason why U. S. Savings Bonds are considered one of the world's finest, safest investments.

For your own security—and for America's—why not invest in Savings Bonds regularly? And hold on to them!

Safe as America - U.S. Savings Bonds

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home department



Cool Suppers for Warm Nights

THE MENU pictured here is built around an assortment of light but nourishing food for a warm weather supper—cold tomato bisque, crisp vegetable sandwiches, lemon chiffon pie, and spiced tea served from a frosted pitcher. This is how you make the pie:

Lemon Chiffon Pie: Dissolve 1 pkg. Vitamin C gelatin (lemon flavor) in 1¾ cup boiling water; add ⅛ tsp. salt. Beat 4 egg yolks with ¼ cup sugar; add hot gelatin mixture slowly, stirring constant-

ly. Add 3 tbsps. lemon juice and 1 tsp. grated lemon rind. Chill until it begins to thicken. Beat 4 eggs whites until stiff, gradually beating in ¼ cup sugar; fold into gelatin mixture. Pile into a baked pastry shell and chill. Garnish with fresh fruit. Makes one 10-inch pie.

The recipes for the soup, sandwiches and tea are included in an attractive booklet, "Teatime Suppertime Recipes", which is available free upon request. To obtain your copy, fill out the coupon.

Summer Pruning Makes Stronger Fruit Trees

SUMMER PRUNING and training of young fruit trees will produce stronger, larger and better shaped trees than will dormant pruning alone, according to the U. S. Department of Agriculture. Where summer pruning and training is practiced, research workers have found that one to two years can be saved in the development of a well-spaced framework of scaffold and secondary branches.

To train peach and plum trees to the desired shape, leave the center leader with three to five branches spaced six to ten inches apart on the trunk, to form the framework of the tree. Select the bottom branch about 18 to 24 inches from the ground. When possible, the lower branches should be selected on the side in the direction of the prevailing wind. All unwanted branches should be removed or cut back, so they will not compete with the branches selected for the framework.

Follow a similar method for apples and pears, except that five to eight branches should be selected, with the lower branch about 24 to 30 inches above the ground.

First Aid for a HAPPY VACATION

IF YOUR vacation takes you to a camp this summer, you will have a better time and feel more assured if you know about some of the hazards you may meet. For instance, do you know the first aid treatment for animal bites—would you recognize a black widow spider, or the bite of a poisonous snake? In an emergency, this is what you should know and do:

ANIMAL BITES should be scrubbed thoroughly with soap and water, then

The Milwaukee Road Magazine

The MILWAUKEE ROAD MAGAZINE
Room 356 Union Station, Chicago 6, Ill.

Please send me a free copy of "Teatime Suppertime Recipes", as offered in the July, 1956 issue of The Milwaukee Road Magazine.

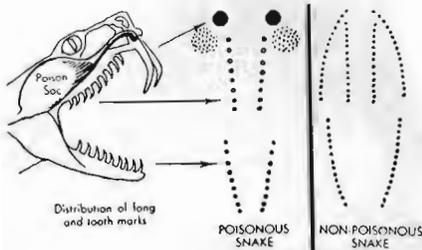
Name

Address

City Zone State

rinsed with very warm water. Apply an antiseptic, bandage the wound, and see a doctor immediately. Bites by dogs, cats, foxes and several other animals may lead to rabies, so a biting animal should be captured, if possible, for observation to see if it is rabid. If you can't capture the animal, kill it so it will be available for study.

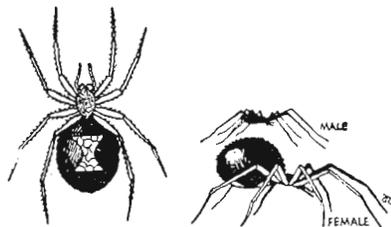
SNAKE BITES, if the snake is poisonous, leave two puncture wounds made by the venomous fangs. *Speedy* medical attention is essential. In the meantime, tie a narrow bandage or shoelace just above the bite, and make it just tight enough to stop the flow of blood back to the heart. Next, make cross incisions a good quarter of an inch deep over each fang mark, using a knife or razor blade that has been flamed, and then suck out the venom.



The two fang marks (heavy black dots) distinguish the poisonous snake from the non-poisonous one.

Don't give the patient any stimulant—the less his activity, the better.

INSECT BITES should be treated by removing the stinger, if present, then applying a solution of Epsom salts to draw out the poison and reduce the swelling. A black widow spider bite produces severe abdominal pain. Treat as you would for a snake bite. The spider can be recognized by the hour-



The black widow spider is easily recognized by the hourglass marking on its back.

glass marking on its back. Only the female has this design, but not many adult males are alive—the female eats the male after mating.—Adapted from *The Complete Book of First Aid*, a 50-cent paperback Bantam Book.

July, 1956



VACATION FUN: Here's how to blow bubbles that are big and beautiful, and so strong that you can plunge your finger to the very centers without bursting them: Put 1 cup of distilled water into a mixing bowl with $\frac{1}{8}$ cup of soap, and stir until the soap is dissolved. Add $\frac{1}{4}$ cup glycerine and mix well. Let it stand about an hour, then skim off the little bubbles at the top with a spoon. The glycerine will make the bubbles so strong that they will withstand a strong finger-poke, provided the finger is dipped first in the solution. A few drops of food coloring added to the solution will give the bubbles rainbow tints. Note: A good bubble "pipe" can be made from a drinking straw. Cut one end lengthwise in four places, then spread the cut strips out like the spokes of a wheel.



NEW—COLLARED STOLEs. Where warmth without weight is desired, the feather-light stole continues to be popular. Shown here are two with the surprise feature of face-framing collars. The heavy textured style, which can be made up quickly, has an unusual collar which can be worn turned up or down. A new featherweight crochet wool, in a lovely shell stitch, is used for the dark stole, which features a shaped collar and lapels. Velvet ribbon outlines the stole and a pocket top. Direction leaflets for both styles, *SUMMER BEAUTY* (light stole) and *SANDRA* (dark stole), are available free of charge. Address requests to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



Pineapple Layer Ring



Green and Gold Salad



Ham and Rice Salad

Salad Days Are Here

SALADS are good eating the year around, but it's in summer that we enjoy them most. Color, coolness and tempting flavor are their special virtues. Here are some that look pretty, taste delicious, and are good nutritionwise.

The always-in-season canned pineapple, a favorite salad ingredient, adds crispness to this shimmering gelatin mold:

Pineapple Layer Ring

- 1 pkg. strawberry-flavored gelatin
- 1½ cups syrup from pineapple
- 2 tbsps. lemon juice
- ¾ cup strawberries
- 1 tbsp. sugar
- 1 No. 2½ can pineapple chunks
- 1 pkg. lemon flavored gelatin
- ¾ cup boiling water
- 2 tbsps. lemon juice
- ¼ tsp. salt
- 1 cup cottage cheese
- ½ cup whipping cream
- ⅛ cup chopped walnuts

Dissolve strawberry gelatin in heated pineapple syrup, adding water if needed to make the right amount. Stir in 2 tbsps. lemon juice. Chill until thick but not firm. Halve berries and sprinkle with sugar. Add 1 cup drained pineapple chunks and berries to thick gelatin. Pour into 8-inch ring mold. Chill firm. Dissolve lemon gelatin in boiling water. Stir in remaining lemon juice and salt. Cool, and blend in sieved cottage cheese. Whip cream

until stiff and fold into mixture with walnuts. Pour into mold over red layer. Chill until firm. Unmold and decorate with whole berries, watercress and pineapple slices. Fill center of ring with remaining pineapple chunks.

This refreshing salad, made with vitamin C gelatin, has a lime base tinged with celery seed and topped with a smooth crown of soured cream. Serve it for lunch with flaky cheese straws or hot buttery biscuits, for dinner on a platter of sliced ham, turkey, cold meats or cheese, or a hot casserole.

Green and Gold Salad

- 1 pkg. lime flavored vitamin C gelatin
- 2 cups boiling water
- 1 cup cold water
- 1 cup commercially soured cream
- 1 No. 2 can crushed pineapple
- 1 pkg. vitamin C gelatin, pineapple flavor
- 1 tsp. celery seed

Dissolve lime gelatin in 1 cup of the boiling water. Add 1 cup cold water. Chill until thick but not set. Add sour cream, beating until well blended. Pour into 1½ quart mold. Chill until very firm. Drain pineapple well, reserving one cup of liquid. Dissolve pineapple gelatin in 1 cup boiling water. Add 1 cup juice from pineapple. Chill until thick but not set. Fold in pineapple and celery seed. Spoon carefully into mold on top of firm lime layer. Chill until firm, then unmold on a bed

of greens. Serves 8 to 10.

Have you tried pre-cooked rice as a salad base? With diced ham, pineapple and celery added for substance, it makes a hearty summer meal. This is a recipe in which the ingredients are allowed to stand in the dressing for a while, for the sake of better flavor.

Ham and Rice Salad

- ¾ cup packaged pre-cooked rice
- ¼ tsp. salt
- ¾ cup boiling water
- ¾ cup mayonnaise (about)
- ½ tsp. salt
- ⅛ tsp. pepper
- 1 tbsp. lemon juice
- 1 tsp. grated onion
- ½ tsp. prepared mustard
- 1½ cups diced cooked ham
- 1 cup drained pineapple cubes
- 1 cup diced celery

Add packaged pre-cooked rice and ¼ tsp. salt to boiling water in saucepan. Mix just to moisten all rice. Cover and remove from heat. Let stand 13 minutes, then uncover and cool to room temperature.

About 1 hour before serving, combine mayonnaise, ½ tsp. salt, the pepper, lemon juice, onion and mustard, mixing well. Combine ham, pineapple and celery. Stir in the mayonnaise mixture. Then add rice and mix lightly with a fork. Chill. Serve on crisp lettuce; makes about 5-6 servings. (*Minute Rice recipe.*)

HANDYMAN HINTS

PAINTING screen wire can be an easy job when you use an old piece of carpet tacked to scrap wood for a paintbrush. Since the carpet is tough, the nubby fibres reach down deep to coat every strand of wire. The second time over it picks up the excess paint.

Oilstones and whetstones used to sharpen knives and tools often become clogged with dirt, hardened oil and steel particles. To restore their original honing power, partly fill a small pan with water and boil the stone until it is free of foreign matter.

For a quick cooling device, fasten a plastic sprinkler hose high on a fence to catch the breeze. The evaporating water will drop the temperature amazingly.

Clean blue jeans of heavy soil by presoaking them in hot water 10 or 15 minutes, using an extra amount of all-purpose soap or synthetic detergent. Then wash in hot water with about one-half to one cup of borax and the regular amount of detergent.

Don't use paint brushes on small shellac jobs. Twirl cotton around the end of a small stick and swab on the sealer. It saves brush clean-

ing, too, for touch-up jobs with enamel, lacquer and oil stains.

Light-weight oil and sawdust make an inexpensive cleaner for removing paint and grease from hands and arms. First apply the oil to your hands. Then, when it has loosened the paint or grease, wash your hands thoroughly in sawdust. Finish the clean-up with soap and water.

Rust on auto chrome can be cleaned with a ball of aluminum foil, shiny side out. Dip it in water and rub lightly across the rust.—*Better Homes & Gardens*

What Do You Know About Short Circuits?

IN THE average house more than 15 years old—and in many a newer one—it's very possible that the electric wiring is inadequate to carry the load of electric current used during the summer. For instance, the electric broiler that serves as a summer replacement for the broiling oven draws enough current to light 25 50-watt lamps. Laundry equipment—the washer, drier and iron—is used more frequently, and possibly an attic fan or small air conditioner is in constant operation.

Add the current for the refrigerator, the freezer, the kitchen appliances, the vacuum cleaner, power tools and the television set, and the best to be hoped for is an overload, or short circuit. And when a circuit is overloaded, watch out for fire!

According to the National Board of Fire Underwriters, short circuits, often between the walls of houses, are the cause of most fires. The ordinary house fuse is 15 amperes. Obviously, such major installations as a laundry unit, an air conditioner, an electric range or power machinery require the addition of separate lines from the main circuit.

The home handyman may think himself sufficiently skilled to make some of these installations, but it's safer to have the work done by an electrician. In many communities it is required by ordinance. First, however, this is how he can check



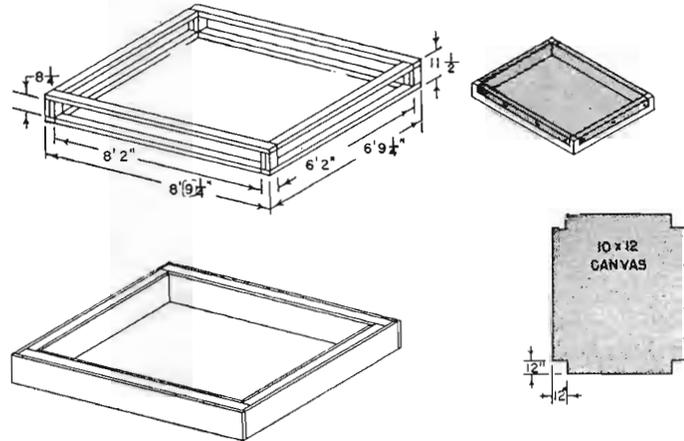
"QUICK!—FRANKLIN—WHERE IS THAT BOOK ON FIRE PREVENTION?"

the situation of the short circuit and the blown fuse:

1. The common fuse for home circuits is 15 amperes. Voltage is usually 110. When fuses are blown they should be replaced with those of similar capacity—don't use makeshifts.
2. When a fuse blows, either an over-

July, 1956

HOW TO MAKE A PLAY POOL



HOT SUMMER days can be more comfortable for youngsters if they have a play pool. The pool illustrated is about 1 foot deep. The depth can be increased by varying the height of the corner pieces of the frame and edge, gluing several boards to correspond to the height of the corner pieces. Use waterproof glue.

Use 2 by 4's for the frame, and 1 by 12's for the sides. First, make the frame to the dimensions shown. Use a miter box to insure that the ends are square. Assemble the frame with 16-penny common aluminum or other rustproof nails. Next make the sides of the pool to the dimensions shown. Fasten the sides and ends of the pool both inside and outside with 6-penny common rustproof nails.

Round the top edges of the facing boards. A neater and more professional job can be done if a beveling tool is

used. Sharp edges in the corners are rounded with a file.

A heavy-gauge waterproof canvas fastened to the frame completes the pool. Cut 12-inch squares from the corners of the 10x12-foot canvas, as shown. Then position the canvas on the frame and mark the location of the grommets. Using screw eyes that are larger than the grommets, fasten the canvas to the frame. Starter holes should be drilled for the screw eyes for easier assembly. A drain plug can be installed in one corner of the canvas by using a special valve for that purpose.

If storage space is limited, assemble the pool with wood screws instead of nails. The pool can then be taken apart for storage. (*National Lumber Manufacturers Association.*)

load or a short circuit is indicated. Have a list on the fuse box door, showing the circuit for each fuse. Cartridge-type fuses do not always change in appearance when blown; plug-type fuses can easily be recognized when blown.

3. Turn off the master switch when a fuse is being replaced.
4. When you have located the blown fuse, remove and screw a 25-watt bulb in the receptacle. Switch on the current. If the bulb burns brightly, the line is overloaded. This means that certain appliances should be disconnected, or new circuits will have to be added.
5. If, after the fuse is replaced and the

switch is closed, the fuse blows again, the trouble is more serious; the short circuit may be inside the walls. In this case, turn off the switch and call an electrician.

Finally, a word of caution: Any wiring that goes through a wall, floor or ceiling is out of bounds for the amateur. He can safely replace outlets or switches in existing boxes, but he should not cut into present wiring or tap into the fuse box. These are jobs for the licensed man, and the city electrical inspector can be tough about it.

Mosquitoes are like children—when they stop making a noise, you know they're getting into something.

Special Invitation

to the members of the Veteran Employees' Association to attend the 22nd Reunion at Chicago, Ill. August 29, 1956

It is very important that your reservations be made as quickly as possible, so that the committee may arrange for the dinner and entertainment. I hope all of the veterans who possibly can attend this reunion will do so, as it is one way the retired veterans, as well as those who are presently employed, can renew acquaintances and make new ones.

In the event you failed to receive an announcement and reservation blank, you may use the form printed below. Send your reservation blank in early. If you live in Chicago and will not need a hotel reservation, it will be necessary for you to fill in the number of banquet tickets required and return questionnaire promptly in order that adequate provisions may be made for all.

A number of attractions, including tours of the city, are available for members desiring to stay in Chicago an extra day, although these are not included in the reunion program.

Larry J. Benson, President



Officers of the Veteran Employees' Association, shown at the reunion in 1954. Left to right: L. J. Benson, president; Florence M. Walsh, secretary-treasurer; J. J. O'Toole, vice president; and J. T. Gillick, president emeritus.

Scene at the banquet which climaxed the 1954 veterans' reunion.



FLORENCE M. WALSH, Secretary and Treasurer
 Veteran Employees' Association
 Chicago, Milwaukee, St. Paul & Pacific R.R. Co.
 383 Union Station
 Chicago 6, Illinois

RESERVATION BLANK

Insert here your
 1956 Membership
 Card No.

Enclosed is check in the amount of \$ for Banquet Tickets at \$5.25 each (incl. tax and tip).
 (Please remit by check or money order—do not send currency.) Mail tickets to:

NAME ADDRESS

CITY ZONE STATE

TRANSPORTATION DATA:

(I) (We) plan to leave on train at M. on
 (Station) (Number) (Time)

. 1956, and arrive at Chicago on Train
 (Day) (Date) (Number)

at M. 1956. Will depart on Train
 (Time) (Date) (Number) (Day)

. 1956 for
 (Date) (Destination) (Pullman) or (Coach)

ROOM RESERVATION AT HOTEL SHERMAN as follows: Indicate price:

- With Bath—Single for One Person \$6.45, \$7.45, \$7.95, \$8.95, \$9.45, \$9.95, \$10.45
- With Bath—Double Bed for Two Persons \$10.45, \$11.45, \$11.95, \$12.95, \$13.45, \$13.95, \$14.45
- With Bath—Twin Beds for Two Persons \$13.45, \$13.95, \$14.45, \$14.95, \$15.45, \$15.95, \$16.45

about people of the railroad



Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

New appointments in the traffic department are: Gene Porter, chief clerk to western traffic manager; Vern Petermeyer, assistant chief clerk to western traffic manager; Jack Werner, chief clerk to general agent; Jim Jones, chief clerk to assistant general agent; Gene Ruthstrom, clerk; and A. L. Grazzini, mail clerk and messenger (new employe).

Earl Connelly of the traffic department, who has been on the sick list for two months, is now recuperating and is expected back to work soon.

Mildred Romberg, secretary in the industrial department, took her vacation in June and with her husband traveled by auto to the Grand Canyon, Palm Springs, Los Vegas and other

Guy L. Truscott Retires

GUY L. TRUSCOTT, who had been with the police department in Seattle since 1923, retired May 31. He started as a lieutenant and was promoted to captain in 1944.

A surprise luncheon was tendered to Mr. Truscott on May 23 at the Golden Goose Cafe in Seattle by members of the local F.B.I., the King County sheriff's office, the police departments of Seattle, Renton, Auburn and Sumner, and special agents of the Union Pacific, Northern Pacific, Great Northern and Milwaukee. He was presented with a gold star making him an honorary member of the Seattle School Patrol by Police Captain George Kimball, the patrol head. Another luncheon was held in his honor May 29 at the Block House on the Tacoma Highway, which was attended by 70 of his Milwaukee Road associates, including some who are retired. Mr. Truscott and his wife and daughter left Seattle June 8, en route to their new home in Desert Hot Springs in Southern California. They planned to stop in Montana to visit before taking up their new abode.

points of interest in the West.

Eugene Webster, retired passenger agent, passed away in Seattle June 3, after a lengthy illness. He had been a passenger agent for the railroad 41 years, retiring in 1951. Mr. Webster was born in Stillwater, Minn., and came to Seattle in 1910. He is survived by his wife Mabel and son Harry L. of Seattle. He was a member of the Traveling Passenger Agents and the American Association of Passenger Rate Men.

Mildred Nelson of the traffic department left Seattle June 22 for a trip to Boston and other eastern points.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Rate Clerk Tom Dyba returned to work recently from a leave of absence for an operation.

George Merriman, retired switchman and father of Telephone Operators Helen Cass and Edna Stone of Galewood and Marshall and William who are employed at Bensenville, passed away in St. Petersburg, Fla., June 24. Funeral services held in Chicago.

Edward Ciasto, Alex Zgonina and Charles Kryzak of the freight house have returned from a very successful fishing trip to Big Yellow Lake, Wis., bringing home some big fish and not only fish stories. Checkers Frank and Stanley Lucas took a vacation trip to Canada.

Harry Geeve, retired chief yard clerk at Galewood, is feeling fine after his recent operation.

Sam Bartosik left June 18 for a trip to Europe.

Madison Division

FIRST DISTRICT

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

Charles F. Kerwin, retired 91-year-old Madison machinist, was cited in an article in the July 1 Madison State Journal as one of the city's spryest oldsters. According to the article, Mr. Kerwin was born the day Abraham Lincoln was assassinated. He has no formula for staying young while growing old, he says,

other than that he does not drink or smoke. A native of Portage, Mr. Kerwin started working there as a blacksmith helper for his brother William (later a Milwaukee Road employe also) in 1878, but left after a few years to go with the railroad. He is a veteran of more than 60 years of service, and one of his retirement pleasures is traveling to Portage on the train to visit with two other Gold Pass holders, Retired Engineers John Little, 85, and Thomas Cleary, 95. Completely recovered from a recent attack of double pneumonia, Mr. Kerwin has joined the Older Adult Klub at the Madison Community Center, "so he can dance a little", the paper said.

The marriage of Betty Goff, daughter of Conductor Doty Goff, to James Fleehart took place recently at Faith Lutheran Church in South Beloit.

Sympathy was extended to Conductor Bert Stein of Rockton on the recent death of his son Harry, 15, by drowning.

A penny auction was held recently by Beloit Chapter of the Women's Club. A special luncheon was prepared by members of the bowling team. Birthday greetings were sent to Mrs. Thomas Flanigan, a charter member, on her 75th



NEW CAREER. Mrs. Norma Torgerson, secretary to W. L. Ennis, manager of claim prevention, refrigerator and merchandise service, shown with Mr. Ennis (now retired) at a farewell party given in her honor by 50 co-workers and friends at the Cafe Bohemia in Chicago on June 5. She was resigning after 10 years of service to mother young Tommy, six and a half years old, and his sister Cindy, nearly four, the recently orphaned children of her husband's sister, who have been awarded to the Torgersons.



From National Safety News
Published by
The National Safety Council

wives and Pete Clark, retired engineer, and Mrs. Clark attended the funeral of Retired Engineer Bill Bush.

Engineer Lee Littell is back to work after a check-up in a Chicago hospital. Engineer Lester Tingley has returned home from the Monroe hospital and is doing nicely.

F. T. Jones, section foreman in Beloit, was presented with a special safety award for completing 26 years of service without a personal injury to himself or any employe under his supervision. It was signed by President J. P. Kiley and E. G. Kiesele, superintendent of safety.

Silver Passes, in recognition of 45 years of service, have been presented to A. C. Morrissey, chief train dispatcher in Beloit, and Locomotive Engineer F. J. Novey, South Beloit.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

We are sorry to report that Ralph Moyles is back in the hospital at this writing.

Lysle Smith and wife vacationed in San Francisco.

Roy and Anne Beaumont attended the wedding of their son Melvin in Kamloops, B.C.

Chester Hamilton of the car department reports that the best fishing catches of the season were right in his back yard at Mineral Creek.

Melvin Guy of the car department has sold his Summit mink ranch and will soon be moving into his new home on Marine View Drive.

Roger Smith, former wrecker foreman at Tacoma Shops, and wife are spending some time in Southern California. Mrs. Smith was formerly president of the Women's Club in Tacoma.

Rocky Mountain Division

NORTHERN MONTANA

E. H. Mielke, Correspondent
Roundhouse Foreman, Lewistown

Pipefitter Julian Sebalsky and Kenny MacAskill of Harlowton were entrants in the Montana State Bowhunters' tourney held in Lewistown. Sebalsky piled up a good score. We remember he bagged a Rocky Mountain goat last hunting season with his bow and arrow. We consider it an unusual feat.

Mrs. Nels Rolfsness of Lewistown, wife of Fireman Nels Rolfsness, had low net score at the Billings women's out-of-town invitational golf tourney. Until now it was always Nels who won all the golf tourneys.

Mrs. Ole Vinge was a delegate from Lewistown Chapter of the Women's Club to the biennial meeting in Chicago last

month. She reported that all chapters on Lines West have exceeded their last year's membership. Mr. Vinge, retired section laborer, made the trip also, and together they visited at points in Illinois and Wisconsin.

Fireman and Mrs. Red Hanley became parents of a daughter June 20. Red received the news in a novel way, as neighbors stood by the tracks holding a sign announcing the event when 163 pulled into town. He was firing 163 for Engineer Joe Holecek.

Fireman Ralph Lilley and family visited their daughter and son-in-law in Texas during Ralph's recent vacation.

Parts of the Northern Montana district were hurt by lack of rainfall. Some ranchers sold nearly all their cattle. Our road moved a lot of cattle and grain during June. It started to remind one of the fall rush, but late June rains relieved the outlook considerably and by the end of the month fields and pastures were green again.

Carl Nelson, retired Great Falls carman, and Mrs. Nelson left recently for a visit with relatives in Sweden, their first in 46 years. They plan to return early in September.

EAST END

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

Substation Operator Thomas E. Lile passed away at the Townsend Hospital May 30, death being attributed to heart failure. He had worked for the Road nearly 34 years.

Darrel Lebert Coombs, son of Mrs. Carl Lebert and Engineer Fred Coombs, and James L. Heim, son of Conductor and Mrs. Spencer Heim, have signed up for a four-year hitch in the Navy. They will take their basic training in San Diego.

Mrs. Dean Lemon attended the biennial meeting and luncheon of the Milwaukee Railroad Women's Club in Chicago, June 8-9.

Conductor Ted Burow is in St. James Hospital at this writing, to undergo surgery.

Engineer and Mrs. Cecil Adams spent

QUIZ answers

1. Official Guide of the Railways.
2. Both ways.
3. Before 1900. (On Nov. 18, 1883.)
4. "Hump" switching.
5. Seven days.
6. Signaling.
7. Engineering.
8. Steel.
9. 22.
10. With the axle.

The Milwaukee Road Magazine

birthday. She has been a shut-in for several years.

Bud Cain and John Crowley of the Beloit roundhouse and George Hogan of the roundhouse at Janesville attended the retirement dinner for J. J. O'Conner, roundhouse superintendent at Green Bay.

Gene Bressure and Uri Packard, retired Rockford conductors, and their

most of their vacation in Missoula, where Mrs. Adams underwent surgery at St. Patriek's Hospital.

Master Mechanic G. J. Johnston of Deer Lodge has been promoted to assistant superintendent of motive power Lines West, with headquarters at Tacoma.

Capt. Bill Fairhurst, son of Conductor Thomas Fairhurst, was discharged June 1 from the Marines at El Toro, Calif. He had served six years with the Marine air division.

Boardman W. Merrill and Mrs. Merrill are visiting in Seymour, Ind., at this writing. From there they will go to Carmi, Ill., to visit Mr. Merrill's mother. They also intend to visit at Aberdeen and Mason City.

Lewis Scofield, general chairman of the B.L.E., was in Three Forks on business in June.

Locomotive Engineers E. V. Bennett of Three Forks and W. B. Jones, Deer Lodge, were recently presented with Silver Passes.

Off Line Offices

NEW ORLEANS, LA.

Recently elected officers of the New Orleans Passenger Club included A. J. Dittmar of the Milwaukee Road traffic foree. Mr. Dittmar is a native of Louisiana who has been chief clerk in the New Orleans office since 1953.

VANCOUVER, B. C.

The Milwaukee Road passenger and freight office in Vancouver has a new location at 580 Howe Street in the downtown business and financial district. The decorations are modern, with ticket counters of limed oak, a marbled tile floor and pastel green walls. The space is jointly occupied by the Milwaukee and the Union Steamships of British Columbia.

I & D Division

FIRST DISTRICT

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

Gay-Nelle Hopkins, daughter of Conductor Lyle Hopkins, was selected as a member of the National Honor Society and presented with an award upon graduation from the Canton High School. The society is an organization for high school juniors and seniors excelling in scholarship, leadership, citizenship and service, as selected by ballot of the school faculties. Gay-Nelle was a 1955-56 DAR candidate from Canton High School.

Murdo celebrated its Golden Jubilee on June 30 and July 1. June 30 was a day of activities with a parade, a dance and renewing old acquaintanceships.

July, 1956



SAFETY ON THE JOB. This picture, taken in the spring, shows an on-the-job safety meeting in progress at the west end of Tunnel 25 near Adair, Idaho. E. G. Kieseles, superintendent of safety (back to camera) is addressing the men in the bridge and building crew. The others at the right are, left to right: Division Engineer R. W. Middleton, District Safety Engineer C. V. Peterson (holding safety helmet), Roadmaster T. A. Prata, Division Superintendent S. E. Herzog, and Crew Foreman A. J. Iverson. Although the men in the crew, at left, cannot be readily identified, the crew consists of H. Munson, H. Trusty, Bert Carrill, J. C. McKnight, H. Miller, and N. J. Walsh. All are carpenters, and all of them were present for the meeting.

There was a one-act play written by State Historian Robinson depicting the town lot sale in June, 1906. Up until a few years ago Murdo was a division point. It was first called Murdo Mackenzie after the owner of the Matador Land and Cattle Co. In 1908 the town dropped the "Mackenzie". The railroad dropped the name in 1945.

The telegraph and signal line crew moved recently from Belvidere to Kennebec. They had been out that way since April, repairing damage caused by a sleet storm.

Ed Tracey, agent at Kennebec, is still in the hospital at this writing, after surgery. He is improving.

The country around Murdo looks fine this year. Plenty of moisture, crops are a little late but in fine shape.

Yep, it's true, our assistant superintendent, Bob Dimmitt, is a grandpa (really). John Howard Hastings was born on June 12 to Mr. and Mrs. John Hastings of Wyoming, Minn. Mrs. Hastings is the former Barbara Dimmitt, daughter of Bob and Mrs. Dimmitt of Mitchell. Bob passed cigars and candy around all day.

Elmer Bahr of Austin is relieving Storekeeper Binderup at Mitchell for three weeks. Nice to see Elmer again, but can't say he looks natural with that red beard he is growing for Austin's Jubilee.

Sympathy was extended to Assistant Master Mechanic J. A. Thompson on the

loss of his brother Robert at Denver on June 7. He passed away suddenly of a heart attack. Burial was in Sioux City.

A letter from Paul Buetell, retired fuel supervisor, was received last month. Paul is spending a vacation in Arizona, "The top of the world", as he calls it. Says he enjoys reading the I&D West news very much. A letter from L. F. Shannahan, traveling engineer at Terre Haute, also says he enjoys the articles from the West I&D.

With the change in schedule of No. 3 and No. 98 last month, we expect many of the rails to move back to Mitchell from Canton. Will welcome back the Hopkins families, Harvey and Lyle.

J. R. Quass, a veteran of the construction period in South Dakota, retired recently after 50 years of service. Mr. Quass started with the Road in 1906 in the material yard at Presho when that point was the end of steel. Later he helped lay the rails to Draper. After a brief period during which he was with Western Union he returned to the railroad to work on the original line to Murdo. Later he went braking on a construction train through the Bad Lands until the line reached the Cheyenne River. He was promoted to conductor in 1909, running between Murdo and Rapid City, and since 1941 until his retirement had been conductor on The Sioux. He and Mrs. Quass now live at Canton where they are enjoying their farm and flower garden.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

A farmer near Jefferson, S. D., recently did the railroad a good turn by reporting trouble on a passing train. James Garthwright was driving on highway 77 alongside a train en route from West Yard to Jefferson when he heard a peculiar noise and so notified the Jefferson agent. In the inspection which followed it was found that 13 inches had broken out of the wheel of an empty hopper—the piece was later found along the route. As a result of Mr. Garthwright's quick perception, the damage to the rail was minor and Superintendent Novak thanked him for his fine spirit of cooperation.

Keen observation, as exercised by Section Foreman A. O. Gunderson of Sioux City, recently averted serious damage to our track and equipment. While spending an evening at home recently, he heard a train moving past nearby and identified the sound of a loose wheel. A call to the yard alerted Yardmaster H. V. Bray to the condition and a prompt inspection confirmed his suspicion—a loose wheel on a car of asphalt. Had the car gone farther, it might well have been the cause of an accident.

While J. Velgersdyk, section foreman at Hull, Ia., was off duty and spending the evening at home recently, he noticed No. 162 passing through and observed that it had a hot box. He immediately phoned the agent at Boyden, where the train was halted and the car set out, thereby averting a delay and the possibility of serious trouble.

Twin City Terminals

ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent
c/o General Agent

Since the last issue of the Magazine, Julie Swanson, chief clerk in St. Paul, has had a chance to try out those new golf clubs again, and says he is beginning to get the swing of it. He has brought his score down to 93. After his vacation he hopes to bring it down to 83.

Gene Liese, city freight agent, recently won a pressure cooker in a crossword puzzle contest. So that's what the furrow on his brow came from.

Norman Geving, Minneapolis telegrapher who took St. Paul key-tapper Ted Nelson's place while he was on vacation, showed up recently with very notable chin whiskers. A few yanks assured unbelievers that the appendage was real. It seems that Norm formerly worked in Aberdeen, and considered that sufficient reason to grow whiskers just in case he had a chance to visit there during the Centennial celebration.

One day when it was raining "cats and dogs", a puppy followed my sister home from work, and apparently knew what she was doing, because my sister is an easy mark for a wet, cold, puppy, who shivers convincingly, has limpid brown eyes, and looks very much like her old dog, who was put to sleep last fall after attaining the age of 17 years. The fact that she has a face like a baby deer had much to do with our selecting the name of "Bambi" for the little animal. Although we advertised her in the "lost and found", no one claimed her, and so now she belongs to us, and we to her. A happy ending for a dog's tale, don't you think?

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Ruth Bosquez, daughter of C. Bosquez of the locomotive department, was awarded a one-year scholarship to St. Margaret's Academy on her graduation from South High School in June.



Ruth Bosquez

A. M. Lemay, district storekeeper at Minneapolis Shops, was recently elected chairman of Committee 15—material handling of the Purchases and Stores Division of the A. A. R.

Carman Clarence Wething and wife vacationed at San Antonio, Laredo, Tex., and Mexico City recently. This was their second trip to Mexico City.

Carman Clarence Hofmaster and wife celebrated their 25th wedding anniversary June 6, and "Hof" is now wearing a new Gruen watch.

Carman Pete Miller and wife are the proud parents of a boy who arrived June 20.

Ben Christopher, retired laborer of Minneapolis Light Repair, passed away June 17 at the age of 81. He had retired in 1952.

Chester Charter, H&D engineer, now working in Minneapolis Yards who completed 50 years of service on his 67th birthday, is very proud of his Gold Pass, which he received recently. He is equally proud though, of his perfect safety record during his 50 years of service.

Master Mechanic J. L. Brossard received a Silver Pass recently.

Sidney I. Snobeck, tinsmith in the wood mill, passed away June 27. He had undergone surgery June 4 at University Hospital and appeared to be improving, but suffered relapse. All of us will miss "Sid".

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Jack Dempsey (not the ex pugilist) called me at home recently after a silence of 30 years. Jack was formerly a clerk in our office. He is now with the Santa Fe in Chicago.

The heat is terrific here at this writing. That must be the reason Art Morgan, Duluth line conductor, shed the big western hat. Also too hot in Duluth, too, I imagine.

Well, I cannot write on. Not exactly for lack of news, but because these few words are the last I shall ever write for our good Magazine. Now every thing has its ending just as I am ending 49 years with our fine railroad. July 31 is my retirement date, so good-bye to all. Long live the Milwaukee Road, the Magazine, and God bless you all.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

Mr. and Mrs. Fred Krebs recently enjoyed a trip through the Grand Canyon, the Black Hills and the middle eastern states.

Lee Carver, son of Mr. and Mrs. Merle Carver of Tekoa, suffered a serious injury recently as a result of being hit by an auto.

Mrs. A. A. Blond of Malden was visited by her son, Joe, on leave from the Air Force. He is stationed near Las Vegas, Nev.

Col. Boyd "Bud" Felton of Washington, D. C., is visiting his mother, Mrs. O. B. Felton of Malden, at this writing. He is the brother of Conductor Jack Felton.

Machinist Orlie Melhuish of Othello spent some time in the Moses Lake hospital in June to undergo surgery.

Agent C. A. Sprinkel of Malden recently enjoyed a visit from his sister, Lois Jean, a first lieutenant (nurse) in the Air Force. She is stationed in Alaska.

Conductor N. B. Jones passed away June 23 at Providence Hospital, Seattle. Funeral services were held in Spokane. He is survived by his widow at home, and two daughters and a son, all married and residing in other cities. "Nate" started working for the Milwaukee on the Columbia-Idaho Division in June, 1908 and was promoted to conductor in July, 1913. He had been on leave since May on account of illness. He had worked in passenger service in recent years, and was number 2 on the division seniority roster.

William M. Schulze, retired engineer, 84, passed away June 7. His wife survives at the home. They had lived in Spokane for 48 years.

The Milwaukee Road Magazine

New employes hired as brakemen are Jerry Burroughs, Clayton Zinkgraf, Robert Blank, Donald Reichert, Wayne Reichert and Robert Nordlund.

A Milwaukee family from Aberdeen, S. D., Mr. and Mrs. Gottfred Schwabe and son Ernest, were picked as the Tourist Family of the Week by Washington state patrol officers. At first the Schwabes wondered what traffic law they had broken, until it was explained they had been stopped to participate in this newly inaugurated program. The lucky tourists are given hotel accommodations, dinner, and a Chamber of Commerce luncheon, in addition to various other courtesies extended during their stay. The Schwabes were on their way to Portland, Ore.

Earl Medley and Harry Hook, retired employes, have pooled their talents and gone into remodeling, painting, etc. It was a joint project, but from reports everyone enjoyed it, including the two women folk who did as much work as the men. Since Mr. Medley's retirement, he and Mrs. Medley have "done over" a complete house into apartments.

Looking over Shasta Dam in California on my recent vacation trip, another tourist came to take a picture as I was, and made a remark about the dam (it does have a nice setting in the mountains, covered with trees) and also mentioned being in the lumber industry. Noticing we were from Washington, he asked about lumbering in the St. Joe region and mentioned having worked up there years back. I neglected to get his name—am sure he would have been known to oldtimers.

Also ran into Earl Walters, retired, and wife eating dinner at restaurant in LaJolla, Calif. Saw the J. Z. Ramseys at their lovely trailer court near the Pacific Ocean, too. Dropped in on Mabel Viets and her mother, just to make the trip complete.

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

UNION STATION

A hearty welcome was extended to our new general superintendent, P. J. Weiland. The Weilands who came to Milwaukee from Marion, Ia., have taken up residence on the northwest side of the city.

Switchboard Operator Aliee Van de Logt is recuperating from a fracture of her right arm which resulted from a fall at her home. Reports have it she is coming along nicely.

Switchboard Operator Alice Rosploch has returned home after undergoing treatment at Sacred Heart Sanitarium.

July, 1956

She is also a new grandmother, her son Jack (formerly with our railroad and now chief clerk on the Nickel Plate) and his wife Joan being the parents of a boy, Gordon Benedict.

Miss Irma Knoll received her Silver Pass last month. It is an achievement to be really proud of.

Sylvia Ann Wolverton, daughter of M. M. Wolverton, general freight agent, became the bride of Clemens Siehling Schmidt, son of Dr. and Mrs. H. G. Schmidt of Milwaukee, in the Lake Park Lutheran Church on June 22. Brother Robert was an usher at the ceremony. A reception was held in the Elizabethan Room of the Milwaukee Athletic Club, after which the couple left for a honeymoon in Florida. They plan to live in Madison, Wis. Sylvia is known to Milwaukee Road people through working during summer vacations at the Fowler Street office.

A. H. Adams, chief train rules examiner when he retired in 1950, passed away in Panama City, Fla., on May 27. Graveside rites were conducted in Lake-wood cemetery in Minneapolis. He was 72 years of age. Mr. Adams had some prior service with the North Western as an agent-operator at Sioux City when he started with the Road as a telegraph operator at Frontenac, Mich., in 1904. In 1908 he became train dispatcher at Minneapolis and in 1917 was made night chief dispatcher there. He was chief dispatcher at Aberdeen, S. D., from 1924 until 1940 when he was appointed train rules examiner with headquarters in Milwaukee. Following his promotion to chief examiner on Jan. 1, 1948 he served in that capacity until his retirement on Aug. 1, 1950.

MUSKEGO YARD

Switchman Ozzie Campbell was taken ill while on his vacation and confined to the hospital in Green Bay. Last reports were that he expects to return home soon.

Switchman Eldred Pattengill and Mrs. Pattengill were injured in an accident at their home when a porch collapsed. Mr. Pattengill was hospitalized in Milwaukee with several fractures, and Mrs. Pattengill at Milwaukee County General Hospital with a broken leg.

We have a new afternoon caller at the yard, Bruce MacDonald, on the 3 to 11 P.M. trick.

Larry Larue is back on the job, "fat and sassy" and back to 100 per cent.

Switchman John McGhee, who retired June 1, is now living in Arkansas.

Switchman David Cammack had the misfortune to break his right arm.

James Lake, caller, entered the Navy Air Force June 21.

Caller Pete Wilson who has been on



LA CROSSE & RIVER RETIREMENT. Conductor Fay W. Ramsay shown last month as he was being congratulated by General Superintendent P. J. Weiland at the end of his final run on the Olympian Hiawatha in the Milwaukee Union Station. Mr. Ramsay started with the Road as a brakeman in 1907 and made his date as conductor in 1914. Since retiring he has moved from Milwaukee to Temple City, Calif.



JUNE WEDDING—50 YEARS AGO. The Ernst F. Musters of Milwaukee, who observed their golden wedding anniversary last month with a repeat ceremony and reception at the Washington Park Presbyterian Church. Before retiring in 1950 Mr. Muster was roundhouse foreman of the locomotive department at Milwaukee Shops. The Musters have one son, Dr. Douglas F., a researcher for General Electric at Schenectady, N. Y., and four grandchildren. Another son was killed in action over Tokyo in World War II.

the sick list since January is still confined to his home.

We are installing a new calling board here. It will be of Plexi-Glass and will have tags hung on hooks. At the same time we will change all the numbers. The road board is also being revamped and modernized to show both freight and passenger men on the C&M (Milwaukee Division).

Sympathy was extended to Switchman Sig Mathisen in the loss of his son who passed away in California June 25.

Leonard Paul, our former operator, passed away in a Milwaukee hospital on June 7. Leonard was well liked, a first-class operator of the "old-timer" type. His friends will miss him in the horse-shoe games in which he participated around Muskego Yard before his long illness. Leonard hired out with the company on Oct. 5, 1945 and was last employed on the Burnham Bridge job, appointed Dec. 15, 1954.

When calling Wauwatosa station these days, you will hear the pleasant voice of E. G. Stewart, former stockyards agent at Milwaukee and formerly agent at Oconomowoc.

Second Trick Stationmaster Bob Krause was injured in an auto accident last month and confined to Milwaukee Hospital.

FOWLER STREET STATION

Pearl Freund, Correspondent

St. Augustine's Church in West Allis was the setting for the Olga Yerman-Donald Mohr nuptials on June 2. Our Ollie, in a full length white gown with veil and tiara, looked her loveliest. A reception held in the church hall included dinner and dancing. Fowler Street was well represented at the celebration.

Mrs. Ben Mueller, mother of Mrs. Millard, timekeeper at House 7, was commended recently in the Milwaukee Journal for her hobby of knitting wool bandages for the leper colonies. Although she is 87 and not able to walk very well, her nimble fingers have knit hundreds of bands of the required one and three-yard lengths. Mrs. Mueller unravels the yarn from the sweaters sent to her. Until four years ago she was very active in church and charitable work, especially the Lutheran orphanage in Wauwatosa. Since then she has confined most of her work to things she can do with her hands. A year ago, Mrs. Mueller underwent an operation for cataracts, but she is again enjoying good sight. She has contributed many knit bandages to the RBWA of Milwaukee, to assist in their welfare work.

Bob Jasinski, night messenger, has left his run for an indefinite period, inasmuch as he will train with the Marine Corps at Coronado, Cal. After two weeks he will return to Milwaukee, only to leave again for Camp Pendleton, Calif., where he will receive 12 weeks of advance combat training preparatory to two years of active duty.

Newcomer John Peterman has been assigned to the C&O rate position, succeeding Yours Truly. He was formerly with the Illinois Central in Chicago.

Mr. and Mrs. Gerald Straka are returning to Milwaukee from Aberdeen, Md., where Gerald has been in U.S. service. Dad, Milton Straka of the cashier department, who is spending his

vacation there with Mrs. Straka at this writing, will accompany the young couple back, along with their collection of early American furniture and articles of historical interest acquired during their stay in Aberdeen.

Graduation day at the University of Wisconsin at Madison was a thrilling occasion for Emma Steiner, over and short department, who saw her nephew, Leonard, receive his doctor's degree from the School of Medicine. Having made his home with her in between schedules, Leonard's career has been followed here with exceptional interest.

New officers of the Milwaukee RBWA for the ensuing year are: Ramona Koptsch, locomotive department, president; Natalie Kratz of the CGW, vice president; Alice Sobczak, Fowler station, recording secretary; Mildred Leack, stores department, corresponding secretary; and Edna Klatte, telephone operator, treasurer.

Foreign travel holds excitement and adventure this summer for Charles McKee, 17, who embarked on a trip to Europe June 13 aboard the M.S. Italia. The son of Bob McKee, yard clerk at Gibson district, was accompanied on the train as far as New York by Dad and two sisters, Mary Beth, 12, and Mickey, 6. He plans to meet an aunt in Germany and to motor with her through Europe until Sept. 5. Charles, a senior at the Cedarburg, Wis., High School, earned all expenses for the trip himself.

Belated news of a recent arrival at the home of Mr. and Mrs. Harold Gromacki is still of interest, especially when the object of interest is little Diane Dale. The Gromackis have two other children, Cheryl Lynn, 8, and Greg Allen, 5.

Schoyck, manager of mail express traffic at the time of his death in April, 1930. Mr. VanSchoyck started with the Road in the car accountant's office at Fullerton Avenue, later became superintendent of passenger traffic in the transportation department, and supervisor of mail express traffic when that department was organized in March, 1920. "Mrs. Van," as she was known by her many friends, spent 20 years in service in the transportation department. C. A. Nummerdor, heading the department, employes and friends, presented her with a gift after a luncheon in her honor in the Fred Harvey Restaurant on June 27.

There are two new little "tax reductions," as they are known, in the Sohn family—Vern and Thelma Sohn becoming grandpa and grandma to Kathy Louise and Paula Jeanne, twins, born June 1 to their son Robert and daughter-in-law Phyllis in California. Grandma left for Los Angeles on June 22 to welcome them.

Sure glad to welcome back the newly appointed, as of June 1, general superintendent, Chicago, Lawrence W. Palmquist. As he puts it, he was having his "coming out party" (coming out of his cast) in mid-June.

Mrs. Mabel Costello, who was a friend to many Chicago general office employes, passed away June 14 after an illness of several years. She had been retired since 1941. Burial was from Mt. Carmel Church in Chicago. She is survived by her husband, John Harvey Costello, conductor on C&M trains 7 and 58; a brother, John C. Moloney, lieutenant of police at Mason City; and a sister, Mrs.

Chicago General Offices

OPERATING DEPARTMENT

G. C. Harder, Correspondent
Office of Vice President-Operation

Granger Smith, superintendent of transportation-passenger, and W. L. Ennis, assistant to vice president-claim prevention, refrigerator and merchandise service, retired July 1. Both were feted at a joint luncheon given May 24 by their railroad associates. Transportation department employes honored Mr. Smith at a dinner in the Charles Harrison Restaurant on June 7 at which he was presented with a gift, and Mr. Ennis was the guest of honor at a dinner tendered by railroad and business associates on June 27. Details of their careers with the railroad appear elsewhere in the Magazine.

Retiring from the position of 37 Report clerk in the transportation department on July 1 was Mrs. Adeline Van Schoyck, widow of Norman J. Van



NOWICKI-STODDARD. A recent bridal event in Milwaukee was the wedding of Miss Nancy Nowicki, daughter of B. C. Nowicki of the cashier department at Fowler Street, and Daniel Stoddard in the rectory of Blessed Sacrament Church. Nancy is a graduate of St. Mary's Academy in Milwaukee and her husband studied at the University of Wisconsin.

L. C. Lindley of Chicago, wife of the retired manager of the mail bureau at Fullerton Avenue. Mrs. Costello started with the Road in February, 1906 in the car accountant's office and before World War I was a stenographer and secretary in C&M Division headquarters. For a brief period she worked for the Association of American Railroads, but she returned in 1919 as a stenographer in the Road's employment bureau and later became secretary to the superintendent of employment. Transferring in 1940 to the operating department, she was secretary to the special representative of chief operating officer when she retired. Mrs. Costello had been active in Union Station Chapter of the Women's Club, of which she was a charter member, and with her husband was a well known member of the Veteran Employees Association.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulon, Correspondent

Al Kissel, A.F.E. bureau, has an increase in the family, a girl born June 27. The stork also visited Helen Lyons, former keypunch operator, for the second time; another girl born June 8. Jimmy Lynn, night supervisor of the machine room, is the proud father of a boy born June 29.

Bill Cook, I.B.M. service man, gave up bachelorhood and married Barbara Paun of Detroit, Mich., on June 16. He received a wedding gift from the keypunch operators and machine room employees.

U. Budzien, assistant auditor of expenditure, who recently underwent surgery has returned to the office looking very well. Myrtle Mendlik of the time-keeping bureau recently received an arm injury. At this writing she is recuperating in Milwaukee. Sorry to report that Mamie Hopkins, supervisor of the machine accounting office, injured her hand in a fall and was taken to the hospital where a cast was put on; convalescing at home at this writing. Betty Howard, keypunch operator, is in Illinois Masonic Hospital with pneumonia.

Margaret Berghauser left the auditor of expenditure's office for a position in the assistant comptroller's office. Mary Harrison is now chief file clerk.

Mr. Trout, retired clerk of the book-keeping bureau, purchased a home on Wollochet Bay about 12 miles from downtown Tacoma. He has four acres with 150 feet of water front.

During June Cupid worked overtime in the keypunch bureau. Three lovely brides—Ruth Albitz, Grace Abbas and Anne Hannecker—said "I do" to become Mrs. John Dobrovolski, Mrs. Thomas Culhane and Mrs. Jerry Becker. The girls gave a bridal shower for each.



July 1, 1851—The first refrigerator-type car known to have been built in this country began service when eight tons of butter were transported from Ogdensburg, N. Y., to Boston.

July 1, 1862—President Lincoln signed Act authorizing construction of a line of railroads from the Missouri River to the Pacific Coast.

July 1-3, 1862—The battle of Gettysburg, the decisive conflict in the War Between the States.

July 1, 1937—Federal Railroad Retirement Act went into effect for all railroads, replacing voluntary retirement and disability benefits on some 80 major railroads.

July 4, 1776—In his lodgings in Philadelphia Thomas Jefferson, "without reference to book or pamphlet," wrote the Declaration of Independence, accepted by the Continental Congress on this date.

July 4, 1831—Initial number of The Railroad Advocate, first railway journal in America, published at Rogersville, Tenn.

July 4, 1869—First bridge to span the Missouri River opened at Kansas City, thus establishing a through route

from Chicago.

July 4, 1894—French sculptor Bartholdi's famous monument "Liberty Enlightening the World," better known as The Statue of Liberty, was formally presented to the United States in Paris.

July 6, 1881—Kate Shelley, 15, of Boone, Ia., earned the title of America's foremost railroad heroine by crossing a flood-weakened bridge and warning an approaching train of the danger in time to avert a wreck.

July 7, 1838—Act of Congress making every railroad a post route signed by President Martin Van Buren.

July 11, 1667—Townsite of Newark, N. J., bought from the Indians for, among other things, four barrels of beer, 100 bars of lead, 20 axes.

July 13, 1836—John Ruggles, U. S. senator from Maine and "Father of the U. S. Patent Office," was issued patent No. 1—first in the numbered series—for a device to increase the power of railway locomotives and to prevent their wheels from sliding.

July 25, 1927—A co-ordinate system of centralized traffic control, installed on a 40-mile route at Berwick, Ohio, was placed in operation; "CTC" has since been installed on over 22,000 miles of track.

July 26, 1775—Congress made Benjamin Franklin the first U. S. Postmaster, at \$1,000 a year.

July 28, 1862—Experimental post office car for sorting mail en route placed in service between Hannibal and St. Joseph, Mo.

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

With deep regret we report the death of H. M. "Joe" Morrison, assistant engineer, whose retirement was recorded in the May issue of the Magazine. Mr. Morrison passed away in his home in Elmhurst, Ill., on June 14. His railroad service began in 1919 when he was employed as instrumentman on the Chicago and Alton. Previous to that, and following his study of civil engineering at the University of Nebraska, he had been assistant engineer for Monong County, Ia., and for the city of Norfolk, Neb. During 1918 he served in the Navy at Great Lakes, Ill. In 1924 he went to the CB&Q as assistant engineer and in 1927 joined the Milwaukee in the present office of auditor of capital expenditures. He was engaged in AFE and ICC valuation work on buildings and on large improvement projects, and also main-

tained the fire insurance schedule on buildings until ill health forced his recent retirement. He is survived by his widow and his daughter, Mrs. Robert Brady. Funeral services were held in Elmhurst and burial was in Butterfield Memorial Gardens.

Martha Prestin, head typist, escaped some of our hot weather in June by spending her vacation in Los Angeles where she attended the convention of the Railway Business Woman's Association. Sidelights of her trip were visits to Tia Juana, Las Vegas and the Grand Canyon.

Chief Clerk Mabel Helander has returned from a three-week trip to Anchorage, Alaska, where she visited her niece whose husband is stationed there with the Army.

Bodell Huss of the investment bureau is convalescing at home at this writing after having been confined to Grant Hospital due to injuries received in a fall.

New faces in the AFE and Valuation Order No. 3 sections are those of Assistant Engineers Theodore F. Thompson, formerly in private engineering practice, Joseph G. Kirchen, formerly in the engineering department in Chicago, and Howard T. Conn, formerly in engineering work on the B&O and later in private construction work.

OFFICE OF FREIGHT AUDITOR

Elizabeth Chiolak, Correspondent

Wedding bells rang for Shirley Ras-kow (key punch and coding bureau) and Don Peek on June 9 at St. Benedict's Church. They honeymooned in South Dakota. Also for Maureen Porth (of the same bureau) and Frank Rotondo on June 16 at St. Philip Benizi Church. They honeymooned in Michigan. Erna Hendrickson's (switching bureau) son Herbert and Gale Olquist were married on June 30. Herbert is also the brother of Dorothy St. George of Interline and Local Balancing.

The birth of Ralph Gotto III, born on June 3, has been announced by Ralph Gotto, interline bureau.

New employes here are Marge McGinn, John Conway, Kathleen McGuire, Chuck Caufield, who is the son of Frank of the review bureau, and Geraldine Rennhack, the daughter of Herbert, also of the review bureau.

Returning from sick leave after two years was Robert Rundblom of the interline bureau.

Vacations in Florida were enjoyed by Mary Cunniffe, Ann Gustafson, Marie Meyer, Rosella Galloway, Herbert Mueller and J. D. Orlowski. Norma Kasper and Juanita Peters went to Denver, and Joe Riplinger visited Quebec and the Gaspe peninsula. Lydia and Mae Schuler traveled from Canada down to California. William Nickels also visited California. Caesar Peterson went up to Nova Scotia; Tony Naatz, Peter Lencioni and Al Gerke to Canada; Flossie Padgett to Seattle; and Jack Narva to Houston, Tex. to visit his new granddaughter, Catherine Mary.

Gary Baebenroth, machine room, left June 25 for the Army Air Force. He is going to San Antonio, Tex., for his basic training.

TRAFFIC DEPARTMENT

A letter from Harry S. Zane, retired general freight traffic manager, who has been on the move since leaving the railroad in 1953, carried the interesting information that as of June 27th he was returning to Dallas, Tex. He and Mrs. Zane had lived there for a while following his retirement, since it is also the home of their son Harry Jr. and his family, but following a trip to Japan in 1954, they had located in Kansas City, Mr. Zane's birthplace and scene of his early years with The Milwaukee Road. The new home in Dallas is a ranch-type house on Gramercy Place. He wrote, "The patio and the back porch will be shady in the afternoon, so we feel that we will be very comfortable".

CHORAL CLUB NEWS

Theresa Glasi, Correspondent

Club officers elected June 4 for the next two years are: Phil McDonald, president; Harry Wallace, vice president; Loretta Kuhn, treasurer; Rosebud Wennerberg, financial secretary; Theresa Glasi, secretary; and Mary Cianci, librarian. Paul Steinhofel, Josephine Fisk and Mary Cianci are on the executive committee, and Ed Stoll will carry on in an advisory capacity.

There was music in the air at the home of Glenn and Jean Jorian in Park Ridge the evening of June 18 when the Jorians invited our members to an outdoor buffet supper on the lawn of their home. Little Gary Jorian stole the show with several nursery hymns and rhymes. Phil and Vi McDonald were unable to attend on account of Richard, one of the twins, undergoing a tonsilectomy. They and others who could not come missed some excellent food and an entertaining evening.

Sympathy was extended to Marguerite Nunes (alto) on the sudden death of her sister. At the time, Marguerite was on a trip by automobile to visit her in Richmond, Va., but the sister passed away before her arrival.

At this writing preparations for our annual picnic at Deer Grove Camp are in full swing. There'll be baseball, horseshoes and other games, hiking, or just a-sittin' on the veranda and enjoying the fresh country atmosphere.

Comes an announcement from Clyde and Grace Knapp of Laurium, Mich.; "Hear the good news, share our joy! Yep, you've guessed it—It's a Boy!" Bruce Clyde arrived on May 25. Clyde and Grace are well remembered as loyal members of the bass and soprano sections for several years. Grace was formerly employed in the claim prevention, refrigerator and merchandise service department. Excerpts from her letter follow:

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"At Christmas we thought of the group, especially the singing in the depot. That group singing with Glenn's wonderful direction is one of the highlights of our Chicago memoirs. Clyde is getting ready for the big rush on his strawberry harvest. We must line up at least 100 pickers. After it's all over we will move into our beautiful new house. We are so thrilled with a three-floor brick house having four and a half baths, a built in vacuum system and a garage with furnace and hot water. Clyde is doing the decorating."

By the way, Clyde's friends will be interested to know that last winter he was a "schoolboy" in the mornings, taking engineering administration at Michigan Tech, his alma mater.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Betty Koss, formerly of the keypunch room who left us to join the Women's Marine Corps, is now stationed in Hawaii. Her recent promotion has her wearing sergeant's stripes.

Announcing the arrival of a baby girl is Pearl Urbanowicz. Being born on June 14, Flag Day, helped Pearl to decide on the name "Gloria June" for the baby.

It was a wonderful birthday for Evelyn Drifke of keypunch. A lovely diamond ring was her favorite gift.

Vacationists last month included Ethel Olson, who with her son toured Washington, D. C., and then went on to New York City. Jerry Horn and Kay Madl vacationed together and really saw the West. Their trip took them to San Francisco, Portland, Seattle, Victoria and Vancouver, B. C., Banff and Lake Louise. Elsie Vehlow tells us she had a wonderful time seeing the Virgin Islands and Puerto Rico. She returned with many unique souvenirs.

Our new clerks are Bertha Joiner and Diane Kaehn.

Mary Alice Green has left our office to await a visit from the stork. She received many lovely gifts for the little one.

FREIGHT CLAIM DEPARTMENT

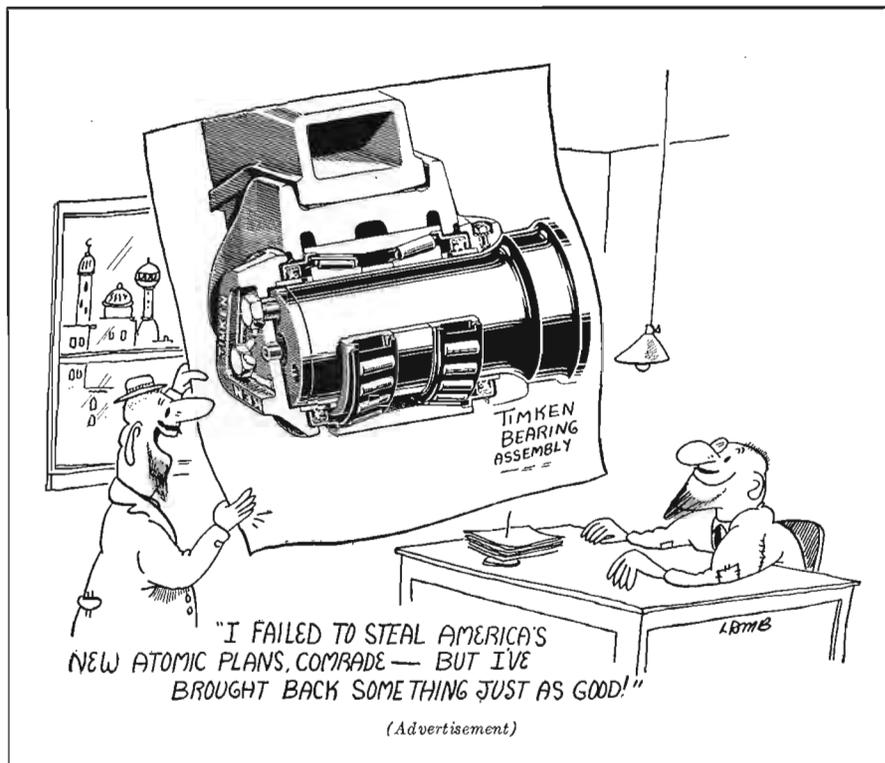
Palmer G. Lykken, Correspondent

Eddie and Bea Pasternak recently announced the arrival of Kenneth Robert, blond and blue-eyed, weighing 8 pounds 14 ounces.

The following promotions were made in June: Leona Perpignani, operator; Maryellen Asay and Mary Ranachowski, dictaphone operators.

Marilyn Monaghan has taken a maternity leave. The girls in the office gave her a shower.

Don Devitt has left to enjoy a brief



(Advertisement)

vacation prior to being inducted into the armed forces.

Anthony Tedeski, who enlisted in the Marines in May, 1954, was welcomed back after his recent discharge.

Donald Peck and Shirley Raskow were married June 9. Don will be leaving, as he is accepting a position with Western Electric.

Vernus Johnson, an employe here some 12 years ago who lives now in Saratoga, Calif., dropped in recently for a brief visit.

Sympathy was extended to Virginia Kuhrt on the death of her mother.

Mrs. R. Kopplin who was hospitalized for surgery is coming along fine, I understand.

Nancy Larson, the daughter of Lawrence Larson, chief clerk, starred in a piano recital for partial completion of an eighth year certificate at the Lyon & Healy Recital Hall recently. She also took part in the Hi-C Student Chorale Concert at Orchestra Hall.

Art Slider, retired employe, remembered us recently with a note from Vancouver, B.C.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Frank and Helen Bednarek celebrated their 25th wedding anniversary with church services in the morning, a dinner for the family in the afternoon and open house in the evening. They planned a trip to Florida for their second honeymoon.

Julia Tognarelli, formerly of this office and now in the freight auditor's office, celebrated her 30th anniversary with the Road. She observed the occasion by having dinner at the Como Inn with her friends.

The typing bureau has a new office girl, Jill Zimmer, and we have a new office boy, Tom Prucher.

Sympathy was extended to Arona Puttrich due to the death of her sister.

Sophia Walker and Elmer Martelle are back after furloughs due to ill health.

Vivian Mongeles took a furlough to take care of her father who lives in Alabama. Fannie Ware is on a three-month furlough due to ill health, and June Earl is also on furlough because of illness.

Vacations: Mary and Maurice Distad, fishing trip, Pine River, Minn.; Frances Bondi, Colorado; Laverna Drella, California; the Harry Krumsreis, Southern Illinois and Indiana; the Bill Butlers, Copper Country and Door County; Mary Kelly, Arizona; Harriet Rosselit, New York and Washington; and Jack Brandenburger, painting and decorating.

D & I Division

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

R. J. Fisher, son of Car Foreman John Fisher, Savanna, was married to Donna Ilene Stoddard of Sabula in St. Peter's Catholic Church in Sabula on June 9. A reception followed in the home of the bride's parents with a bridal dinner later in the evening. Bob served

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two years in the Navy and is presently employed on the repair track at Savanna.

Judith Ann Lynn, daughter of Conductor Luther Lynn, Savanna, became the bride of Robert Herald Hall, also of Savanna, in a ceremony at the First Methodist Church on June 7. A reception followed in the church parlors. The bridegroom is in the Navy on the USS Hollis, stationed at Norfolk, Va., where he will report after his leave is up. His bride will finish her senior year in Savanna High School.

Engineer J. H. Marken, Savanna, and Mrs. Cora Lucille Shindler were married in the sanctuary of the First Methodist Church on June 8. After a northern wedding trip, they will make their home near Thomson.

Miss Lorraine Radke, daughter of Retired Switchman Harry Radke, Savanna, paid a brief visit to her folks in Savanna after which she departed for Taxco, Mexico, to attend summer school. Afterward she will resume teaching in the Whitefish Bay High School.

Jay McCall, son of Kenneth McCall, Savanna, graduated from Southern Arizona School for Boys at Tucson on May 18. Mr. and Mrs. McCall were among the parents who were honored guests at the junior-senior banquet at the school. During the past year Jay was president of the Kiva Club and editor-in-chief of the Thunder Bird, bi-weekly school paper. Mr. McCall has since returned to his job with the steel bridge crew after three weeks' vacation in Tucson.

Joan Schmidel, daughter of George Schmidel, chief clerk to agent at Savanna, graduated in June from the Northern Illinois State College at DeKalb with a bachelor of science degree in education. She plans to teach in the new Harriet Gifford School in Elgin this fall.

Valdemar (Walter) Neilsen, retired mechanical department employe, passed away in the city hospital in Savanna June 7, following an illness of three weeks. Funeral services were conducted in the Fuller Memorial Chapel, with burial in the Savanna cemetery. Mr. Neilsen was born in Denmark in 1872, came to the United States in 1905 and had lived in Savanna since that time.

Surviving are two sons, Theodore and Lewis of Chicago, and two daughters, Marie at home and Mrs. John Fisher, Savanna.

Charles L. Nelson of Savanna, retired store department employe, passed away June 19 in a nursing home in Clinton, Ia., where he had been a patient for seven weeks. Mr. Nelson had been an employe of the Railroad for 35 years, retiring in 1938. Funeral services were conducted at the Law Funeral Home with burial in the Savanna cemetery. Surviving are a daughter, Mrs. George Collins, and a granddaughter, of Savanna.

O. W. Vickell, retired agent, passed away in the Swedish-American Hospital in Rockford, Ill., June 17. Mr. Vickell started his railroad service Jan. 6, 1886 as operator at Kingston, Ill., was promoted to agent at that station on Nov. 11, 1890 and continued in service there until his retirement on May 26, 1937. Surviving are a sister of DeKalb and four stepdaughters.

A dinner party was held at the Elks Club in Clinton recently in honor of Superintendent J. T. Hayes who was moving to Marion, Iowa, as superintendent of the Iowa Division. District Safety Engineer J. A. Ogden acted as toastmaster.

We are happy to report that E. C. Gourley, chief clerk to division engineer at Savanna, is recovering nicely from a siege in the hospital.

O. B. Kern, train conductor at Kansas City who recently completed a half century of service, has been presented with a Gold Pass. Engineer J. C. Nagle, Savanna, who has 45 years of service, received his Silver Pass.

Mrs. Anna B. Flowers of Savanna, widow of deceased Iowa Division engineer, passed away in the city hospital recently, death being due to a heart ailment. Surviving are a daughter and four grandchildren. Burial was in Polo, Ill.

John Sheedy of Savanna, retired mechanical department employe, passed away in Veterans' Administration Hospital, Iowa City, on May 16. Funeral services were held in St. John's Catholic Church. Surviving are his brother,

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Switchman Leo Sheedy, and two sisters of Savanna.

Charles V. Swingley, retired car department employe with 45 years of service, passed away in the city hospital at Savanna recently, following an illness of many months. Funeral services were held in Hunter's Fuller-Memorial Chapel, with burial in the Savanna cemetery. Surviving are his widow, two sisters, and two brothers, Walter of Mt. Carroll and Harry of Savanna, the latter also a retired car department employe.

Miles Young, retired section foreman, passed away in a nursing home in Milledgeville recently. Funeral services were held in the Law Funeral Home, with burial in the Savanna cemetery. Surviving are two daughters and seven sons, including Section Foreman Philip Young of Davenport.

Car Agent and Mrs. Frank Withhart, Savanna, vacationed in Ontario, Calif., recently, with their daughter and son-in-law.

Switchman Leo C. Nast was married recently to Mrs. Clella Murphy of Savanna. After a wedding trip to Minnesota points they plan to live in Savanna.

Mrs. Charles Smolla, the former Margaret McGrail who was at one time chief clerk to district master mechanic at Savanna, underwent surgery recently in St. Joseph's Mercy Hospital in Mason City. She is reported to be getting along nicely.

Switchtender William Simpson of Savanna was married recently to Nancy Seeser of Clinton, Ia., in the Zion Lutheran Church there. They are making their home in Savanna.

SECOND DISTRICT

Conductor G. F. Tanner had planned a vacation for himself and Mrs. Tanner in January, but the illness of both "Doc" and his wife made a change in their plans. However, they finally got away to Arizona and California.

TRI-CITIES

Joy Manson, granddaughter of Yardmaster Guy Manson, Davenport, passed away shortly after birth in the Davenport Mercy Hospital. Surviving are her parents, grandparents, a sister and two brothers, and two great-grandmothers.

Twenty two members of Dubuque Chapter of the Women's Club attended the May breakfast at the YWCA. A short business meeting was held afterward, at which plans were discussed for the annual family picnic at Eagle Point Park on July 22. Bridge and euchre were played, following which the chapter adjourned for the summer.

In recognition of 50 years of service, Conductor J. C. Roberts of Davenport has been presented with a Gold Pass.

Engineer H. O. Hoover of Davenport passed away recently in that city. Mr. Hoover entered the service of the Road as a fireman in February, 1918, and was promoted to engineer in May, 1943. He was assistant local chairman of the B. of L.E. in that area for a number of years. Funeral services were held in the Zion Lutheran Church with burial in Davenport Memorial Park. Surviving are his widow, his son and mother; a sister, Mrs. I. Shrake; and four brothers, Leslie and Engineers Dan and Floyd of Savanna, and Conductor Kenneth of Bensenville.

Mrs. H. J. Canniff, wife of yard clerk at Davenport, passed away in the University Hospital in Iowa City recently. Survivors include her husband, two sisters and three brothers.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

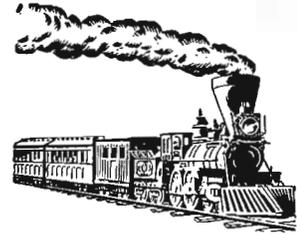
The annual agents and station employes picnic was held at Elkhart Lake on June 16 with 276 employes and members of their families attending. Despite morning showers the weather turned out well, and a happy day resulted, implemented by an excellent dinner and supper. The members wish to take this means of thanking the train and engine employes who donated their services for the operation of the train, as well as the various companies who donated prizes and favors for the games.

We are sorry to report the recent death of Mrs. J. H. Costello, wife of conductor on trains 7 and 58. (See Chicago general office news in this issue.)

Locomotive Engineer John Marsh of Milwaukee and L. M. Oskins, agent at Franksville, both received their Silver Passes last month.

THIRD DISTRICT

L. W. Hultman, who was agent at Beaver Dam Jct., has taken over the



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The agent at Horicon, C. B. Brunner, was a visitor to the recent ORT convention in Montreal.

The son of Ed Baar, agent at Pickett, has left for missionary service in the Hawaiian Islands.

On June 19 J. H. Johns, retired Old Line roadmaster, passed away at Unionville, Mo. Mr. Johns rose through the ranks and was appointed roadmaster in 1923. He served in that capacity until his retirement in 1942.

Ross A. Mueller, son of Agent A. A. Mueller at Beaver Dam and a sophomore at Beaver Dam High School, was awarded a major letter in sports. His efforts assisted his school to win several "firsts" among schools of their class. He also won a "key" in an art contest sponsored by a major Milwaukee department store and his work has been forwarded for competition in a national contest.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Mrs. H. L. Mellish and Mr. and Mrs. Charles Harrington attended a meeting of the National Association of Retired Veterans at Tucson, Ariz., in May.

Gordon Bartlett, son of Clark Bartlett, who is serving with the 10th Infantry at Kitzingen, Germany, was promoted recently to private first class.

Retired Agent Charles T. Rowe and wife visited recently in Los Angeles with his brother and sister-in-law, Mr. and Mrs. Walter H. Rowe, and in Santa Monica with Mr. and Mrs. A. A. Hardin, former Marion residents.

Patricia Whiteford of New York City,

a daughter of Division Engineer R. A. Whiteford, left in June for a month's trip to Europe.

Marion Chapter of the Women's Club was represented at the luncheon held at the LaSalle Hotel in Chicago on June 9 in connection with the club's biennial meeting. Those present were Mmes. Wilbur Hughes, H. L. Mellish, O. R. Ness, Wilbur Cooper, Clark Bartlett, R. M. Emerson, Hugh E. Jones and Miss Katherine Gohmann, of Marion, and Mrs. John Gustavson, wife of the agent at Anamosa. Mrs. Hughes, president, represented the chapter at the business meeting.

A luncheon was given in the Terrace Room of Todd's Restaurant in Cedar Rapids on June 5 in honor of Superintendent P. J. Weiland who left the division on June 7, having been promoted to general superintendent in Milwaukee. J. T. Hayes is the new superintendent of the Iowa Division, coming from the D&I Division at Savanna. He and his family moved to Marion on June 29.

Don Fish, formerly of Bedford, Ind., is the newly appointed assistant agent at Cedar Rapids. Mrs. Fish worked as switching clerk in the Cedar Rapids freight office while John Feiereisen Jr. was on vacation. Tom Hutton relieved K. E. Silker, messenger, during his vacation.

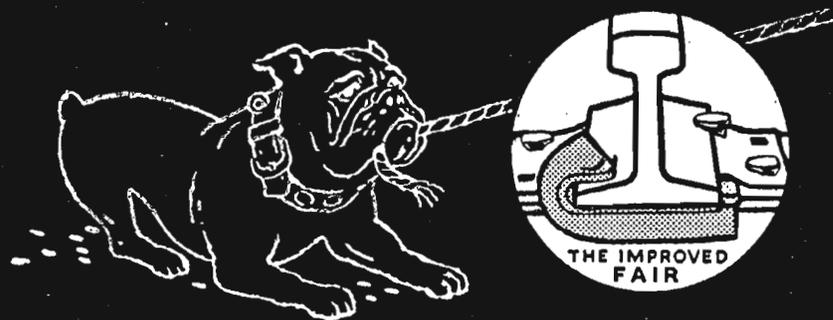
Marian Willard, daughter of Train Rules Examiner J. A. Willard, will work through the vacation period as file clerk in the office of superintendent while Mrs. Hugh Jones works as relief clerk. Mrs. Ida Moore has been temporarily relieving clerks in the office of superintendent.

Warden Scott of Mesa, Ariz., a student at the School of Mines at Golden, Colo., is working as timekeeper on the tamping gang under Foreman E. Bates. He is a nephew of Superintendent Russell G. Scott, now located at Spokane.

Burton Morgan, checker at the Cedar Rapids freight house, is the father of a boy born June 1.

The death of Thomas James Carville, retired section foreman, occurred on June 11 at the Veterans Hospital in Iowa City. He was a veteran of World War I. Mr. Carville was born in Kansas City, Kans., on Apr. 26, 1889. He entered the service of the Road on Apr. 1, 1906, was promoted to section foreman on Dec. 27, 1909 and served in that capacity until his retirement on Dec. 17, 1954. At the time of his death he was living in Middle Amana. Survivors are his wife; a son, James, of Amana; two daughters, Mrs. Henry G. Schukmaeker of Amana and Shirley Ann of Middle Amana; three grandchildren; a brother, John, of Mechanicsville; and a sister, Mrs. Edward O'Connell of Cedar Rapids. Services were conducted in Holy Trinity Church at Walford and burial was

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Sympathy was extended to Mrs. Agnes Edgar, clerk in the Cedar Rapids freight house, whose mother, Mrs. William Womochil, passed away May 27.

In recognition of 45 years of service. A. H. Clausen, agent at Atkins, has been presented with a Silver Pass.

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Fireman Jack Kanealy, who has been on leave of absence to attend Iowa State College under the GI Bill, has resumed work on the railroad during the summer vacation from college.

Roadmaster D. W. Loftus was a medical patient at Mercy Hospital in Des Moines during June.

Traveling Engineer Martin Wangberg and family of Harlowton, Mont., spent their vacation with relatives and friends in Boone and Perry. Martin holds his seniority as an engineer on the Iowa Division.

Mrs. Charles Prowse, wife of a yardmaster at Perry, was a surgical patient in the Perry hospital in June.

Harvey L. Hill, retired train dispatcher who worked in the Perry office a number of years ago, died at his home in Silvis, Ill., on June 22, following a few days' illness. Burial was at Rock Island, Ill. Mr. Hill was a brother of the late George Hill who worked in the Perry office at one time and was a superintendent on Lines West for many years before his retirement.

Mrs. Mae Brown of Perry was a delegate to the G.I.A. convention in Cleveland in June.

Jean Ann Courtney, daughter of Conductor Gaylord Courtney of Perry, was admitted to practice before the Iowa bar on June 15 after passing the state examinations at the State University of Iowa College of Law. Jean Ann was one of 74 who received certificates. She is a graduate of Drake University College of Law.

Trainmaster Jack Werner of Aberdeen planned his vacation so he and his family could attend commencement exercises at the state university at Iowa City.

William Werner, Jack's brother, received his bachelor of science degree in commerce. He will be associated with the Curtis Companies Inc., in Clinton. Jack and his family visited his parents in Perry.

Conductor Palmer Clark, who had been in train service on the Des Moines division for many years, died in a Des Moines hospital June 12, following a short illness. He was on vacation and visiting relatives in Chicago when he was stricken. He came back home to Perry and entered the Perry hospital, but was removed to a Des Moines hospital where an emergency operation was performed. He survived only a few hours. Last rites and burial took place in Des Moines, where the family lived before moving to Perry in March.

Mrs. William Shuldts of Albuquerque, N. Mex., and her sister, Mrs. Charles Longstreet of Denver, Colo., realized a long-time ambition when they visited Perry in June to see the house their grandfather built and in which they were born. They are daughters of the late Robert Ginn who will be remembered by old time Iowa Division employes. Robert was in train service on the division until shortly after the turn of the century when he went to Colorado to sell real estate. Their uncle, William Ginn, will be remembered by employes all over the system. The ladies contacted old time friends they knew more than 50 years ago.

Fireman Paul Baneroft received his notice to report for military duty on July 16; so will be on leave for the next two years. His wife will make her home with her father, Engineer Ralph Walker. Paul's mother passed away June 27, following a two-year illness.

Willis Mastin, father of Earl Mastin, city freight solicitor in Minneapolis, and of Mrs. Ed Hamman, wife of a conductor, passed away at the family home in Dawson June 13. Mr. Mastin had suffered a heart attack earlier, but had recovered and was taking care of business in his hardware store when he was stricken with another attack.

Engineer La Verne Huffman had his vacation in June and took the time off

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to enter a Des Moines hospital for surgery.

Frank Dow, retired conductor, died in a Des Moines hospital June 17. Conductor Dow, who was 68, worked on the Iowa Division for 37 years before illness forced his retirement in 1951. He had maintained his home in Perry until about two years ago when he moved to Des Moines to live with a sister. His wife died in 1932. Burial was at Perry.

Engineer and Mrs. Frank Millard have a granddaughter. The baby, Theresa Jo Archer, was born in a Des Moines hospital on May 20 to the former Joanne Millard.

Cashier Glenn Guinn's wife and daughter went to San Antonio, Tex., in June to see Mrs. Guinn's brother, Lieutenant Spurgeon, who was in a military hospital as a result of injuries.

La Verne Hill, who has been on leave of absence while attending Nebraska State Teacher's College in Wayne under the GI Bill, was married June 3 to Ruth Elaine Fuoss of Wayne. The ceremony was performed in the Temple Baptist Church in Omaha. The young couple spent their honeymoon at Quantico, Va., where Lieutenant Hill had been assigned to active duty with the Marine Corps Reserve.

Switchman and Mrs. Dan Whalen are the parents of a son, born at the Dallas County Hospital in Perry on June 7. The infant weighed three pounds three ounces at birth, and was taken to the

Blank Children's Hospital in Des Moines for care the first few weeks.

Carl Fish of the Perry roundhouse force had another name added to his list of grandchildren during June. A daughter was born to Mr. and Mrs. Richard Fish on June 9.

Donald Wanninger of the Templeton, Ia., section force, was married on June 9 to Miss Arlene Spooner of Dedham. The wedding took place in St. Joseph's Church at Dedham. The young couple will make their home in Templeton.

Retired Conductor and Mrs. John Cannon who were making their home on an acreage northwest of Perry, have sold their place and purchased a small house in Perry. Mr. and Mrs. Cannon will long remember the last day they lived in the old home, as they were visited by burglars who gained entrance to the house while they were away for a couple of hours. They stole Mr. Cannon's watch and a considerable sum of money, and also released their pet parakeets, who flew away.

Harvey Blaisdell, retired roundhouse employe, has another grandchild, a daughter born to Mr. and Mrs. Harvey Blaisdell Jr. on June 15.

Retired Operator Joe Maher was hospitalized during June for surgery. Conductor A. E. Peterson who is on a passenger run between Marion and Chicago, was a surgical patient in a Des Moines hospital during June.

Engineer and Mrs. Charles Stout had two additions to their family on June 1. Twins, a girl weighing 8 pounds 6 ounces, and a boy weighing 7 pounds 13 ounces, were born at the Perry Hospital.

Operator and Mrs. Paul Karr became the parents of a girl on June 1.

Two retired Iowa Division conductors celebrated their golden wedding anniversaries in June. On June 20 Mr. and Mrs. John Evans, who were vacationing in Canada, celebrated the event at a dinner party at the Prince Arthur Hotel in Port Arthur, Ontario. Their hosts were Mr. and Mrs. J. S. Vanderlinden of Dawson, with whom they were making the trip.

On June 27 Mr. and Mrs. P. J. Reel held open house at the home of their daughter, Mrs. James Graney, in Perry. Their three children and the grandchildren were with them for the family dinner, and many friends and relatives called to extend congratulations. Peter and his wife are the third couple in the family to have the pleasure of 50 years of married life. Peter's brothers, Retired Conductor J. M. Reel and Retired Car Inspector John Reel, celebrated similar occasions within the last few years.

Claudia, the 16-year-old daughter of Switchman Robert Kinross, suffered severe head injuries in an auto accident near Perry during June.

Mrs. A. J. Gregg, widow of a con-

ductor who worked on the west division for many years, died in the Perry hospital in June, following surgery.

Don Dunlap, son of Switchman Homer Dunlap of the Perry yard force, and Miss Cherie Ann Walkup were married in the M. E. Church on June 24 at a ceremony attended by many relatives and friends. A trip to Niagara Falls, New York City and Bermuda was their honeymoon. Don was recently released from the Army Air Force in which he served for five years with the rank of lieutenant. He has enrolled at Iowa State College for an engineering course.

Engineer W. D. Chase, one of the Des Moines division golfers, did all right in the Chinese Open golf tournament in Des Moines during May. Engineer Chase, who is the only railroad man who has made a "hole in one" on the Perry golf course, won first place in the fifth flight, with a score of 77 for the 18 holes.

George E. Franks, Perry switchman who recently completed 45 years of service, has received his Silver Pass.

H & D Division

EAST END

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

Retired Passenger Conductor Ed Crooker and his wife celebrated their golden wedding at Star Prairie, Wis., recently. The newspaper reported that retired Engineer Charlie Walters gave a nice talk. The two men worked together on No. 17 before they retired.

We've always heard that if you behave yourself, nice things will happen to you. Apparently Clerk By McKeown must be about ready to sprout wings because he held the lucky number at a drawing at the Webster, S. D., centennial and now he drives a spanking new Ford.

Operator Larry Walsh, who is now with the Medical Corps at Hickam Field, Hawaii, sent us greetings from the land of the lotus flower. Larry has his family with him.

New operators on the division are Owen Swanson, Milton Horstman and

Neal Boerger. New brakemen include Pat Darrington, Gerald Hochhalter, Jim Acers and Gordon Bentson.

A Gold Pass has been issued to Engineer Chester Charter and his wife.

Engineer Leon Prall died suddenly June 17 when he suffered a heart attack at his home. He had been local chairman on the east end for many years.

Brakeman Tom Darrington was married June 16 to Barbara Eberhardt at Montevideo. They honeymooned on the north shore.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Our good friend and statistician, Johnny Faeth, recently had an operation instead of a vacation. He is coming along fine and expects to be around again very soon. He is being relieved by Tony Waldt.

Introductions are being made again, as of the end of the Jubilee. "New" faces that hadn't been seen around the depot in months are starting to show again; seems strange.

Dispatcher Bert Fuller and wife recently received their Silver Pass after 45 years of Milwaukee service; also Conductor and Mrs. J. F. O'Connor of Aberdeen.

Theo Stroh, retired boilermaker helper, is off to Richmond, Calif., to make his home with his daughter.

Chief Dispatcher R. D. Mathis and family went to Norfolk, Va., for their vacation, to visit their oldest son, Bob.

John Schiner, retired locomotive carpenter now living in Chicago, visited with friends in Aberdeen during the 75th anniversary celebration.

William Forsyth, locomotive fireman, returned recently to work on the West H&D.

T. W. Dafnis, retired machinist helper, and wife are planning a little excursion to Chicago, Washington, D. C., and Sarasota, Fla.

Sympathy was extended to the family of Brakeman Duane Heath who passed away recently. Funeral services were held at Aberdeen.



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SOUTH DAKOTA JUBILEE. Mitchell, S. D., namesake city of Alexander Mitchell who was president of the Chicago, Milwaukee & St. Paul when the westward extension reached that point in 1880, observed its 75th anniversary last month with a week-long celebration. Shown here are some of the Milwaukee Road roundhouse employees in their Jubilee beards and Katties; also Miss Florence Paullin, Magazine correspondent at Mitchell, and Machinist W. J. Potvin who, with Agent L. L. Long, took part in the Prairierama pageant which was held nightly in the Kernel Stadium. Miss Paullin's costume is an authentic pioneer dress more than 100 years old which was worn by her grandmother. The Jubilee was acclaimed one of the best civic celebrations ever held in the state.

FIFTEEN TONS, AND WHAT YOU GET. A power track maintainer, one of a number of mechanized units which are being tested by the Road's engineering department on a maintenance of way project between Madison and Edgerton, Wis., is shown being operated by Foreman Bill Summers of Racine. The machine, one of nine now in use on the Road, tamps new gravel under the raised ties with the force of 15 tons, and then vibrates it until the ballast is firmly in place. It cost \$42,500. Other machines keep the track in line and raise it to the required height.



HIGH ON A HOWDAH the view may be unobstructed, but globe-trotters agree that the ride is much smoother on a Milwaukee Road Hiawatha Super Dome. This advertisement, featuring the comfort of Super Dome travel along with many other advantages of travel by rail, is from the Milwaukee Road's 1956 series in national magazines. It appeared in the June 11 issue of Newsweek and will be seen later in Time and Trains.

"I say, it's like the high-up view from a Hiawatha Super Dome!"



Yes, the view is high-up and unobstructed, but the ride is much, much smoother on a Milwaukee Road HIAWATHA. These fine trains have enchanted millions of travelers including globe-trotters who have



ON HIS WAY. Robert F. "Bob" Lark, the story of whose youthful ambition to become president of The Milwaukee Road appeared in this Magazine in 1950, signed up with the engineering department last month, following his graduation from Purdue University. Bob has been a vacation-time employe of the department since 1951 when, a junior at the Evanston (Ill.) Township High School, he worked in the division engineer's office at Aberdeen. Since then he has worked with crews on the Rocky Mountain, Iowa, and Coast Divisions, and on the St. Paul Yard construction job. As a graduate engineer he has been assigned to general engineering duties at Butte until he is called up for a hitch in the Air Force.



MILWAUKEE IN L. A. Senator Thomas H. Kuchel of California realized a boy-hood dream recently when he was permitted to visit the cab of a Milwaukee Road locomotive in the Los Angeles Union Station yards. He is shown here climbing into the cab with the assistance of Graham R. Mitchell, chairman of the California State Legislative Board of the Brotherhood of Locomotive Engineers (in the cab), and watched by Gordon C. Larkin, state legislative representative of the Order of Railroad Conductors and Brakemen. Senator Kuchel had cherished the dream since the days when Mr. Mitchell was a fireman and he was a youngster pestering him for rides. Under the new arrangement with the Union Pacific on the "City" trains, new Milwaukee Road diesels are operated through to the West Coast periodically. (Los Angeles Times photo)



BY GEORGE, IT'S CONFUSING. Tired of the mix-ups caused by being identified with others of the same name, George Thomas of Pittsburgh last month invited his namesakes in the Pittsburgh area to talk it over at lunch in the Press Club. Among 15 who responded, George Thomas, chief clerk in the Road's Pittsburgh office, is shown seated second from the right at the initial meeting of the Pittsburgh George Thomas Club. In addition to solving the identification problem, members are pledged to discourage the use of such phrases as "By George!," "real George" and "Leave it to George." (Pittsburgh Sun-Telegraph photo)

THE MILWAUKEE ROAD MAGAZINE

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

PRETTY AQUABELLES rehearse for the water sports carnival on Lake Washington which will be a feature of Seattle's annual summertime Seafair to be held Aug. 3-12.

