

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, ILL. ST. PAUL AND PACIFIC RAILROAD



BEST BY TEST . . . page 4

AUGUST 1955

**THE
MILWAUKEE ROAD
MAGAZINE**

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

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Everyone In The Act

ONE of the things I discussed recently with Milwaukee Road officers was that in continuing to look for ways of serving our customers better, we should *effectively* bring just as many Milwaukee Road people as possible into the act.

To accomplish this our officers and supervisors are being urged to work as closely as possible with every man and woman on the job, to let them see and know the why and wherefore of what we are doing. Courtesy and service-mindedness are always the work of an informed employe—one who knows not only what he is doing but why he is doing it, and how he, personally, will benefit in the long run by doing it well.

I would like to ask every employe who reads this to stop and really think for a minute about how the operation of our railroad differs from the running of the average business.

Take a manufacturing concern, for example. There the quality of the product depends on the morale and the "selling sense" of the men and women making the product. But those people rarely meet the public or influence the public's attitude the way railroad people do. Their ability, combined with the quality and the price of the product, determines the firm's success.

But on our railroad it is *you*, the conductor with the ticket punch, the dispatcher who keeps the trains on schedule, the engineer whose skill at the throttle can deliver that carload of refrigerators in perfect condition, the mechanic repairing cars and locomotives, the clerk answering the ticket buyer's question, the waiter serving the food to the passenger in the dining car, the sectionman keeping the track in proper condition, the agent tracing a carload of freight . . . as I say, it is *you* who makes the customer come again, or look elsewhere for service.

I realize that this theme is far from new, but I keep coming back to it because it is so very, very important to our personal success and the success of our railroad.

It isn't really a matter of our all getting into the act, for we are already in the act. The point is that on our railroad we can't be satisfied with merely being *good*. We should make it our purpose to be the *best*.



Billy Klaus, short stop for the Boston Red Sox.

BILLY KLAUS DAY at Fox Lake

Scene at the Milwaukee Road station in Fox Lake as friends and admirers of Billy Klaus, including the city's Little Leaguers, gathered around the baggage platform for the celebration. (Photo courtesy Fox Lake Press)



THERE was a big to-do down at the station in Fox Lake, Ill., on July 22 when Billy Klaus, who handles the short stop chores for the Boston Red Sox, went home to receive the plaudits of his fellow townspeople.

The locale for the celebration of Billy Klaus Day was selected because it was best suited to the size of the crowd, but it couldn't have been more appropriate, considering that the young athlete is from a Milwaukee Road family.

His father, Norbert Klaus, a brakeman on the Sioux, modestly stayed on the sidelines as the people of Fox Lake planned the affair in Billy's honor. However, being a typical father, as well as a former player of considerable ability himself, Mr. Klaus was obviously proud of the name his son has made for himself during his first year in the big league.

Maintaining a batting average of better than .300 and a rank of 10th in the league when this was written, Billy Klaus earned his way into the majors through hard work and an interest in baseball which is both a family and a Fox Lake tradition. His apprenticeship covered seven years in the minors, including some time with Milwaukee and Minneapolis. Billy broke into the Red Sox lineup as a regular in early June and has been one of the spark plugs in the team's surge to a contending position in the pennant race.

The celebration was scheduled to coincide with the Red Sox' four-game

series with the Chicago White Sox, which the teams split, two and two.

Upon reaching Fox Lake, Billy was met by a welcoming committee and taken directly to the station where his uncle, Roy Klaus, a local merchant, presented him with a \$500 U. S. Savings Bond on behalf of the townspeople. Another bond was then presented by Harold M. Juul, president of the Fox Lake Chamber of Commerce, and a luncheon reception was held at the Knights of Columbus Hall in Fox Lake.

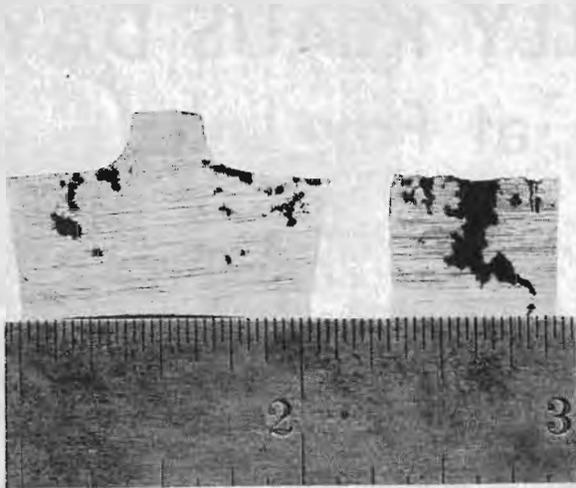
Many of the people who were present for the ceremony later made the trip into Chicago for the opening game of the series.

How does Billy Klaus feel about being a big leaguer?

"It's work," he told a reporter. "Probably harder work than the average gent would do on any other kind of job, but you frolic in the sun, rub elbows with the game's greats, you eat well, meet fine people, and get well paid if you can stay on top."

Brakeman Norbert Klaus and Mrs. Klaus help their famous son with the autograph books and baseballs which admirers proffered for the signature of their idol. At left, the Klaus' other son, Robert, 17. At right, Billy's uncle, Roy Klaus, a local merchant.





Photomicrograph of badly eroded sections of diesel cylinder wall.



if it's in use on The Milwaukee Road,
it's probably because the test department has found it to be. . . .

BEST BY TEST



Photomicrograph taken in the test department, showing a properly annealed piece of cast steel from a freight car truck.

ROARING down the track at the head of a long train, a diesel locomotive tells the engineer many things about itself. But there is a group of men in Milwaukee who know a great deal more about that locomotive—its past and its probable future—than the engineer could possibly know.

They know because they have gone about finding out in much the same way a doctor determines the condition of the human system. Their records, showing the results of periodic crankcase "blood tests", provide an accurate case history of every diesel on the line.

The immediate result? Fewer breakdowns and fewer costly repairs, to say nothing of savings realized through the study of lubricating oils under use. This is but a part of the valuable work performed by The Milwaukee Road's test department in Milwaukee.

The department has the distinction of being the newest old operation on the railroad, having begun back in 1888 with the first serious attempt at water testing, but having expanded in recent years to the proportions of a new department. The story of its growth and present function is the story of modern railroading in a period of unprecedented competition.

Since early last year the test department has been working its magic in a building whose middle-aged exterior gives little hint of the scientific equipment and ideas at work on the inside.



Howard Melzer, chief engineer of tests (left), checks a sample of diesel crankcase oil with John Riedinger, laboratory assistant, as the sample is put through the viscometer in the oil lab.

Standing in the heart of the Milwaukee shops area, the building formerly housed the superintendent of motive power general offices. It has been completely worked over and renovated to permit the installation of chemistry and oil laboratories, metallurgical facilities, a physical laboratory and office space.

August, 1955

Considering the chores it has laid out for itself, the department's plant is not large, but anyone who has visited it will be quick to agree that it is by all odds the most interesting place of its size on the entire railroad.

There is reason to believe, also, that Howard H. Melzer, chief engineer of tests, and his staff of 20 are among the



◀ Deep freeze chest in the oil lab which subjects diesel fuel to temperatures as low as 90 below zero to determine the "pour point" index. Chemist Horace Gittins examines a sample.



▲ In these two small file cabinets Stenographer Joan Kelly has a concise record of the lube oil in every diesel locomotive on the railroad—and consequently a good estimate of the condition of the locomotives themselves.

most enthusiastic people on the railroad. If so, the most likely explanation is that the business of *finding a better way*—an interesting pursuit for anyone—is for them a full-time occupation.

The area of their search is an extremely broad one, ranging from research with lubricating and fuel oils to analysis and investigation work for the accounting and claim prevention departments. Generally speaking, their task can be divided into three classifications: *inspection, test and research.*

But it is the long list of specific assignments for every department of the railroad which makes the test department interesting. Ask anyone in the group what his most interesting testing job has been, and he has a story for you.

There was, for example, the mystery of the millwork claim. When the carload of millwork arrived at destination it was badly damaged by what proved to be insulation material from the ceiling of the car. The railroad paid the claim and the test department went in search of the cause. Chemical analysis quickly revealed that the preservative used on the millwork gave off fumes which affected the ceiling coating in such

a way as to cause it to liquefy and drop off.

The department closed the case with the recommendation that a clear plastic solution be sprayed over the coating after it had been applied to the ceiling, thus preventing damage from fumes and ending the likelihood of further claims.

Then there was the matter of who was responsible for the reported loss of \$25,000 worth of shark oil shipped over our rails. Again the test department quickly determined the cause and successfully established the fact that leakage had occurred because the drums in which the oil had been shipped were defective and not up to standard strength.

Railroad a Big Shopper

The Milwaukee Road, like all major railroads, is a big shopper with a list of needs ranging from cranberries to cross-ties, from typewriters to traveling cranes. To the test department falls the task of checking and controlling the quality of many of those purchased materials. Much of this work is done in the chem-

istry and paint laboratories, where the evaluation of new painting materials and techniques is a major occupation.

Here a weatherometer, one of the most interesting pieces of apparatus in the entire plant, makes artificial sunshine and rain and provides an accurate estimate of the life expectancy of various materials such as paints and roofing materials by cramming six months of normal weathering into 200 hours. These and a fascinating variety of other materials pass through the chemistry and paint laboratories for checking at the rate of about 500 samples each month.

In the adjoining oil laboratory chemists are engaged in a continuing analysis of lubricating oil. This is the crankcase "blood test", and the patients—most of which are in fine health—are the railroad's diesel locomotives. For this task the test department is assisted by locomotive department forces at 12 of the principal terminal points on the system, where lubricating oil test cabinets have been installed.

A locomotive running between Chicago and Harlowton, Mont., would have

a sample of its crankcase oil drawn before leaving Bensenville yard; another might be taken in Milwaukee, a third in St. Paul, and a fourth in Harlowton, where electric power takes over. At each point men are assigned to the job of running quick tests of the samples to determine viscosity and the possible presence of water in the oil. If water is present, or if the viscosity index shows that the oil is wearing thin and not providing proper lubrication, the engine is taken out of service immediately or the oil is changed, depending on the nature of the trouble.

Exhaustive Analysis in Milwaukee

The records of these tests are sent to Milwaukee, and at longer intervals the samples themselves are sent in for more exhaustive analysis. Here a variety of tests are run to determine the presence of carbon, ash, acidity, or other impurities.

These tests have more to do with the condition of the engine than of the oil. To the chemist's educated eye they represent danger signals of particular types of trouble. Hence a thimbleful of oil may tell him that the crankshaft of a

2,000 horsepower diesel hundreds of miles away is out of adjustment and is wearing. It may say that the water jacket is leaking or that other potentially dangerous and costly conditions exist.

These indications are not necessarily alarming in themselves, but when entered on the locomotive's record card in the form of index figures, along with the date the sample was taken, a trend is immediately evident. If, for example, the samples have been showing increasing signs of crankshaft wear, a telegram goes out immediately, ordering the loco-

THE COVER

The cover shows Harry Viergutz, test department's chief chemist, running a distillation test of diesel fuel oils to determine composition. Many grades of oil from many sources are checked as part of the continuing search for more economical fuels with which to drive the railroad's diesel power. Note the labeled bottles in the foreground, showing name of refiner, grade of oil and date tested. The distillation apparatus is also used for break-down and analysis of other petroleum products.



At right: Chemist Henry Kiljanczyk operates the new \$600 refractometer in the chemical lab. The device is used to identify unknowns and to examine the purity of such materials as cleaning compounds, oils and solvents. In the foreground is a pH meter, used for determining acidity.

Left below: His face illuminated by the carbon arc in the weatherometer, Chemist Karl Wegner checks on the progress of paint samples being subjected to artificial rain and sunshine.

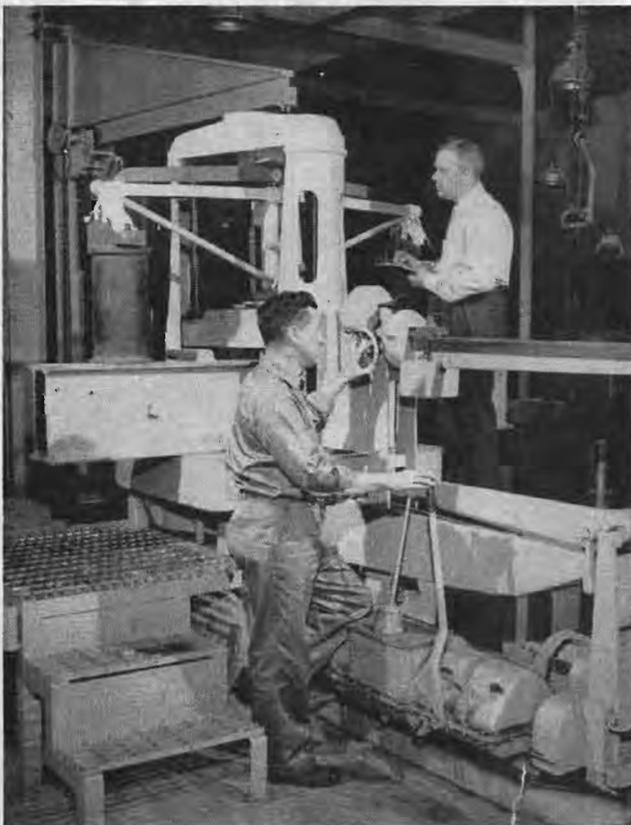


Right below: This rack, in combination with honest-to-goodness weather, tests the life expectancy of paints, roofing materials and other substances. Mounted on the roof of the test department building, the device serves the extra function of double checking on the accuracy of the weatherometer downstairs. At right, Lee Voltz, chief material inspector.





The journal bearing test machine, known around the lab as "The Thing", has been the center of attention in recent weeks. Engineer Bill Oswald, shown at left with Mr. Melzer, helped design the assembly for the testing of both journal bearing oils and lubricating pads. Dials show load on journal, bearing temperatures during operation, and the power required to rotate the journal under various pressures.



In the physical lab Carl Heinold, metallurgist (left) and Lee Voltz, chief material inspector, subject a brake beam assembly to test in the tensile testing machine.

motive into the shop for repair.

This is one of the points at which the department's sleuthing pays off most handsomely. If the crankshaft were not known to be defective, and the locomotive were allowed to run until the shaft broke, a serious delay would almost certainly occur, and when the engine got back to the shop it would have to be equipped with a new shaft at a cost of some \$5,000 to \$7,000. If, on the other hand, the trouble is found in time, the old shaft can be nickelplated or chromeplated for a fraction of that cost and returned to service as good as new.

Before the department set up its lab for keeping a running check on lube oil, caution demanded that every crankcase be drained at specified intervals. This was a costly practice, since it not only meant discarding the valuable signals of future trouble, where trouble existed, but also disposed of oil which had more useful life left in it than anyone realized.

The crankcase of a diesel locomotive holds from 100 to 275 gallons of oil, for which the railroad pays about 50 cents a gallon. Important savings have been realized in the last three years by draining this oil only when tests showed it to be necessary.

Close cooperation between the mechanical, purchasing and test depart-

ments has proved that diesel fuel oil, like lubricating oil, can be an important source of savings. The Milwaukee Road, which uses 100,000,000 gallons of it each year, is among the country's most progressive railroads in the search for economy grades of fuel. As the purchasing department has developed sources of economy fuels, their suitability has been checked by the test department, and the mechanical department has made whatever adjustments were necessary in its operations to effect the changeover. Potential savings in this field are at the rate of \$100,000 annually for each cost reduction of 1/10 cent per gallon.

The central portion of the test department is occupied by the physical laboratory, where determinations are made of the physical characteristics of such items as steel forgings, machined parts, castings and rubber items. Also in this section of the plant are the tensile machines, hardness testers and photomicrograph equipment for the examination of metals. It was through the use of this and similar special equipment that the engineers discovered weaknesses in our freight car underframes and set up the specifications which corrected the trouble.

Like many other railroads, the Milwaukee has learned that the best way to keep inferior materials from finding their way into stock is to make inspections at the manufacturer's plant. Five material inspectors devote full time to that task and often save the company great expense and trouble by rejecting inferior materials before they are shipped.

Make Tests in Field

Lab tests are often continued into the field by test department engineers. This method has been found very effective in tests involving such things as new types of water treatment for stationary power plant systems, dynamometer and horsepower determinations of new diesel locomotives and the evaluation of new types of springs and snubbing devices for locomotive trucks.

More and more the department finds itself engaged in research problems such as those involved in the use of grease in place of oil for the lubrication of passenger car roller bearings. The Milwaukee's tests in this field have been the most exhaustive in the industry, with the result that all Milwaukee Road passenger equipment has now been con-

verted to this type of bearing lubrication. One packing, using about 10 pounds of grease, will last for the life of the wheel.

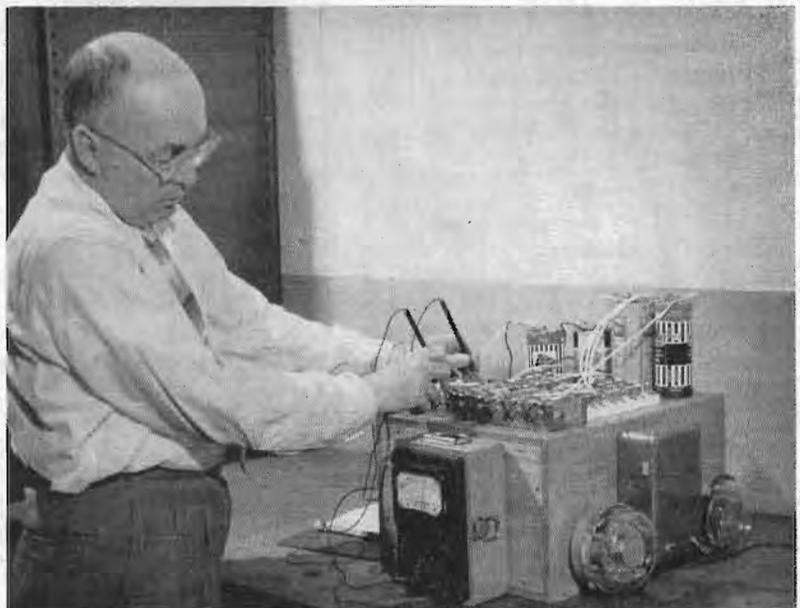
Chief Engineer of Tests With Road since 1936

Howard H. Melzer, chief engineer of tests, who directs the work of the test department under the supervision of W. J. Whalen, vice president — operation, is a graduate of Marquette University in Milwaukee. When he came to The Milwaukee Road in 1936 to work on new car designs, he brought with him a degree in civil engineering, as well as extensive experience in mechanical engineering. Although his work was largely in the test department from 1945 on, he handled a variety of me-

chanical department assignments, including that of mechanical engineer for a short while in 1952 before being made chief engineer of tests later that year when the department was set up as an independent unit of the operating department.

The test department stands as proof of The Milwaukee Road's conviction that the future of the railroad industry depends on translating technological progress into more efficient rail transportation.

Mr. Melzer recently put it this way: "Here in the test department we see an amazing parade of new materials, methods and devices for modern railroading . . . and we've done our share in creating some of them. Put it all together and it leaves no doubt as to the direction in which the railroads are headed."



There being no battery testing devices on the market, Merle Benzer, assistant engineer of tests, built one. It tests batteries of various sizes simultaneously and has been valuable in determining the best ones for railroad use. The Milwaukee Road spends between \$70,000 and \$75,000 yearly for dry cell batteries.

The hardness of many metal objects must be tested in the physical lab. Engineer Martin Biller, Jr. operates one of the hardness testers. Devices somewhat similar in appearance are used to test rubber items.



TWO RECEIVE

GILLICK SCHOLARSHIPS

AMONG the vast fellowship of young people who are making their final plans for college this month are two who owe much of that opportunity to the sponsorship of The Milwaukee Road. Joining the fraternity of employes' sons who have been awarded J. T. Gillick Scholarships, James William Fristrom of Chicago is enrolled in the freshman class at Reed College, Portland, Ore., where he had already won another scholarship. He is the fifth top-ranking high school graduate to win the \$600 scholarship which honors the Road's retired operating vice president.

Also, and for the first time, the alternate winner is sharing in the scholarship gift. Douglas Duane Smith, a Portage, Wis., high school graduate, is receiving a \$300 grant. Like the first award, his scholarship is renewable for his four college years.

The 1955 award winner is the son of Swedish-born Carl J. Fristrom who was with the state railway in that country before coming to the United States at the age of 29. He has been a member of the freight auditor's force in Chicago since 1923, where his current work is related to the investigation of U. S. General Accounting Office claims. There is an older son, Kermeen, who graduated in June from Swarthmore College and who will attend Harvard's Graduate School of Education this fall on a fellowship.

Working in Colorado Camp

James was working at a boys' camp in Colorado when the scholarship committee announced its choice, and the good news had to wait until he returned with his charges from a pack trip. His job at the camp, as a working camper for four years and since 1952 as a junior counselor (his brother is a senior counselor at the same camp) was one of the factors weighed by the scholarship committee in coming to a decision. At the Francis W. Parker School in Chicago where Jim was graduated in June, it was noted that although he was most gifted in science and mathematics, he also had displayed a bent for social studies. Teachers referred to him as "a



"We are all pleased with the scholarship committee's report," Mr. and Mrs. C. J. Fristrom read from President J. P. Kiley's letter of congratulation. Son Jim (left) was working at a boys' camp in Estes Park when the announcement was made public.

strong and responsible though quiet campus leader".

Again the choice of the first award winner, based on academic records, was unanimous. Jim was graduated with an exceptionally high scholastic average. In addition, consideration was given to the course of studies he had pursued outside of the school program, including art, mechanical drawing, stagecraft and oil painting.

His schoolmates' confidence in Jim was reflected by the fact that he had held positions of trust in student government and athletics. He had been class president for two terms, also head of the dramatic association, co-captain of the football team in his senior year and co-chairman of an ambitious all-school project of making and distributing toys to Chicago settlement houses at Christmas. A good athlete (best horseman at boys' camp), he was active on the baseball and basketball teams, and had received honorable mention as all-state and all-city best camper.

The Fristrom family is active in the Presbyterian church and in community service. Jim has been a Sunday School teacher and a consistent worker in other

church programs. Remarking on the variety of his interests, one of his teachers said, "Jim's major characteristic, to my mind, is his mature sense of values. I can sincerely recommend him as one of the finest students—academically and in his personal character—whom I have taught."

Jim's vocational plans lean toward teaching, engineering or forestry.

The winner of the alternate award, Douglas Smith, is the son of Glen L. Smith, baggageman at Portage. His father has been with the Road since 1927, starting in Savanna where he worked for his father, the late Frank L. Smith. Grandfather Smith was a perishable freight inspector who retired in 1947 with 37 years of service, and Glen Smith was also a PFI for 13 years before taking his present position at Portage in 1953.

A Four-Year Honor Student

Douglas ranked eighth in the graduating class of 114 at the Portage High School where he was a four-year honor student. He had maintained this high scholastic average even though he was a star athlete and carried a full extra-cur-

ricular program. Starting as a sophomore, he was staff photographer for the high school yearbook; also prom chairman and football manager, as well as a member of the Latin Club, Letter Club and Camera Club, and a regular on the basketball squad. He is a six-foot two center, and set a new high school scoring record in the latter sport.

Away from school, Douglas served as president of the youth organization of his church and worked in various capacities on district and regional youth programs. He was also a Badger Boys' State representative and holder of the Boy Scout Order of the Arrow. "His pleasing manner and thoughtfulness of others have won him many friends in this community," read one of his references. "He uses initiative and can always be relied on to do a job well."

To Study Civil Engineering

In his scholarship application, Douglas said he would like to become a civil



The Glen L. Smith family, happy about the scholarship award, at their home in Portage.

engineer.

For the past several years he has been planning and saving for his college experience. During the vacation of 1952 he had a factory job, and for the past two summers he worked at a food and soft drink stand. His goal was the University of Wisconsin at Madison, since it is not only near home, but has one of the best engineering schools in the country. He had already earned a scholarship to the university when he was notified of the alternate award, but it was nonetheless welcome as an over-all easement of the expense of his future education.

August, 1955

Congress Kills Highway Legislation

ON JULY 27, shortly before Congress adjourned, the House of Representatives killed the federal highway bill referred to in the July issue of The Milwaukee Road Magazine. It also failed to pass substitute highway legislation.

Several proposals had been presented to Congress. One would have financed the construction of new highways by the issuance of interest-bearing bonds. Another would have authorized funds for new highways without providing for any method of financing. The Public Works Committee of the House of Representatives recommended legislation which would have financed new highway construction by increasing taxes on fuel, tires, and other things used in connection with highway transportation in order to aid in meeting the cost of the program.

No agreement could be reached among the conflicting groups and, as a result, the highway bill was defeated. The proposal fell apart largely on the issue of "who pays how much?"

The turn of events was not without a touch of irony, in view of the fact that trucking interests have been identified by many as the originators of the movement for an unprecedented new high-

way program, with emphasis on "freightways" as contrasted with highways. While demanding billions for truck roads, they proved to be unwilling to pay their share of the cost and finally, in the opinion of qualified observers, resorted to lobby pressure to kill the very measure they had initiated.

The railroads as a group took no position either for or against the bill, but supported the position that if there was to be a multi-billion dollar expenditure for roads, the legislation should include at least two provisions: One would keep the trucks from becoming progressively bigger and heavier, and the other would exact user charges on a pay-as-you-go basis, with trucks paying in proportion to the extent and character of highway use.

Representative Fallon, chairman of the Public Works Subcommittee which held hearings on the legislation, said that he would endeavor to work out some program during the recess of Congress that would be acceptable to both proponents and opponents of such legislation and have it ready for introduction when Congress reconvenes next January.

In Case You've Been Wondering, the Braves Won

IF YOU'VE ever had a hand in putting a publication together, you are familiar with the filler item, the lonesome little paragraph which is a total stranger to everything else on the page but which accommodates the unwritten rule that every column has to be *full*, one way or other. Since the filler item's chief virtue is its length, editors gather them along the way in a variety of sizes, set them in type and stack them away in the hold-over as insurance against the day when the page can't be filled any other way.

Which is by way of mentioning the letter (about a filler item) received in the Milwaukee Road Magazine office last month from Milton A. Weidig, a retired switchman living in Milwaukee. He wrote:

"On the bottom of page 24 of our June issue you have a very fine old time record of baseball involving the Brooklyn Dodgers and the Boston (now Milwaukee) Braves, as follows:

"On May 1, 1920 the Brooklyn Dodgers and the Boston Braves fought out a 1 to 1 tie in 26 innings. This was the longest game in major league history."

Mr. Weidig added, "But *who won the game?*"

A letter addressed to Dave Grote, manager of the National League in Cincinnati, produced the following reply which will be of interest to others who got to the bottom of page 24, June issue:

"The famed 26-inning tie game of May 1, 1920 was played off on June 25 of that year with Boston defeating Brooklyn 4 to 2. The game was re-played in its entirety over the nine-inning distance."

THE EXCURSION IS BACK

Package tours and excursions remind the public that for fun, safety and economy you can't beat the train.

A REVIVAL of public interest in that top travel bargain, the week end excursion trip, is proving to be a worth while venture for The Milwaukee Road this summer. To meet a popular demand for short holiday jaunts at prices attractive to entire families, the Road is offering excursions and package trips to recreation spots only a few hours from home by train.

The Hiawatha Coach Cruise operated between Chicago and the Twin Cities last month is typical of these low cost travel values. Leaving Chicago the evenings of July 22 and 23, some 300 bargain-wise excursionists were accommodated in streamlined coaches on the Fast Mail and the Pioneer Limited. All seats were reserved, and reclining seats with foot rests assured comfortable sleep. Similar accommodations were provided for a group of more than 300 who left St. Paul and Minneapolis on the same dates for a whirl of sightseeing in the Windy City.

The round trip fare—\$10 plus the 10 per cent federal transportation tax—was only a little more than the regular one-way ticket. Excursionists also had an opportunity to take advantage of sightseeing tours at special prices. In Chicago, for instance, a one-day all-expense tour of the city, including breakfast, lunch and dinner and a full day of motor coach sightseeing, was available for only \$5.82. An additional \$2 bought an evening's entertainment, either a first-run movie with a stage show or a moonlight cruise on Lake Michigan. The two-day tour

featured all of these attractions, plus overnight hotel accommodations; price, \$12.82.

The St. Paul-Minneapolis tour included meals for the day, an 82-mile sightseeing trip by chartered bus, and a two-hour cruise on Lake Minnetonka. Budget-priced, this carefree outing was only \$7.85. On the two-day tour, hotel accommodations brought the total to \$12.35, plus train fare.

Another popular deal of early summer was a Super Dome excursion from Chicago to the Wisconsin Dells. Offered at a special fare of \$4.90 plus tax (\$2.45 for children), the round trip of almost 400 miles was an unbeatable travel value. Sightseeing trips at the Dells were also available at reduced prices. By popular request, this excursion was repeated on July 17.

The Dells, famous for natural beauty and as a summer playground, is one of four Hiawatha week end package trips offered by the Road to interesting Wisconsin locales. Tours leave Chicago and Milwaukee every Saturday morning until Oct. 1. The package includes rail fare, room and meals, a boat trip through the Upper Dells and attendance at the famous Indian ceremonial at the Stand Rock outdoor amphitheater. A special holiday trip to the Dells was also offered to Fourth of July week-enders, and will be repeated for the Labor Day tourist crowd.

A round trip from Chicago to Madison, Wis. on the Varsity is also on the list of trips with unusual sightseeing

possibilities. The tour consists of dining car meals en route, a motor trip around the capital city and the University of Wisconsin campus, a visit to the Cave of the Mounds, to Little Norway where old world arts and crafts are still practiced, the Arboretum and the Wild Life Refuge. Following dinner and an overnight stay in a local hotel, the tour concludes with a Sunday cruise on Lake Mendota.

For those to whom a week end means sports, there is an invigorating trip to Deer Trail Lodge at Heafford Junction, Wis. aboard the North Woods Hiawatha. This resort on beautiful Lake Nokomis is an ideal place to enjoy swimming, fishing, boating, tennis, bicycling, horseback riding and a variety of planned recreation. Or, for those who enjoy solitude, just to relax in the pine-scented north woods atmosphere.

That is the plan behind Milwaukee Road package trips—travel treats for every taste. Typical inducements for seekers after big town excitement are one-day tours of Milwaukee and Chicago available from either city on Milwaukee streamlined trains on Saturdays and Sundays. For less than \$10 (plus tax on rail fare) sightseers are provided with a round trip rail ticket, a complete motor tour of the cities' famous high spots, leisure time to explore and shop, and a meal in the pleasant atmosphere of a famous cosmopolitan dining spot. An increasing number of people have found this to be one of the outstanding travel bargains of the season.

DELLS HONEYMOON DILEMMA, with a happy ending

THE WESTBOUND Morning Hiawatha stood ready to leave Milwaukee, and the committee waiting in the station looked at each other in bewilderment. In the group with newspapermen and photographers were C. F. Dahnke, assistant general passenger agent, G. M. Kapke, city passenger agent, and the representative of the Wisconsin Dells Chamber of Commerce. A hurried search of the train failed to reveal any departing honeymooners. Clearly, the Thompson's weren't aboard.

It all started when Gerald L. Thompson of Milwaukee entered a contest sponsored by radio station WTMJ, the Dells Chamber of Commerce and the Chula Vista resort, and won a Wisconsin Dells honeymoon. Following his marriage to Miss Barbara Dean Owen of Norfolk, Va., on June 7, the couple boarded a plane for Milwaukee, where a waiting

committee would see them off on the Morning Hiawatha for the Dells (reservations in the Sky Top Lounge were part of the honeymoon giveaway).

But it rained. And the plane did not land in Milwaukee. And somewhere in the shuffle the honeymooners were "lost"!

Nine hours later, when the Thompsons arrived from Chicago, where their plane had finally landed, they were a very discouraged couple. The bride was on the verge of collapse. After a hasty conference, however, things began to brighten. It was decided that they would go to the groom's home for a much-needed rest, and in the meantime other arrangements would be made.

Next morning when the Hiawatha left Milwaukee the Thompsons were aboard, this time without a mishap. On the train they

had a special "honeymoon luncheon" with the compliments of the sponsors, and at the Dells they were greeted by a local delegation led by the mayor. Then followed one of those honeymoons for which the Dells is noted—romantic boat rides on the Wisconsin River, tours through the scenic wonderland of the region, steak dinners, visits to all of the resort's delightful attractions. The honeymoon which had threatened to be a nightmare was gloriously happy, and at the end, like thousands of young couples before them, they made plans to return for their golden anniversary.

For the Thompsons, however, the return visit will be expense free. To make up for their poor start, local businessmen have presented them with a certificate good for a second honeymoon in 2005 A.D.!

Boosters' Golf Tourney Sept. 17

THE ANNUAL golf tournament of the Milwaukee Road Booster Club of Chicago, the popular outing for employe golfers and their guests, will be held this year on Saturday, Sept. 17. The scene of the tournament will be the Mohawk Country Club, just north of Irving Park Boulevard and immediately west of Bensenville, Ill.

All employes who enjoy the sport are welcome to play. Foursomes will start teeing off at 9:30 A.M. and prizes will be awarded for low gross and low net scores. The championship prizes consist of the Booster Club Trophy which can be retained by any player who wins the tournament three consecutive years, and the Maurice C. Chier cup which is awarded annually. There are also a number of valuable merchandise prizes.

The fee for the tournament is \$3.50, and dinner may be had at the club for an additional \$2.50. The dinner is optional. Women employes are welcome to enter the tournament, and wives and friends of the players are invited to join them later for dinner. Guy G. Macina, assistant auditor of joint facility accounts, is general chairman of the arrangements committee. Inquiries about the tournament should be addressed to the Golf Committee, Room 356 Union Station, Chicago.

A total of 86 employes from offices and shops took part in last year's tournament at the White Pines Golf Club near Bensenville.



The Thompsons find Devil's Anvil, Dells rock formation, a perfect background for movies of their honeymoon.

August, 1955

KEEPING WELL

Care of the Eyes

by Dr. Raymond Householder, Chief Surgeon, Lines East

This article and others on various health topics which will follow are offered as a service to active and retired Milwaukee Road employes and their families. However, since the information provided is necessarily general in nature, the reader is advised not to undertake specific treatment or medication on the basis of these articles alone, but rather to seek medical advice from his own physician whenever he feels such advice is needed.

EIGHTY-THREE per cent of the impressions you receive from the world outside come to you through your eyes.

That ought to be proof enough for even the most diehard it-can't-happen-to-me skeptic how important it is to guard the eyes against injury or disease.

Obviously, this means wearing safety goggles whenever the work you are doing involves the risk of damage to the eyes.

The man who neglects to wear his goggles is gambling with something more precious than money. He's the type who would think it smart to play Russian roulette.

But care of the eyes is equally important if your daily work involves using nothing more dangerous than a pen or a typewriter. The eye is subject to ailments which can be just as damaging as physical injury.

The commonest troubles of otherwise healthy eyes are near-sightedness, far-sightedness and failure due to increasing age. If these conditions are mechanical, that is, due to lack of alignment in the lens system, they usually can be satisfactorily corrected with well fitting glasses.

Go to a reputable eye doctor. Avoid those who advertise "free examinations". Too often, the purpose of such establishments is merely to sell glasses, and glasses may be prescribed for eye troubles which are in reality only symptoms of disease elsewhere in the body.

The eye is subject to many ailments. In some cases the visual trouble is the



Dr. Householder

result of serious disease such as syphilis or diabetes. On the other hand, eye trouble can affect other parts of the body, causing backaches, indigestion, nervous disorders and other seemingly unrelated disturbances.

Fortunately for us all, however, the eye troubles most of us are heir to are common ones that good glasses can usually correct.

When you go to your doctor for a physical checkup it is a good idea to include an eye examination. Even if you are already wearing glasses, the condition of your eyes may have changed so that a new lens prescription will give you more comfort and better vision. There is no standard time interval for eye examinations, but some physicians recommend every two years.

A great deal of eye trouble can be avoided by following a few simple rules.

When reading, sit up straight, have good illumination, and hold the reading material no closer than one foot from your eyes.

Look up from close work often and exercise the eyes by focusing for a few moments on distant objects.

Avoid reading when lying down.

Get enough sleep and eat well, because your eyes reflect your physical condition.

If you wear glasses keep them in good condition. Keep them clean, because dirty lenses tend to strain the eyes. To avoid scratching the lenses, always put your glasses down edgewise, never with the lenses down and in contact with the table.

Your eyes are irreplaceable. In most cases care in protecting them from physical damage and alertness to symptoms of trouble are all that is necessary to save these valuable assets for as long as you live.

appointments



C. E. Crippen



J. H. Stewart



F. G. McGinn

Operating Department

Effective July 16, 1955:

C. E. Crippen is appointed assistant to vice president—operation, with headquarters at Chicago. Mr. Crippen has been with the Road since his graduation from the University of Minnesota in 1930. Starting in the engineering department, he later became a trainmaster and in 1947 was appointed superintendent of the Twin City Terminals. In August, 1950 he was appointed general superintendent in Milwaukee, and two years later general superintendent of the Chicago Terminals. He has been general manager Lines West at Seattle since May 1, 1953.

J. H. Stewart is appointed general manager Lines West with headquarters at Seattle, succeeding C. E. Crippen. Starting with the Road at Terre Haute in 1911, Mr. Stewart was a trainmaster and assistant superintendent before being appointed superintendent of the Milwaukee Terminals in 1947. He was superintendent at Savanna from August, 1948 to August, 1950 and general superintendent at Milwaukee until May, 1953, when he was appointed assistant general manager Lines East.

F. G. McGinn is appointed assistant general manager Lines East with headquarters at Chicago, succeeding Mr. Stewart. Mr. McGinn started his service in 1930 as an operator and has been dispatcher, trainmaster and assistant superintendent at various points on Lines East. Following his promotion to superintendent in January, 1953 he has served in that capacity on the Iowa and Milwaukee Divisions. Since March of this year he has been assistant to vice president—operation in Chicago.

Effective Aug. 6, 1955:

G. W. Riley is appointed trainmaster of the Twin City Terminals with headquarters in St. Paul. Mr. Riley, a graduate of the Marquette University School

of Engineering, has been with the Road since 1938. Since October, 1954 he has been trainmaster of the Chicago Terminals.

S. C. Pulford is appointed trainmaster of the Chicago Terminals with headquarters in Chicago, succeeding G. W. Riley. Mr. Pulford started with the Road in Bensenville in 1937. He has been yardmaster in the Western Avenue coach yards in Chicago since 1946.

Engineering Department

Effective Aug. 1, 1955:

B. E. Daniels is appointed division engineer at Milwaukee, with jurisdiction over the Milwaukee Terminals and Madison Divisions, following the retirement of W. Lakoski. Mr. Daniels is a native of Dubuque who has been with the Road since graduating from the Uni-

versity of Iowa in 1939. He was formerly division engineer at Terre Haute and Spokane, and since Oct. 1, 1950, at Aberdeen, S. D.

J. W. McGlothlin is appointed division engineer at Aberdeen, S. D., with jurisdiction over the Hastings & Dakota Division, succeeding B. E. Daniels. A native of Missouri, Mr. McGlothlin was graduated by the University of Missouri in 1946. He started his Milwaukee Road service in LaCrosse, where he has been assistant division engineer since 1953.

Mrs. C. H. Buford

MRS. CHARLES HOMER BUFORD, wife of the former president of the Road, died July 26 in St. Petersburg, Fla. Death followed a heart attack. She was 69 years of age.

Mrs. Buford was well known to Milwaukee Road people during the 40 years Mr. Buford was with the railroad. She was a former honorary president general of The Milwaukee Road Women's Club. Mr. Buford was president of the Road from May, 1947 to August, 1950, when he retired at his own request. Since then he has served as a consultant to the transportation industry in Washington, D. C.

Funeral services for Mrs. Buford were held in St. Petersburg. In addition to her husband, she is survived by two sons, Jack W. Buford of Cleveland and Curtis D. Buford of Chicago, and several grandchildren.



test your knowledge of railroads and railroading

(Answers on page 15)

1. From noon Oct. 1 to noon Oct. 2, Railroad A has on its line two freight cars—one loaded, one empty—belonging to Railroad B. Does A pay B per diem for the loaded car only, the empty car only, or both cars?
2. Does interline traffic move over one railroad only or over two or more railroads?
3. Does piggy-back service relate to express, mail, passenger, or freight service?
4. Are freight rates on coal usually based on short tons (2,000 lbs.) or long tons (2,240 lbs.)?
5. In the construction of a mile of railroad, which of these two elements of cost would be greater—rails or crossties?
6. Does the Rueping process relate to the manufacture of steel rails, the treatment of wood, or the cleaning of ballast?
7. Which organization issues forecasts for carload traffic—Interstate Commerce Commission, Regional Shippers Advisory Boards, or the Association of American Railroads?
8. How far does a ton of freight move, on the average, on the railroads of the United States—333, 433 or 533 miles?
9. Which takes precedence in determining the superiority of trains—class, direction, or right by train order?
10. What is the term used to designate freight separated from the waybill while in transit?

retirements

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

I. APSLEY, FRANK I.
Waiter Chicago, Ill.
LINDSAY, MARY A.
Clerk Chicago, Ill.
WILSON, PAUL
Western Traf. Mgr. Seattle, Wash.

CHICAGO TERMINALS

BISHOP, WILLIAM
Asst. Agent Bensenville, Ill.
DAHL, FRED
Mach. Helper Chicago, Ill.
KOCZOR, JOSEPH J.
Frt. Handler Chicago, Ill.
KRIEGER, GEORGE F.
Ex. Gang Laborer Bensenville, Ill.
MINCY, BRODE
Ex. Gang Laborer Bensenville, Ill.

Bertram Beasley

BERTRAM BEASLEY, state solicitor for Indiana, died at his home in Indianapolis on July 26 after an illness of eight weeks. He was a member of the law firm of Fenton, Steers, Beasley & Klee and had been with the Milwaukee since 1921. Prior to that time, starting in 1910, he was attorney for the receiver of the Chicago, Terre Haute & South Eastern.

Mr. Beasley was born in Sullivan County, Ind., 77 years ago and received his early education in the county schools, where he taught while attending the old Indiana State Normal College at Terre Haute. He was later graduated from the Benjamin Harrison Law School in Indianapolis. A member of the Presbyterian Church, he taught a men's Bible class for 25 years. He was also a member of the Mystic Tie Masonic Lodge, Scottish Rite, Torch Club, a charter member of the Elks at Terre Haute and past president of the Indianapolis Exchange Club.

Funeral services for Mr. Beasley were held in Indianapolis, with burial at Crown Hill cemetery. He is survived by his widow, Mrs. Mary Evans Beasley, with whom he celebrated his 50th wedding anniversary last December; three daughters, Mrs. W. H. Edwards Jr., Indianapolis, Mrs. Richard Campbell, Winnetka, Ill., and Mrs. Harry Lewis, Palo Alto, Calif.; and a son, John B., a Muncie, Ind., attorney.

PINAS, ANDREW
Boilermaker Helper Chicago, Ill.

COAST DIVISION

ALLISON, HAROLD R.
Loco. Carpenter Tacoma, Wash.
KEMP, FRANK H.
Brakeman Tacoma, Wash.
MANDELOS, GUST G.
Section Foreman Kapowsin, Wash.
SNYDER, ROBERT F.
Machinist Tacoma, Wash.
SVIK, JOHN
Mach. Helper Tacoma, Wash.
TUCKER, ALVA C.
Conductor Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

BOYLE, EDWARD
Ex. Gang Laborer Elgin, Ill.
CRANDALL, WALDEN M.
Tel. Operator Polo, Mo.
MEHENKA, MIKE
Ex. Gang Laborer Savanna, Ill.
RUDNICK, CHARLES F.
Ex. Gang Laborer New Albin, Iowa
SECOY, RAYMOND H.
Carman Nahant, Iowa
TINKHAM, NORMAN H.
Cutter Dubuque, Iowa

HASTINGS & DAKOTA DIVISION

BIRKLAND, JOSEPH O.
Loco. Fireman Aberdeen, S. D.
LARSON, PETER W.
Ex. Gang Laborer Glencoe, Minn.
STAVIG, ALBERT
Sec. Laborer Webster, S. D.

IOWA DIVISION

BOHRER, LEO C.
Conductor Perry, Iowa
GILL, ROY J.
Sec. Laborer Cambridge, Iowa
JENSEN, JAMES T.
Loco. Engineer Cedar Rapids, Iowa
SHEETS, WILLIAM A.
Boilermaker Perry, Iowa
THOMAS, ALFRED J.
Sec. Laborer Woodward, Iowa
UTTERBACK, CLYDE A.
Conductor Perry, Iowa

IOWA & DAKOTA DIVISION

COOK, JOHN C.
Sec. Laborer Spencer, Iowa
DINNEEN, ALICE M.
Coach Cleaner Sioux Falls, S. D.
FRINK, AUGUST E.
Custodian Cylinder, Iowa
MATTHEWS, SAMUEL J.
Boilermaker Sioux City, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

NELSON, CHARLES H.
Agent-Operator Austin, Minn.
PLACEK, WILLIAM M.
Conductor Austin, Minn.

LA CROSSE & RIVER DIVISION

CHRISTOSKY, STANLEY
Ex. Gang Laborer Portage, Wis.

WING, WILLIAM E.
Loco. Engr. Milwaukee, Wis.

MADISON DIVISION

DESARBO, JAMES
Mach. Helper Beloit, Wis.
MEHALATOS, HARRY
Sec. Laborer Racine, Wis.

MILWAUKEE DIVISION

BUDAHN, ERVIN C.
Frt. Handler Mayville, Wis.
VINCENT, CLEMENT E.
Loco. Engineer Green Bay, Wis.

MILWAUKEE TERMINALS & SHOPS

HUBERT, MICHAEL
Carman Milwaukee, Wis.
LAKOSKI, WALTER B.
Divn. Engr. Milwaukee, Wis.
LARSON, FRED
Cooper Milwaukee, Wis.
MISHEFSKE, THEODORE
Asst. Supt. Mot. Power Milwaukee, Wis.
RYAN, WILLIAM P.
Blacksmith Milwaukee, Wis.
WATERS, JOSEPH C.
Smoke Abate. Engr. Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

DAVIES, ROY E.
Sec. Foreman Bozeman Hot Spgs., Mont.
HANSEN, CARL H.
Loco. Engineer Deer Lodge, Mont.
HENGEL, JOSEPH
Cook Three Forks, Mont.
INMAN, WILLIAM S.
Machinist Deer Lodge, Mont.
KENLEY, SAMUEL W.
Boilermaker Helper Deer Lodge, Mont.

TRANS-MISSOURI DIVISION

ANDERSON, GUSTAF E.
Agent-Oper. Carterville, Mont.
PETROFF, JOHN
Loco. Carpenter Mobridge, S. D.
RADMER, FRANK A.
Laborer Miles City, Mont.

TWIN CITY TERMINALS

BAREN, STANLEY
Ex. Gang Laborer Minneapolis, Minn.
LAYMAN, EUGENE S.
Switchman Minneapolis, Minn.

QUIZ answers

- Both cars.
- Over two or more railroads.
- Freight service.
- Short tons.
- Rails.
- Treatment of wood.
- Regional Shippers Advisory Boards.
- 433 miles (in 1954).
- Right, by train order.
- Astray freight.



home department

RECIPES FROM OUR READERS

WE OWE the following recipe for a delicious molded dessert to Mrs. W. H. Merrill, wife of the boardman at Three Forks, Mont. Mrs. Merrill was born in Indiana, grew up in Montana, and has two married daughters and several grandchildren on the west coast. Naturally, the Merrill home in Three Forks is a stopping-off place for a lot of family visiting, and this is one of the desserts that everyone seems to like. The recipe, which is Mrs. Merrill's own, also makes an excellent pie filling, she says.

Pineapple Spanish Cream

- 1 envelope gelatin
- 1/4 cup cold water

- 1 1/2 cups milk
- 3 eggs, separated
- 1/2 cup sugar
- 1/3 cup crushed pineapple
- 1/2 cup pineapple juice
- juice 1/2 lemon
- 2 tbsps. sugar

Soak gelatin in cold water. Heat milk in double boiler. Beat egg yolks, add 1/2 cup sugar and stir in hot milk. Cook until thick, stirring to prevent sticking. Add gelatin, pineapple and juices. Cool until thickened. Beat egg whites until stiff, add 2 tbsps. sugar and beat. Fold mixtures together, pour into individual molds and chill.

For pie, use a graham cracker or a vanilla wafer crust (a combination of the two is good). When making pie filling, use an additional egg.

Teachers Talk About Parents

Now is the time for parents to do some pre-school note taking, suggests an article in the August issue of *Better Homes & Gardens* magazine. The way a parent hits it off with his child's teacher has much to do with the youngster's progress in school, warns the article. If the parent doesn't like or respect the teacher, the child probably won't either. And if a teacher considers a parent a "problem", she may have difficulty being fair and impartial toward the child.

A group of teachers agreed that the practice of discussing them at home in a derogatory manner is the most irritating of all problems. A child must be prepared to respect and like his teacher, or he will be unwilling to learn.

Another type of parent on the black list is the one who sends a child to school emotionally upset and confused. "Bad" days in school generally coincide with "bad" days at home. The article warns that if parents must argue, they should do it out of earshot of their children.

Some parents are still apparently ignorant of their children's health needs. For instance, a child who is allowed to stay up late to watch television may be so sleepy in school the next day that he

will have trouble staying awake. Other offenders are parents who send children to school with contagious illness—bad colds, even chicken pox or measles.

Most parents are easy to get along with, say teachers, but some create problems by their failure to understand the difficulties faced by today's educators. Better cooperation from parents, they say, can mean better report cards.

TO PARENTS— New Opportunities for Youth

TODAY there is a tremendous demand in industry for young people trained in science and engineering. A fine future awaits boys and girls who are willing to work hard and to study high school courses like mathematics and the physical sciences in preparation for college. If you are interested in helping your child plan for the years ahead, consult the principal of his high school, or his math or science teacher. Or write to the Engineering Manpower Commission, 29 West 39th Street, New York 18, N. Y., for a free booklet, "Engineering As a Career".



NIBBLE BAIT is a grab-bag of assorted bite-size breakfast cereals, pretzels, peanuts or anything else you have on the pantry shelf. For an inexpensive mixture, combine in a large shallow pan 1/2 box each of bite-size shredded rice biscuits, shredded wheat biscuits and ready-to-eat oat cereal, 1/2 box small pretzel sticks, and 1 can of salted peanuts. Melt 1/2 lb. butter or margarine with 2 tbsps. Worcestershire sauce and pour over mixture. Toast in a 250°F oven 30 minutes, stirring often. Combine 2 tbsps. celery salt, 1 tsp. garlic salt and 2 tbsps. seasoned salt and sprinkle over mixture. When cool, store in tin boxes. (Pan-American Coffee Bureau)

How to Make Lawn Stools

A SET of lawn stools add to the enjoyment of backyard living. During the winter they may be used indoors as hassocks.

Make the seat frames and legs of $1\frac{1}{4}$ by 4-inch lumber. Cut each side rail 30 inches long, rounding the ends by drawing an arc with a compass and then sawing the curve with a coping saw. Four inches from the end of each side rail cut a slot half the thickness of the piece and wide enough to accommodate the width of the leg. Cut a half-lap at the top of the 16-inch leg.

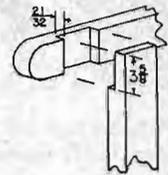
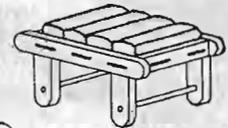
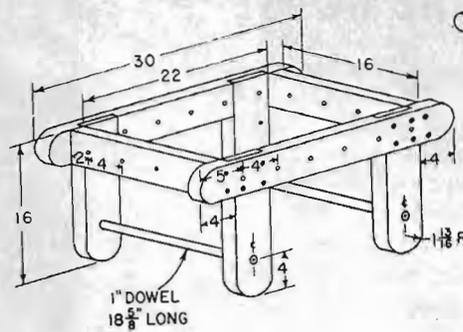
Four inches from the bottom of each leg bore a 1-inch hole for the dowel braces. Check the legs to make sure they match as to length and to placement of dowel holes. Next, make the side rails, each 16 inches long.

Bore $\frac{3}{8}$ -inch holes for the rope mesh seat. The first hole in each side rail is 5 inches from the rounded end, and the

other holes are 4 inches apart on centers. The first hole in the end rails is 2 inches from the end; the others are 4 inches apart on centers. Make sure the holes match in opposite rails.

Assemble the stool, using waterproof glue at all joints. Use also two No. 12 flathead wood screws $2\frac{1}{2}$ inches long at each side rail-end rail joint, and four No. 12 wood screws $1\frac{1}{2}$ inches long at each leg-side rail joint. The heads of all screws should be counter sunk.

Add the dowel braces, gluing each in place and pinning each joint with one 8-penny finishing nail. Then extend the end holes of each side rail through the lap joint. When glue has set, knot one end of a 12-foot length of $\frac{3}{8}$ -inch



manila rope, and starting at the end hole on the long side of the stool, thread the rope back and forth through the holes, drawing it up tightly and securing it in place with another knot. Then knot one end of an 11-foot piece of rope, and thread it across the stool in the other direction, weaving it through the first rope lines to form a mesh.

The seat is of foam rubber or other waterproof cushioning material resting on the mesh. (*National Lumber Manufacturers Association*)

try these hot and cold combinations

THE GOOD old summer time always poses the what-to-serve-that's-cool problem. For a combination of something hot and something cold, here are two recipes that are just right for summer meals.

This salad loaf, for all that it's a cold dish, is well balanced and nutritious. Serve it with rolls and coffee, and even if it is summer, have the coffee hot.

Ribbon Salad Loaf

- 1 envelope unflavored gelatin
- $\frac{1}{4}$ cup cold water
- 2 8-oz. cans tomato sauce
- $\frac{1}{2}$ tsp. salt
- few grains pepper
- 1 tbsp. vinegar
- 1 tsp. sugar
- 2 cups diced chicken
- $\frac{1}{2}$ cup sliced celery

Soften gelatin in cold water. Combine tomato sauce, salt, pepper, vinegar and sugar in saucepan. Heat to boiling point. Remove from heat and chill until mixture begins to thicken. Fold in chicken and celery. Spoon half of mixture into a loaf pan $8 \times 5 \times 3$ inches. Chill. Hold remaining half at room temperature.

Middle Layer:

- 1 envelope unflavored gelatin
- $\frac{1}{4}$ cup cold water
- 6-oz. cream cheese
- 1 cup mayonnaise
- $\frac{1}{4}$ tsp. tabasco

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- 1 tsp. grated onion
- $\frac{1}{2}$ tsp. salt
- $\frac{1}{4}$ cup minced green pepper
- 1 tbsp. pickle relish
- $\frac{1}{2}$ cup sliced radishes

Soften gelatin in cold water, dissolve over hot water. Blend cream cheese and mayonnaise. Add remaining ingredients and fold into dissolved gelatin. Spread over firm tomato layer in loaf pan. Chill until firm. Top with remaining tomato mixture and chill until firm. Unmold on salad greens. Makes 8 to 10 servings. (*Pan-American Coffee Bureau recipe*)

A bowl filled to the top with chilled fresh fruit, surrounded by piping hot cereal flake muffins makes a light but nutritious lunch. The recipe is an example of how versatile food made with cereals may be.

Pecan Gems

- 1 cup sifted all-purpose flour
 - $2\frac{1}{2}$ tsps. baking powder
 - $\frac{1}{2}$ tsp. salt
 - $\frac{1}{4}$ cup sugar
 - 1 egg, beaten
 - $\frac{1}{2}$ cup milk
 - 4 tbsps. melted fat
 - $1\frac{1}{2}$ cups bran flakes or whole wheat flakes,
 - or
 - 3 cups corn flakes, slightly crushed
 - 12 pecan halves
- Sift together flour, baking powder, salt and



Ribbon Salad Loaf



Pecan Gems

sugar. Combine egg, milk and slightly cooled fat. Add to flour mixture, stirring only enough to dampen the flour. Fold in cereal flakes, being careful not to overmix. Fill well-greased muffin pans $2\frac{1}{2}$ inches in diameter $\frac{2}{3}$ full. Place a pecan half on top of each muffin and bake in a hot (400°F) oven 15 to 18 minutes. Makes 12 muffins.

AROUND THE HOUSE

CRABGRASS shows its toughest face in the summer when better grass is slowed down by the heat. To get it out of the lawn, kill it with a spray before it goes to seed. Otherwise it will be back in force next year.

Repair snags in leather shoes and jackets with quick-drying plastic cement. Coat the snagged spot with a thin film of cement and replace the leather. The thumb and index finger serve as a clamp until the glue sets.

Salvage paint brushes when the bristles lose their elasticity by trimming away the outer row of bristles around the metal ring. Short bristles make the longer ones stiff.

An easy way to teach children to put their clothes away is to paint dresser drawers different colors. Children love bright colors and can be trained to put shirts in a yellow drawer and underwear in a red one.

White heat marks are less noticeable on mahogany table tops after being coated with spirits of camphor. Dampen a soft cloth with the solution and rub the spots lightly until the marks become invisible. Then wax and polish.

A handy way to tighten the spring in a window shade is with an old table fork. The metal end of the shade fits between the tines of the fork and prevents slippage as the spring becomes tight in the roller.

To discourage dirt from collecting on a wall behind a picture, tip ends of pencil erasers can be fastened to the bottom corners of the frame. Sealing the back of the frame with masking tape prevents dust from damaging the picture.

When you use a star drill or cold chisel on stone or concrete, there's always the chance of eye injury from flying chips. Use a screen wire guard about six inches square and held on the tool by rubber washers cut from an old innertube.

Plasterboard nails can be easily covered up so they will not show on plasterboard walls. Just push them into the board by hammering them with a carriage bolt. The rounded head of the bolt makes a

small depression which disappears with one swipe of a putty knife.

An eye-catching waste basket can be made by winding natural-color one-

fourth inch rope around a metal potato chip can. Adhesive should be applied to the can, starting at the bottom. By fraying the rope's end and flattening it against the side, the starting place can be hidden.—*Better Homes & Gardens*



PRETTY AND PRACTICAL. Crocheted articles are not only lovely to look at, but will wash and wear for years. This month's patterns are up-to-the-minute versions of two perennial favorites. The beret and drawstring bag, crocheted in an Indian design, are vibrant with color; ideal for a vacation because they are so packable. Double strands of cotton, one with metallic luster, are used to make the octagonal place mat with the matching napkin holder. The motif is a pink and white peppermint stripe. Free copies of directions for INDIAN BERET AND DRAWSTRING BAG and CANDY CANE PLACE MAT may be had by writing to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

Check That Electric Wiring

DOES your home have adequate wiring? According to an article in a recent issue of *The American Home Magazine*, well over 50 per cent of the homes in the United States have deficient electrical systems, and some of these homes are so new that the paint on the outside is hardly dry. What's more, it stated, if a home is even moderately old, there's only one chance in 25 that the wiring is sufficient for present needs.

Aside from the nuisance factor, inadequate wiring can be dangerous. Overloaded or improperly installed wiring have serious consequences, not the least of which is FIRE. However, inadequate wiring is easy to spot. It's time to check wiring when the following happens:

1. Lights dim noticeably when appliances are turned on.
2. Electric motors burn out frequently.
3. Fuses keep blowing.
4. Bad TV reception when appliances are in use.
5. Excessively high electric bills.

Some *minimum* requirements for an average three-bedroom house should include: A three-wire 120-240 volt service entrance cable, a fuse box to accommodate one 15 amp, 120 volt circuit for every 500 square feet of floor space, at least three or four appliance branch circuits, and an individual circuit for each piece of fixed equipment.

A home with minimum adequate wiring today will probably have inadequate wiring in five or 10 years. To prevent this from occurring in new homes, it is recommended that builders provide for future needs. One way to do this at relatively small cost is to make sure that the service entrance cable and fuse box are of sufficient size to take on added circuits.

It's an Idea!

GARDENERS in warm parts of the country usually don't have much luck growing lettuce during the hottest part of the summer. Lettuce seed contains an opening which closes tight in temperatures above 77 degrees. Water can't get in and the seed won't sprout. Good germination can be had, however, by mixing lettuce seed with sand and storing it in the bottom of your refrigerator for several days before sowing.

there'll be

NO ROOM FOR FALLS in your home ...



IF scatter rugs are made slipproof with under-mats.

At work you'd call them safety equipment.



IF electric cords are kept off the floor and fastened so that no one can trip over them.

On the job you'd call it proper installation.

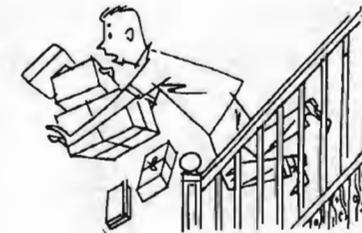
IF grease spots and spills are wiped up as soon as they happen.

On the job you'd call it good housekeeping.



IF everyone holds the handrail when coming down stairs.

At work they'd tell you, "Watch your step!"



IF a nonslip mat is used in the tub or shower, and firm hand grips are installed.

At work you'd call them protective devices.



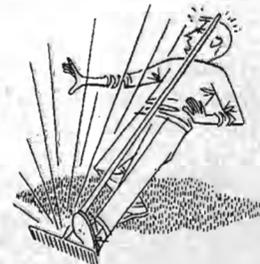
IF the children are taught not to leave things where someone might trip over them.

At work you'd call it safety education.

IF garden and other tools are always put away as soon as you've finished using them.

As you'd hear at work, "Learn your safety A B C's. A-lways B-e C-areful."

—Metropolitan Life Insurance Company



here's how we're doing...

	JUNE		SIX MONTHS	
	1955	1954	1955	1954
RECEIVED FROM CUSTOMERS				
for hauling freight, passenger, mail, etc.	\$21,586,915	\$20,146,410	\$118,563,530	\$114,082,164
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS).....	(46.0)	(51.4)	(48.2)	(51.5)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	610,726	583,586	3,473,906	3,342,246
PER DOLLAR RECEIVED (CENTS).....	(2.8)	(2.9)	(2.9)	(2.9)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest.	9,639,903	9,918,680	52,907,393	54,511,558
PER DOLLAR RECEIVED (CENTS).....	(44.7)	(49.2)	(44.6)	(47.8)
NET INCOME	\$ 1,396,550		\$ 5,079,163	
NET LOSS		\$ 710,378		\$ 2,476,409

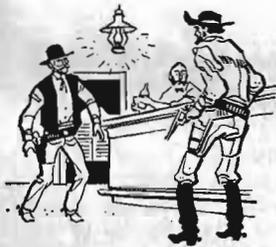
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:

Number of cars	120,892	111,421	676,629	653,603
Increase 1955 over 1954		+9,471		+23,026

Carloading by Commodities during July 1955 compared with July 1954

	% of Total Revenue	Carloads			
		1955	1954	1955 + or - to 1954	
				Number	%
INCREASES:					
Forest Prod. (excl. Logs & Pulpwood).....	8.5%	8,665	6,761	+ 1,904	+ 28.2%
Iron & Steel incl. Machinery.....	7.3	7,001	5,952	+ 1,049	+ 17.6
Petroleum & Products	4.6	5,129	5,033	+ 96	+ 1.9
Coal & Coke	4.1	7,029	6,730	+ 299	+ 4.4
Cement, Brick, Lime & Plaster.....	3.7	3,452	3,060	+ 392	+ 12.8
Clay, Gravel, Sand & Stone.....	3.5	6,068	5,787	+ 281	+ 4.9
Logs & Pulpwood.....	3.3	10,170	4,310	+ 5,860	+136.0
Autos, Trucks, Parts & Tires.....	2.6	3,273	2,481	+ 792	+ 31.9
Agri. Impl. & Tractors incl. Parts.....	2.4	1,551	1,260	+ 291	+ 23.1
Flour & Grain Products.....	1.9	5,017	4,964	+ 53	+ 1.1
Total Increases.....	41.9%	57,355	46,338	+11,017	+ 23.8%
DECREASES:					
Grain	18.9%	9,664	11,640	- 1,976	- 17.0%
Meat & Products.....	3.7	4,537	4,705	- 168	- 3.6
Beer	3.1	2,431	3,548	- 1,117	- 31.5
Merchandise	2.5	7,650	8,371	- 721	- 8.6
Fruit & Vegetables	2.2	3,277	3,754	- 477	- 12.7
Live Stock	1.3	1,461	1,658	- 197	- 11.9
Ore (excl. Pooled Ore).....	.6	411	597	- 186	- 31.2
Miscellaneous	25.8	27,003	27,032	- 29	- .1
Total Decreases.....	58.1%	56,434	61,305	- 4,871	- 7.9%
TOTAL	100.0%	113,789	107,643	+ 6,146	+ 5.7%

Crescent Sam had the drop on him — briefly



I'M a she-wolf from Bitter Creek and it's my night to howl!"

Crescent Sam stepped into the kerosene glow of the biggest saloon in Perry, Oklahoma, and fired a six-gun into the air.

Suddenly, he spotted the stern-faced peace officer you see here. He aimed and pulled.

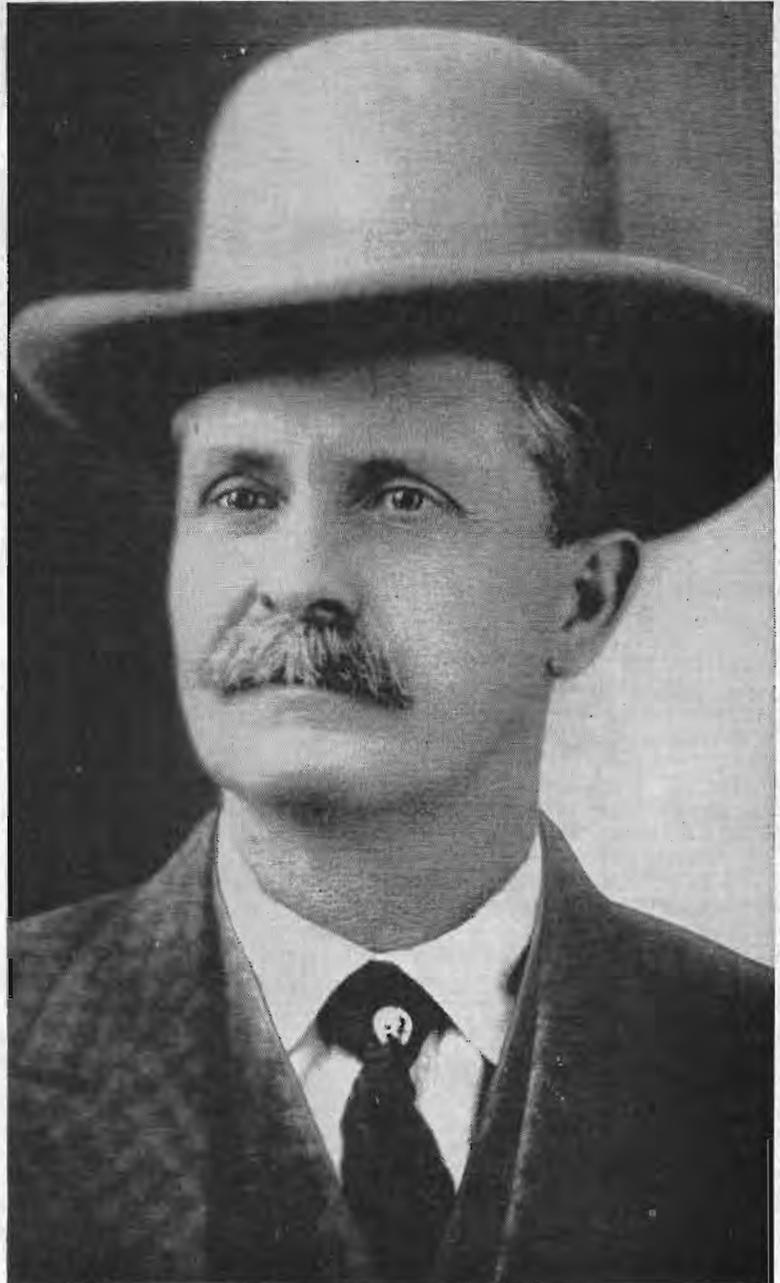
And in a gun flash, he lay dead.

Crescent Sam, thief and killer, had made the fatal mistake of trying to outshoot Bill Tilghman. Tilghman who could hole the ace of spades at 30 feet. Tilghman who in later years said, "I never shot at a man in my life and missed him."

Bill Tilghman was no legendary gun fighter. He was the genuine article, a fearless, honest frontier marshal described by the San Francisco Examiner as "the best peace officer the West ever knew."

His hardy pioneering spirit and resolute courage are a legacy today's 160 million Americans are very proud to share. And when you consider that those Americans are the people who stand solidly behind U.S. Savings Bonds, it's easy to see why these Bonds are regarded as one of the world's finest investments.

Why not guard *your* security the safe way that helps your country? Invest in—and hold—U.S. Series E Savings Bonds.



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

Safe as America — U.S. Savings Bonds



about people
of the railroad

THE
MILWAUKEE
ROAD

I & S M Division

Erle Jorgensen, Division Editor
Office of Agent, Austin

Ray S. Miller retired Aug. 1 after 38 years of service as agent at Hokah. His date as agent was Sept. 20, 1911. He was relieved by K. Stensrud while his position was on bulletin.

Agent-Telegraphers R. E. Sherman and V. R. Weinzetl have exchanged assignments, Sherman now working at Lime Springs and Weinzetl at Bixby.

John S. Healy, retired gang foreman-roadmaster, passed away at St. Olaf Hospital, Austin, on July 21. Burial was at Austin. John entered track service as a laborer Mar. 28, 1902, and worked foreman jobs until his assignment as roadmaster at Madison, S. D., Mar. 22, 1922. In 1930 he returned to Austin and had charge of the section force until his retirement. He is survived by one son, Giles, of Austin. Mrs. Healy passed away last February.

Conductor R. E. Byers entered Midway Hospital, St. Paul, for surgery Aug. 8.

Chief Rules Examiner A. J. Farnham was in Austin July 13 and 14, at which time P. M. Sande and D. H. Patten were promoted to conductor and E. H. Baarsch passed the examination for engineer.

Vern E. Winters, who had a fine recovery after surgery, expected to be back on the storekeeper's desk by the time this issue is out. Elmer Barr relieved Vern.

Coast Division

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

Hazel Cardle, stenographer in the roadmaster's office, became a grandmother on June 15 when her daughter, Mrs. Ernest Hoppe, was presented with a baby girl, Machele Joyce.

Esther Delaney, stenographer in the superintendent's office, whose niece is visiting here from California, came down with the mumps a few days after her niece had recovered from them.

Engineer L. Dulik is in the Ellensburg hospital at this writing, following an accident on July 20.

Train Dispatcher H. L. Hitchcock, who recently underwent surgery in a local hospital, visited at the office. He expects to be back on the job in September.

Assistant Division Engineer B. H. Bobbitt was transferred to Minneapolis to help with the new yard being built at St. Paul.

Assistant Chief Carpenter J. W. Montgomery will be vacationing in his home town, Austin, Minn., during August.

SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

We recently received a letter from Clarice B. Taylor in Honolulu, telling of the death of Mrs. Joseph T. Nordquist on July 6. Mrs. Nordquist, the widow of the former warehouse foreman who passed away in 1953, was living in Hawaii with Mrs. Taylor, her sister, at the time of her death.

Word has been received of the death of Harry Wilson, former portmaster of the Seattle marine department. Mr. Wilson passed away June 19 in Santa Barbara, Calif., where he has made his home since retiring in 1950.

We are all rejoicing with Ida Zehnder, clerk at the local freight, who won a car on a drawing sponsored by the West Seattle HI-YU. Ida is one of those gals who always seems to hold the lucky number.

Our Mina Dow of the car desk is wearing a beautiful diamond and making plans for a fall wedding.

L. M. Wiegand, assistant agent, made a trip to Grand Rapids, Mich., to attend the funeral of his aunt, who passed away July 11.

BELLINGHAM — PORT ANGELES

Gene Park, Correspondent
Operator, Bellingham

Since the last issue, Conductor and Mrs. Don Guthrie have become the proud parents of a baby boy. Can't furnish vital statistics, as I haven't seen Don for some time.

Through the efforts of Gene Porter, chief clerk to Joe Marshall, Seattle, 14 units of blood have been transferred to the account of Bob Swanson whose wife and daughter were burned seriously early this year. The units were being held in reserve by the Seattle Blood Bank for the account of the Milwaukee Service Club. This transaction was a very commendable gesture on the part of all concerned in Seattle, and will go a long way in replacing the units used by Mrs. Audrey Swanson. It is my understanding that the Swansons are still in need of eight units. Any employe who is physically able to donate blood for this cause is urged to do so. Much has already been donated, but more is needed.

Wayne Byron, barge clerk, spent his vacation in the caribou country of Canada. He reported fishing good.

Bob Holcomb, CF&PA, is on a company-sponsored educational tour at this writing.

Dick LaFave, yard clerk, announced his engagement June 23 to Miss Mary Lee Dustin of Deming, Wash. A spring wedding is planned.

You're young only once. After that you have to find excuses for what you do.

Milwaukee Division

SECOND DISTRICT

J. B. Phillips, Correspondent
Asst. Superintendent's Office, Green Bay

Since the illness of our former correspondent, Mrs. Myrtle B. Herman, we have had no news in the Magazine. Mrs. Herman has since moved to Bellingham, Wash., to make her home with her daughter. She is still not well and was a bed patient when she went west, but we hope she will soon recover.

Deaths among our employes lately included Retired Engineer John Whitney, Retired Conductor John W. Krause, Conductor Albon Mogan and Yard Brakeman Wilbur Rupert who died the last week of July.

Chief Dispatcher A. D. Bruneau recently spent his three week vacation at Spokane, his old stamping ground. Tony had a picnic with his children, grandchildren and other kinfolk, caught his limit of fish, and saw the new yards at Spokane.

Time Revisor H. K. Matthews spent part of his vacation visiting his daughter and son-in-law in Washington, D.C. but did not get to do any hobnobbing with Ike.

Caller P. H. Larschied spent his vacation at Sault Ste. Marie and at Drummond Island.

Fireman Jess Hammett also spent some time at the Soo, but said it got so hot he went to visit his sister in Minnesota, where it was hotter.

The new overhead highway, a link of highway 41 over the tracks at Green Bay yards, is nearing completion, with most of the steel set. It will be quite a project when finished.

Engineer Joseph J. Donckers and local chairman of the BLF&E spent some time in the hospital having an operation. However, he is out now and recuperating.

Engineer M. L. (Packy) McFarland is still in the hospital at this writing, having undergone an operation.

Louis Pelkey, night yard clerk at Green Bay, took unto himself a wife July 16.

Machinist Helpers Frank Basche and Walter Schaefer, both on vacation, went to Chicago to see a ball game.



Walter Lakoski, division engineer at Milwaukee (center) trades remarks at the retirement dinner in his honor with W. J. Whalen, vice president-operation, who was master of ceremonies. At right, B. E. Daniels, division engineer at Aberdeen, S. D., who succeeds him. For details, see engineering department (Milwaukee Journal Photo)

The Milwaukee Road Magazine

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

New names on the trainmen's list at Muskego yard include Robert Myles, L. D. Lemon and J. D. Heiden.

A vacation in Florida to get away from the heat is the choice of Shelly Beyer, URT representative at Milwaukee.

In a previous issue we reported that Vern Gerrad, retired baggageman, had not been well over the winter. We now hear that he passed away about July 1.

At this writing Conductor H. E. Williams is hospitalized.

Time Revisor Vince Freihofer picked the hottest week of the year to drop us a card from a mountain resort in Colorado and tell us how cool it is out there.

Agent Jim Blauw of Avalon is also a Colorado-bound traveler. He is going via northern Wisconsin, South Dakota and then to Denver where he is meeting his brother who is an experienced mountaineer. They intend to camp in the mountains, in the vicinity of Glenwood Springs.



ON HIS LAST RUN of nearly 50 years of service, C. E. Vincent, engineer on the Chippewa and Copper Country Limited runs, is shown tying up at Green Bay. Fellow employes are, from left: Flagman R. C. Forsman, Brakeman E. C. Belisle, Conductor H. E. Little and Fireman J. W. Hammett. In years past Engineer Vincent was in ore service between Channing and Escanaba and on time freights from Green Bay to Milwaukee. He had the honor of operating the first diesel on the old Superior Division.

Chicago General Offices

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Walter Lakoski, division engineer of the Milwaukee Terminal and Madison Divisions with headquarters in Milwaukee, retired on July 31 after more than 48 years of outstanding service. A dinner was held in his honor in the Elks Club in Milwaukee on July 21, with 118 present. He was presented with an engine-shaped jar filled with new bills and two pieces of lawn furniture for his lake home at Campbellsport, Wis. Guests included Mrs. Lakoski, son Russell and his wife, and friends and personnel from Marion, Minneapolis, LaCrosse and Madison; also F. M. Sloane, retired division engineer; B. V. Burtch, retired Milwaukee Terminal assistant engineer; O. H. Czamanske, retired chief carpenter for the Milwaukee Third District; and E. O. Buffmire, retired L&R roadmaster. Mr. Lakoski was born in Cleveland and started with the Road in 1907 as a stenoclerk in Milwaukee. Transferring to the engineering department in 1911, he has been in continuous service except for 27 months of military duty in World War I. Since that time he has served as instrumentman, assistant engineer and office engineer, and division engineer at Terre Haute, Mason City and LaCrosse. He has been in Milwaukee in that capacity since Mar. 1, 1953.

Sorry to report deaths of two of our Golden Agers during July.

W. H. Blanchard, retired assistant engineer, passed away July 8 at the Plankinton House in Milwaukee. Bill was returning to his home in California after a tour of Europe and had stopped in Milwaukee for a visit with old friends. Services were held at Long Beach, Calif., on July 14. He is survived by a brother, Arthur, of Morton Grove, Ill., and a sister, Mrs. Lindell Stotts of Edgerton, Wis.

Howard C. Blake, retired assistant engineer, passed away on July 12 at Pharr, Tex. Mr. Blake retired in September, 1953 and had

been living in Texas since that time. Funeral services were held in Minneapolis on July 16. He is survived by Mrs. Blake, three sons and two daughters.

Signal Draftsman Frohmader was married at Camp Douglas, Wis., on July 23. Jim and the Mrs. spent their honeymoon at Niagara Falls and will make their home in Elgin.

Charley Fichtner, retired steel inspector, of Milwaukee, called on us during the Shriners' convention.

Assistant Engineer Paul Mather's son Richard has started work as a draftsman in the signal department.

OPERATING DEPARTMENT

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

Helen Heinberg of the personnel office delightfully surprised her fellow employes with the announcement of her marriage on June 30 to John Canning.

Esther Mercurio of the personnel office, upon returning from her trip to Michigan, said she proved the theory that fish prefer men to women. She didn't catch any, while her husband did!

Gordon Johansen, clerk in the safety department, entered Condell Memorial Hospital in Libertyville on July 19 for observation.

Moose Greater Chicago Lodge, 1016 North Dearborn, was the scene of the recent marriage of Lillian Regan, typist-clerk in the refrigerator-claim prevention-merchandise department, to Marjan Staniec.

We were saddened to learn of the death of Mrs. Mabel A. Harder, wife of George C. Harder, statistician in the vice president's office, and who was herself formerly an employe, having worked in the auditor of expenditures office from 1918 to 1921. Mrs. Harder passed away July 27 at their home in Park Ridge, Ill. Funeral services were con-

ducted in Park Ridge and burial was in Memorial Cemetery, Evanston. In addition to her husband, Mrs. Harder is survived by two brothers, George Whitcomb of Barrington, Ill., and Edward Whitcomb of San Leandro, Calif. Mr. Harder has asked that this means be taken of extending his appreciation to the many Milwaukee Road people whose interest lent moral support to his wife and himself throughout her illness.

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Mr. and Mrs. George Kaberlein recently celebrated their 25th wedding anniversary with a high mass at St. Alphonsus Church in Chicago. The mass was celebrated by Rev. Nicholas Oehm, former pastor, who married Mr. and Mrs. Kaberlein in the same church 25 years ago. Following a dinner for relatives and out of town guests, a reception was attended by 300 friends. The Kaberleins have two sons, George, 23, who has just returned from service, and Joseph, 20, now in the Air Force, stationed in England.

Arthur E. Highland, investment bureau, who recently underwent surgery, is back at work, looking well and fit again.

Roy A. Johnson, assistant engineer, and Mrs. Johnson became grandparents for the fourth time upon the arrival of a new granddaughter, Joanne Sue, born to Rev. and Mrs. Roy A. Johnson of Sterling, Ill.

H. M. (Joe) Morrison, assistant engineer, is convalescing at his home in Elmhurst, Ill., following surgery.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Our recent newlyweds, Barbara Ann Cook and Robert Allen Schlueter, honeymooned in the Smoky Mountains.

The marriage of Marilyn Jean Vance to Michael J. Monaghan took place Aug. 13 at

St. Vincent's Church, Chicago. They intended to honeymoon in Florida.

The last we heard from Walter Walsh, he was in Arizona, and from what we gather, he expects to make that state his home, as the climate seems to agree with him 100 per cent.

The Kenneth French family is building a new home in Morton Grove.

Helen Johnson, typist, has been transferred to the purchasing department.

Ed Jensen and family drove to California on their vacation.

Understand that Fran Spurling has suffered a relapse; I am sure she will be happy to hear from anyone who would like to write.



50-YEAR WIRE DEPARTMENT ANNIVERSARY. Scene in the communications office in the Chicago Union Station as Telegraph Operator Charles E. Herman (third from right) was congratulated by the force upon receiving his Gold Pass for 50 years of service; W. D. McCuire, supervisor communications operation, is in the center, and F. T. Ross, communications office supervisor, at the far left. Mr. Herman served a two-year apprenticeship with Western Union before coming to the Road in 1905. All of his service has been in the Chicago office.

PROTECT YOUR INCOME!



If it's sometimes difficult to live within your income, just think how much more difficult it would be to live without it! Make sure of extra money during periods of disability by insuring under Provident's Income Protection Plans designed specially for Milwaukee Employees. Pay your premiums monthly by payroll deduction.

On the job - Off the Job Protection

- Natural Death
- Accident and Sickness Disability
- Accidental Death and Dismemberment
- Hospital-Surgical (including Family Coverage)

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REPRESENTATIVE WANTED

We have several open territories where we need aggressive men to act as full or part-time representatives. Good income possibilities. For full information write:

RAILROAD ACCIDENT DEPT.

PROVIDENT
LIFE AND ACCIDENT
INSURANCE COMPANY
CHATTANOOGA, TENN.

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

Your correspondent, Evangeline Galbreath, underwent surgery recently, but we are happy to report she is back at her desk.

Louis Smith, head of price desk, has returned to work after a siege of illness which necessitated surgery.

B. H. Perlick, retired head of tie bureau, is recuperating at his home and is showing considerable improvement.

Gussie Weinrich, retired secretary, reports she had a wonderful trip to Europe, a visit to Vienna being one of the highlights.

Word has been received from Peter Hayden, invoice clerk now on duty with the Army, that he is stationed in Germany with the 130th Medical Division.

We welcomed Tim Donahue back to the price desk after serving two years with the Army, most of that time being spent in Alaska.

Another welcome was extended to Helen Johnson, transcriber, a newcomer to our office.

Mr. and Mrs. John Erlenborn (Dorothy Fisher) report the birth of a son, John Nelson, on July 9.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Arona Puttrich

The third addition to Bob Nielsen's home was another boy named Bryant.

Myrtle Peltonen, formerly of this office, has announced the arrival of Wanda Lee.

Frank Brodfuehrer and his wife celebrated 35 years of marriage. Their son, Father Bob, started the celebration by saying Mass for them.

Stella Murphy and Marie Laurent are back from furloughs.

Betty LeMay became a grandmother to a bouncing girl. She was down to Texas to see the new baby.

Freida Hamburg was injured in a fall.

She is at home at this writing.

New employes in our office are Mary Ann Baebinsoth and John Lullo in conductor accounts; Sally Janulaitis and Janet Burnes in the computing bureau. Our new office boy is Alfred Feltskog.

Fifteen co-workers of Nell Shea, retired, had a reunion picnic at the home of Mr. and Mrs. Stanley Ujcik (formerly Mary Voltarel) in Lemont, Ill. Included in the group were Bernice Schmidt Churchill and her daughter Doris of Santa Barbara, Calif. Katherine Gillespie who has retired and made her home in Tucson was also a guest.

The Trezeks and Puttrichs spent a week end with Bob and Betty McConahay in Perry, Ia. Betty was formerly of this office. Gertrude Walsh visited Lillian Majerski, formerly of chief disbursement accounts, who is making her home in Ladysmith, Wis.

Rudy Spandean basked in sunshine while on a Florida vacation. Bertha Selden vacationed in Quebec and in Bar Harbor, Me.; Jean and Dick Koeller in Florida and New Orleans. Bess White toured Glacier National Park and Canada. Laverna Drella vacationed out West. Mae Kavanagh entrained to the Pacific northwest and returned via Lake Louise and Banff.

Eleanor Mullaney is on furlough because of illness.

Ken Stone has taken up his duties as our newly elected chairman of the grievance committee for Local 991.

Bill Tidd, Magazine correspondent, is now at home and making progress.

OFFICE OF FREIGHT AUDITOR

Clara Fister, Correspondent

Frank Chisesi, son of Joe Chisesi of the revising bureau, was married to Marilyn Smith on June 20.

Wedding bells rang for Fred Wurm of the machine room and Georgette Bloss on June 25 at St. Josephat's Church. They spent their honeymoon in Florida.

Herbert Diven of the revising bureau has

The Milwaukee Road Magazine

resigned to take another position.

Art Lindmark, formerly of the freight auditor's office and former chairman of the Protective Committee, is now at the Union Station.

Joe Wager, review bureau, has been promoted to the freight traffic department in the Union Station.

Vacations: Jennie Coffill, Lake Louise, Canada; Helen Yankowski, Boston; Georgianna Kuchvalek, Colorado; Adele Hirsch, New Jersey; Ken Hartman, Louisiana; Grace Jenkins, near Canada; Walter Fendt and wife, Florida; Grant Miller, Oregon; Bill Prehler and wife to the West; Edith Marquiss and Nick Braschko, Canada; Harry Wallace, to the East; Bill Condon, Washington; Ann Gustafson, Florida; and Victoria Fontagneres, Texas. Dick Ewalt took a trip, using his Silver Pass.

New people around the office are, Doris Jensen, Frances Stellmach, Judie Bassel, Annette Bueter, Tina Scro, Kathleen Bialas (daughter of Joe Bialas) Mary Wilson and Bruce Zetterlund.

Norman Hendrickson, son of Erna Hendrickson of the machine room, visited us while on furlough from the Air Force.

Marjorie Burns, waybill filing bureau, and Vita Verden left July 15 to await the stork.

Frances Daniels of the machine room and Hubby Delmar celebrated their 25th wedding anniversary July 12. She received a new wedding ring.

Grete Raun, waybill filing, left July 29 to return to her home in Oslo, Norway.

Don McQuade, revising bureau, has been transferred to the Union Station.

George LaVelle, review bureau, is the new president of The Milwaukee Road Union, lodge 991.

TAX DEPARTMENT

Mrs. Elizabeth Shortall, secretary to tax commissioner, achieved the status of grandmother on July 30. The little tot is a girl, Mildred Elizabeth Dooley, born on that date to Mr. and Mrs. Jack Dooley of Chicago at St. Anne's Hospital.

What's in a name? It's no secret that Max Boydston, our tax commissioner, is paired off in "the name's the same" class with the well known Oklahoma University football end, even to the second initial, "L". Well, that's how it happens he is frequently accused of holding two jobs. The subject came up again just recently when Boydston (the Oklahoma one, that is) was named co-captain of the College All-Stars for their game against the Cleveland Browns in Soldiers' Field. Boydston (our Max Boydston this time) wants it known that he enjoys football in general, but is not even distantly related to the football-playing one.

Rocky Mountain Division

EAST END

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

Two Shriners specials carrying 302 passengers arrived in Three Forks July 22 for a tour of Yellowstone Park. They returned July 24 and boarded their trains for points east.

Mary Cavanaugh left recently for a two-week vacation in Canada, at Lake Louise and



"GOOD LUCK". A floral horseshoe and a handsome array of retirement gifts on the desk of H. H. Kester, head of the statistical bureau in the auditor of equipment accounts office, Chicago, testifies to the hearty good wishes of the entire force. Those shown here are, from left: C. P. Richardson, who succeeds Mr. Kester, Oma Carruthers, Elsie Vehlow, Pross Roberta, Marie Streiber, Rose Erwin, D. B. Ramsay, assistant auditor of equipment accounts, Madalaine Koehler, Mr. Kester, and R. N. Edman, auditor of equipment accounts. Mr. Kester has 49 years of railroad service, starting in 1906 with the Rock Island. He has been with the Milwaukee accounting office in Chicago since Jan. 2, 1920 and bureau head since May of that year.

other places of interest.

Engineer M. F. Elliott retired recently after long, faithful service.

Boardman and Mrs. William Merrill left July 27 to attend the wedding of their daughter Marjorie in Seattle.

Conductor and Mrs. Earl Lane and family are spending their vacation in Canada at this writing. Engineer and Mrs. Hank Roe are also vacationing in Canada.

The Bozeman local has been put on a six-day schedule. Prior to this it was on five days a week.

Former Milwaukee brakeman Jenkins died July 26 of a heart attack. Mr. Jenkins and his wife and two sons were visiting friends and relatives in Three Forks at the time. Mr. Jenkins worked as a brakeman before going to Santa Monica, Calif., where he was employed by an aircraft company.

We have received word that Brakeman M.C. Breeding is in Provident Hospital in Seattle after suffering a heart attack.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Mrs. Jack Webb, president of Spokane Chapter of the Women's Club, entertained the officers with a lawn party at her home during their board meeting, at which the books were audited by Mrs. Charles Lillwitz, auditor. Others present were Meses. George Weseman, L. J. Dieziger, P. L. Hayes, N. B. Jones, Harold Wayne, L. B. Dunson, Harriet Ashton, Ethel Perry, Eva Breeden, and Mrs. L. E. Woods, a guest.

Jean Gaynor, sister of Train Dispatcher R. C. Gaynor of Spokane, returned recently from abroad, having spent the past two years as a teacher on an Army base in Germany.

Adolph Stein of St. Maries is recuperating from a serious illness. Charles Welch and

Fred Lynch, fellow employes in the car department there, donated blood, so they now have a very personal interest in Mr. Stein.

Joyce Beals, daughter of Roundhouse Foreman George Beals of St. Maries, was married July 5 to Franklin D. Clifton of Geiger Air Base, whose home is in Deland, Fla. After a wedding trip to Pasadena, Calif., Spokane will be their address until Mr. Clifton's release from service.

The Clyde Summers have purchased the Oscar Johnson home at Malden and will move this fall.

Conductor Jack Felton and family, together with Mrs. O. B. Felton, his mother, of Malden left recently for Little Falls, Minn.

N. A. Reams and Ray Murphy are on a trip to Chicago, Washington, D. C., and New York at this writing.

It has just come to our attention that W. C. Benton, 30, known to employes of the railroad from previous service as a fireman, died as the result of an auto accident near Tekoa on May 22.

The names of Moreland and Ferrell will be good around the railroad for years to come. Just recently employed as student brakemen are Gary Ferrell and Kenton Moreland, sons of conductors working out of Malden.

Work on Spokane yard at East Spokane is progressing rapidly, and it will not be long before operations can be transferred from the uptown yard.

If you should happen to be in the same vicinity as Time Revisor Harold Fuller some noon, don't be surprised if you received a "candid" shot of yourself a few days later. He carries his Leica 35 MM in his pocket wherever he goes. So watch out.

W. B. Preecs has been assigned as assistant time revisor at Spokane. It is quite a treat for Bert to work days, with Saturday and Sunday off, and he is taking full advantage of week ends to see the countryside.

Trans-Missouri Division

WEST

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

The Miles City Service Club held its second annual picnic at the waterworks park Sunday afternoon, July 24. A crowd of 500 members, including families and retired employes, assembled for the affair and literally ate the serving committee out of everything. H. L. Stamp, club chairman, was in charge of general arrangements, Sam Leo headed the serving committee and Bob Rask was in charge of entertainment.

Mrs. Adam Perschillo passed away June 30 after a long illness. She is survived by her husband, two daughters, three sons and two grandchildren.

Fireman Bill Virag was one of the promoters of the 15th reunion of the class of 1940 of Custer County High School. The reunion, held July 2, had a large attendance.

Sam C. Rice, retired carman, 76, passed away July 9 at a Miles City hospital after a brief illness. He was born in Louisa County, Ia., Jan. 14, 1877. Mr. Rice enlisted in the Army in 1899 during the Spanish-American war. Following his discharge in 1901 he came to Miles City and entered the employ of the railroad. He retired in 1944. He is survived

by three daughters and six grandchildren.

Leo Neiffer, son of Mr. and Mrs. G. O. Neiffer, who graduated from the School of Pharmacy at Montana State University in June, has joined the staff of the Renwick-Torgeson Drug Company in Miles City.

Jim Brady left recently for Washington, D. C., having been notified of his appointment to the National Mediation Board. After two months in Washington, where he will receive training for his position, Brady will be assigned to one of the board's regional offices.

Office changes are still occurring at Miles City. Eleanor Klar has moved to Minneapolis. Mary Cosgrove is the new stenographer in the division engineer's office. Betty Guidice is stenographer for the chief clerk to the superintendent. Jim Brady's place as stenoclerk to the assistant superintendent of special equipment is being filled by Pat Neuhardt.

EAST END

Mrs. Joe Paul, wife of Agent Paul of Timber Lake, S. D., died on July 21 as the result of a fall. The accident occurred as she was leaving the community hall after a benefit show sponsored by Timber Lake chapter of the Legion Auxiliary, of which she was president, for a neighbor who is hospitalized with a serious illness. Funeral rites were held in the First Baptist Church in Timber Lake. She leaves, in addition to her husband, five children: Jeanine, 16; Kenneth, 11; Linda, 10; Sally Jo, 4; and Cathy Sue, 3; her mother, father, sister and a brother. During World War II Mrs. Paul worked for the Road two years as a relief operator.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

The foundations are now in for the new Aberdeen yard office and it is expected that the forces will be housed there before winter.

Sympathy was extended to Dispatcher Bert Fuller and wife in the recent loss of Bert's mother-in-law; also to the family of Retired

Engineer Frank Reese who passed away on the west coast.

Laborer V. L. Nelson and wife are spending their vacation in Indiana at this writing, visiting their son who recently hung out his shingle as a dentist.

Fond farewells and congratulations were extended to Division Engineer B. E. Daniels who is transferring to the Milwaukee Terminals, and to Assistant Division Engineer W. C. Wallis who is going to Tacoma. A farewell party was held for these fine fellows, with Ole Claffin doing the honors as emcee.

Our best wishes for many years of retirement are passed on to Chief Clerk William "Bill" Kane. Bill retired last month after many years of loyal and faithful service.

Engineer George Sproat and wife returned recently from their vacation. They had been giving the Milwaukee Braves their concentrated support.

Fireman C. F. Stevens is convalescing rapidly at home, after spending several weeks in the Sioux Valley Hospital at Sioux Falls for a check-up.

Duane Hansen has been appointed operator at Bristol, replacing Herb Masching who bid in the relief job between Webster and Bristol.

Assistant Chief Operator M. E. Nimbar is back on the job after undergoing a tonsilectomy.

Statistician John L. Faeth and family returned recently from their vacation, which took them to Salt Lake City, Seattle, Spokane and San Jose, Calif.

EAST END

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

Engineer George Knoke is confined to Deaconess Hospital with a heart condition, and Engineer Louis Parent has been getting treatment for an ulcer at Swedish Hospital in Minneapolis.

Engineer Oscar Sorby recently showed us an agate ring which he lost several years ago in his garden. While picking raspberries last month, he noted something shiny at his feet, and digging around it a bit, up came the missing ring!

Engineer Logan Prevay and his wife have been out to California to see the first grandson. They also did some extensive sight-seeing which included the Catalina Islands.

Boys have arrived at the home of Brakeman Chester Baker and Engineer Kenneth Jorgenson.

Warehouse Foreman Odean Larson and his wife were among the hundreds that watched Old Faithful geyser erupt this summer.

Engineer Martin Forster and his wife took a Canadian trip and, as usual, glommed onto some agates for their extensive collection and hobby. They also came home with a piece of myrtlewood that will be converted into various objects of beauty in Martin's work shop.

Evert Sulander, retired engineer, died at his home in Minneapolis on July 16.

Joe Hemsey, who has been a familiar sight on the H&D since 1901, retired August 1. Joe has a perfect safety record—not a single injury—not even a cinder in his eye during those 54 years. He considers his biggest thrill was when he fired for his brother Frank in the early 1900's and they took President Teddy Roosevelt from Aberdeen to

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"OUR GIFT TO YOU." The retirement of a 46-year veteran was the occasion for this gathering in the Minneapolis local freight office on July 15. Henry Rudd, disposition clerk, is shown receiving the good wishes of his fellow employes, together with cash gift presented by Freight Agent L. M. Truax.

Mitchell. It was engine 55, Joe recalls.

Operator Frank Koelfgen died in Swedish Hospital, Minneapolis, on July 26. He had been off for about three months due to a heart condition, and just recently returned to work at tower E-14.

Sectionman Alfred Bakken, who recently underwent surgery at Veterans Hospital and is now recuperating at the home of his daughter, Mrs. G. R. Ertsgard, would enjoy hearing from his friends, I know. The address is 329 N. 21st Street, Fargo, N. D.

Andy Lundberg, retired baggageman, recently attended a reunion of the class of 1908 at Montevideo and met a lot of old friends. Since his retirement he has been making his home at 785 Aldine Street in St. Paul.

D & I Division

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

Conductor and Mrs. R. M. Muntz of Savanna welcomed their second daughter in July. The E. C. Gourleys of the engineering department at Savanna also welcomed another daughter, who arrived in Jane Lamb Hospital, Clinton, Ia., on July 26.

Harry Davis, retired Iowa Division conductor, and Mrs. Davis, who have been living in Biloxi, Miss., since Mr. Davis' retirement, returned to Savanna during July for a visit and now are living in the Tri-Cities.

Announcement has been made by Master Mechanic and Mrs. L. H. Rabun of Milwaukee, formerly of Savanna, of the engagement of their daughter Lou Ann to William A. Hickey of Chicago. The wedding will take place Sept. 3 in Chicago.

TRI-CITIES

Retired Switchman and Mrs. C. E. Brennan, Davenport, observed their 50th wedding anniversary June 28 with a family dinner.

The annual Milwaukee Women's Club picnic was held in Duck Creek Shelter House, Davenport, on July 24 with approximately 50 members and their families present. Everyone had an enjoyable time, with lots of good things to eat.

Peter R. Schmidt, retired pump repairer,

Dubuque, passed away on June 2 after a short illness. He was 69 years of age. Mr. Schmidt started with the Road in 1915 in the power plant at the Dubuque shops and transferred to the B&B department in 1918. He had been a pump repairer from 1927 until his retirement in December, 1949. Mrs. Schmidt survives him.

A. A. Miner, secretary of the Retired Pensioners Club of Dubuque, reports that 46 members attended the annual picnic at Eagle Point Park on July 7. Games were played and a potluck supper was served in the late afternoon. Another get-together is planned before fall. Anyone interested can get full information from Mr. Miner at his home, 809 Lincoln Avenue, Dubuque.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND
TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Recent visitors at the freight office included Lorraine Benecke with her baby boy.

At this writing Harry Nee is hospitalized at Mt. Sinai, recovering from an operation.

Al Wareham, chief clerk, officiated at the National Public Links Tournament in Indianapolis recently. His wife accompanied him on the trip.

Ruth Jackson and Ruth Miller of the traffic department vacationed at Lake Louise and Banff, Canada.

Ronald Jacobec is the new clerk in the local freight.

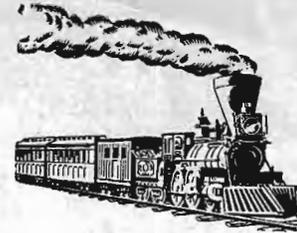
Don Hessburg has returned after service in the Navy. He plans to attend the university fall session.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Laborer John Kihlgren reported the arrival of a new baby at his home on July 9.

Carman James Rudder of the schedule shop was married on July 18, and will live in Minneapolis. Welder Edward Sorenson was also a July bridegroom.



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Walter Garvey, youngest son of Air Brake Foreman P. A. Garvey, is on maneuvers with the Marine Reserves at San Diego at this writing.

Retired Locomotive Machinist John J. Schramek and Mrs. Schramek celebrated their 50th wedding anniversary at the home of their daughter and son-in-law, Mr. and Mrs. Glenn E. Seidel.

Pipefitter Helper Michael G. Zgodova retired on July 25 with 42 years of service to his credit.

Carl Hertenberg, retired janitor, locomotive department, passed away on June 30 at the age of 100 years.

Aron Bergstrom, former labor foreman, passed away recently at the age of 92. He had retired June 1, 1937.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Marion Cashill, P.B.X. operator, is vacationing in the far west at this writing. Operator Clara McKenna is acting as relief.

Inez Stevens is in the cashier's office during the absence of Joseph Kulisheck.

Jim Olding is confined to his home at this writing due to illness.

Georgine Flandrick, former clerk here, paid the office a visit recently, accompanied by her baby daughter.

If Bob Stewart decides to be a candidate for mayor of West St. Paul, I know two residents who will go out and work for him, Inez Stevens and Charlie Feit. Charlie is a former telegraph operator of this office.

I & D Division

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Trainmaster Paul Bridenstine who was appointed to the trainmaster's position on the Milwaukee Division Third District July 1, was honored with a farewell dinner at the Elks Club in Sioux City. Some 50 employees were present with their wives and families, and Superintendent A. C. Novak was master of ceremonies. The Bridenstines' new headquarters are in Horicon.

I had a nice vacation in northern Minnesota. The fishing was poor, but it was a partial family reunion for my husband's family. There were 16 of us, so we had a good time anyway, regardless of the fish.

Engineer John Jelkin, 58, died in a Sioux City hospital July 4 after a three-week ill-

ness. He was first employed by the Road as a section laborer in 1912, transferred to the Sioux City roundhouse in 1914, and entered firing service in August, 1917. He is survived by his widow, Amelia; two sons, Bernhard H. and Stewart G., both of South Gate, Calif.; his mother, Mrs. Anna Jelkin of Belle Fourche, S. D.; a brother in Rapid City and six sisters. He was a member of the B. of L.E. No. 490. Funeral services were held in the Whitfield Methodist Church in Sioux City.

Word has reached us of the death of W. A. Helmhold, retired passenger brakeman, at the home of his daughter, Mrs. Kenneth Parker, in Upland, Calif., on June 18. He had retired in May, 1948 after 30 years of service and since then had made his home in California, Great Falls, and most recently at 910½ West 2nd Avenue in Spokane. He is survived by his widow, Lena J., of the Spokane address, a daughter and two sons.

Frank Gross, retired assistant warehouse foreman at Sioux City, died July 21 after a year's illness. He is survived by his widow and two daughters. He retired in July, 1952 after 41 years of service. Burial was in Grace-land Park cemetery, Sioux City.

L. K. Mutschelknaus, agent at Trent, is the proud father of a son, David Lavern, born July 1.

FIRST DISTRICT

Darlene Peta, Correspondent
Trainmaster's Clerk, Mitchell

Vacations took the spotlight last month. Switchman R. E. Lobsiger took an auto trip to the west coast. Lineman R. L. Rasmussen vacationed in Wisconsin. Roundhouse Electrician Ben Stroh spent his vacation sight-seeing to points west.

Night Roundhouse Foreman Elmer Dixon who spent his vacation in an Aberdeen hospital is now recuperated and back at work. Roadmaster Kirschbaum has also recuperated from surgery he underwent last month and is back on the job.

We welcomed to the fold two new apprentice machinists at the Mitchell roundhouse, Dean Goetsch and Darrell Tollefson.

Dottie Smith, stepdaughter of Roundhouse Employe Sid Shearer, won up to the quarter finals in the state women's golf tournament at Watertown.

EAST END

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

Engineer and Mrs. Louis I. Walter have returned from a visit with their daughter, Mrs. Bert Thiederman, in Seattle. They were

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FORTUNE SMILES. In a drawing held at a Twin Cities shopping center last month, P. E. Healy, Minneapolis crossing man, and his wife won a 17-day all-expense Caribbean cruise. Mrs. Healy is shown receiving their tickets with the compliments of Ben Jacobs, a Klein Super Market manager. They sailed from New Orleans the week end of July 20.

accompanied by their grandson, Richard Makson of Kenosha, Wis. En route they visited Salt Lake City, Yellowstone Park and the Black Hills. Lou came back with a few scratches as the result of an encounter with a bear in Yellowstone. While trying to focus his camera, the bear advanced and was about ready to give Lou a big hug when a nearby observer frightened the bear away with his car.

J. B. Snere has been assigned to the position of agent at Algona, succeeding G. C. Scobee who has retired. Mr. Scobee was an agent and operator on the I&D since 1918 and had previous service on the H&D and I&M Divisions. He was also local chairman for the Order of Railway Telegraphers for a number of years. H. G. Gerling, Charles City, is the new local chairman.

Ivan Guy Davis, retired conductor, 72, passed away at a Rockwell, Ia., nursing home July 7. He retired in November, 1945.

Peter J. Scheid, 80, passed away at Sioux Falls July 4. Mr. Scheid was employed in the Mason City roundhouse before his retirement. Burial was at Mason City.

Milwaukee Shops

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

H. J. Montgomery, Correspondent

Theodore (Ted) Tanin is trying his hand as a draftsman. Ted has been connected with the freight shop for the past 19 years and will find his experience in reading drawings a great help in making them.

Warren Thompson, carman apprentice from Terre Haute, is finishing his training in Milwaukee. He has already put in two and a half years.

Ralph Haslam had his picture taken driving one of the new "courtesy scooters" used for driving the handicapped to seats at the Milwaukee Braves County Stadium.

Horace Gittins, chemist, and his wife who enjoyed a vacation trip to Minocqua on our own road and spent the week fishing and swimming, had a nice visit with Harvey Trevillion and his daughter Beverly and their

family. Harvey is retired assistant chief clerk to the superintendent of motive power and Beverly is now a steno for the power company in Minocqua.

Henry Kiljanczyk, chemist, motored to the West and saw Mt. Rushmore, Glacier National Park and a good deal of the state of Idaho.

Joan Kelly, one of the younger members of the test department staff, recently celebrated what she says is her last birthday and brought a birthday cake for the ceremony. Everyone ate heartily, since Joan swore it was not she but her Mom who baked the mocha masterpiece.

LOCOMOTIVE DEPARTMENT

Theodore (Ted) Mishefske, assistant superintendent motive power, retired on June 30, thereby completing a long and praiseworthy record for service. He started as a locomotive fireman on the L&R Division in 1909, became an engineer in 1916, was promoted to train control inspector in 1943 in which capacity he acted as diesel instructor, and to general road foreman of engines in 1947. On Apr. 16, 1953, he was appointed assistant superintendent motive power with jurisdiction over all locomotive department matters on the system. In the many years Ted held classes on air brake and machinery instruction, he prepared many of our currently active engineers for promotion. He and Mrs. Mishefske make their home in Milwaukee. There are four sons and two daughters.

LaCrosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

We are sorry to report the death of Charles Raimer, retired sectionman aged 76, at Portage on July 21. He had been ill for some time. Surviving are his wife and two daughters, Leone (Mrs. Walter Muegge) and Helen (Mrs. A. W. Hadden), Madison; and three brothers, Louis and Harry, Portage, and John, Milwaukee. Burial was in Silver Lake cemetery, Portage.

Nathan Frank, 76, retired train dispatcher, passed away in Milwaukee recently after a long illness. He was a dispatcher in Mil-

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waukee during World War I and was well known on this division.

Kathleen Ann Campbell was born July 21 to Mr. and Mrs. C. J. Campbell at New Richmond, Wis. Her pa is the relief operator at Portage, at this writing relieving Operator Chappell on vacation.

Conductor Frank Wurm who has been hospitalized in LaCrosse is ready to come home at this writing.

Iowa Division

MIDDLE & WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Raymond Cross is in charge of the Perry yard section force for the summer while Raymond Becker, the regular foreman, is working as assistant roadmaster. Becker is supervising the D. W. Loftus territory from Perry to Tama. A heavy schedule is keeping Loftus busy on the west division.

R. E. Waisner who has been agent at Gillett Grove for some time did his last work on July 29 and applied for retirement. Gillett Grove is on bulletin at this writing.

Mrs. Mary Tucker, mother of Earl of the Perry car department force and Lee who is in passenger service at Marion, has been hospitalized as the result of injuries sustained in a fall in her home in Perry.

Mrs. W. J. Moran, widow of the veteran Iowa west division conductor, died in a Des Moines hospital on July 19. She had made her home in Des Moines since the death of Conductor Moran eight years ago.

Mr. and Mrs. William Sheets, who had been living in DeKalb, Ill., for several months, have returned to Perry to make their home. Mr. Sheets took a job with a DeKalb manufacturing firm following a force reduction in the Perry shops. He gave up the work on account of ill health.

Mrs. Homer VanDeventer passed away July 17 in Wilmington, Calif., where she and her husband had made their home since Homer retired a year ago. He was employed in the

Perry shops for many years. Burial was in Wilmington, as all of the VanDeventer children live near there.

Clarence Dettman, night foreman at the Perry roundhouse, and Mrs. Dettman spent their vacation in California. Their son is employed in a bank in Burbank. Engineer and Mrs. D. R. Wagner also spent their vacation in California where they visited former Perry railroad families.

R. C. Hedlund, retired agent who makes his home in Madrid, was in the Perry hospital during July. Ben Spence, retired B&B employe, was in the Veterans hospital in Des Moines.

Alfred Noack, who has charge of the icing of cars and livestock handling at Perry, had his vacation in July, and he and Mrs. Noack went to Sioux Falls, S. D., to visit their relatives.

Engineer and Mrs. Frank Millard vacationed in Minnesota during June and July, with a few days spent with Switchman Edward Fitzgerald and wife at their cottage at Sioux Look Out in Canada.

A. A. Brown, retired roundhouse foreman, died at his home in Perry on July 15. Arch retired several years ago on account of a heart condition. He had been with the Road many years, having learned the machinist trade in the Dubuque shops. He was foreman in Manilla and Sioux City before coming to Perry as night foreman.

Mrs. C. H. Draper, wife of retired conductor, died at her home in Chicago July 14. The family lived in Perry when Conductor Draper worked on this division.

Seymore Brown, retired engineer who now makes his home with a niece in Powell, Tenn., visited in Perry during July.

Capt. R. S. Heiser, who is on leave from his job as fireman to serve with the Air Force, visited with his family at the parental A. W. Cortner home in Perry during July. He is attached to the Fort McDill air base near Miami, Fla.

Foreman P. M. Boldra of the Ferguson section missed some of the hot Iowa weather in July by vacationing at one of the Minnesota lakes.

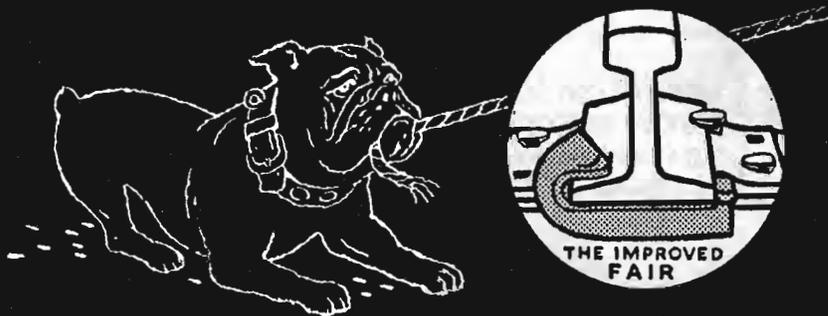
Switchman Homer Dunlap of the Perry yard force and Mrs. Dunlap went to Spokane for their vacation to visit their son Wayne who is a lieutenant in the Air Force.

Retired Engineer B. H. Moore had an unusual honor accorded him in July when he was presented with a gold plate (made especially for him) in recognition of more than 70 years of membership in the Brotherhood of Locomotive Engineers. Since Mr. Moore is confined to his home only a few took part in the presentation ceremony, namely Charles Hunt, president, Kenneth Hunt, secretary, and Dale Taylor, local chairman of Division 203, together with Retired Engineers Charles Sinclair and Thomas Rellihan of that division. The plate is the first of its kind to be presented by the grand lodge. Mr. Moore will soon be 96 years old.

The death of Merle Powley of Chicago brought sorrow to several Milwaukee families in Perry. He was a brother of Mrs. E. J. Collins, widow of Engineer Collins, and an uncle of Engineer Eddie Collins; also, Mrs. Powley is a sister of Mrs. Jason Wignall. All of the Perry relatives attended the last rites.

Rita Hunter, clerk in the office of Roadmaster D. W. Loftus, spent her vacation with her sister in Pittsburgh, Pa.

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ALBERT CITY AGENT RETIRES. C. R. Stahl, agent at Albert City, Ia., since Aug. 21, 1913 (14 months prior service as a relief operator) shown sending a last message before his recent retirement. His service was continuous, except for two years with the A.E.F. in France during World War I. He and Mrs. Stahl are taking life easy in a new home in the south part of the city. (Albert City Appeal photo)

Mr. and Mrs. George Challands have announced the engagement and approaching marriage of their daughter Sharon Rose to Russell Lamb. The ceremony will take place at the Methodist church in Perry on Sept. 2.

Mrs. I. E. Conner, widow of Conductor Conner, died in July at the home of a daughter. She was 81 years old. Since the death of Mr. Conner in 1950 she had been making her home with her daughter in Omaha and her son in Connersville, Ind.

Engineer Oliver Jensen and wife spent two weeks of their vacation on a trip to Vancouver, B. C.

Walter G. Pierce died in Chicago during July. His father was the late Nelson W. Pierce, the first Milwaukee agent at Perry.

Engineer Frank Conners and his family enjoyed a vacation trip through the Black Hills and Yellowstone Park. Before starting, Frank bought a station wagon to provide ample room for the children.

Engineer C. D. Rohrer, who worked in the Council Bluffs yards for many years, suffered a heart attack July 1 and passed away before getting to a hospital. Burial was at Marion.

Two conductors were added to the retired list at Perry during July. Clyde Utterback, who had been in train service on the middle division for more than 45 years, and Leo Bohrer, a west division conductor for about

35 years, will take life easy now. Clyde has a summer home at Spirit Lake where he and Mrs. Utterback will spend their summers.

Ray Murphy of the Perry freight platform force, with his wife and son Joey, went to Seattle and Everett, Wash., to vacation in July.

James E. Todd, father of Conductor Clifford Todd, passed away in a nursing home in Perry on July 22. He had been in poor health for some time.

Paul Quinn, abstract clerk in the Perry freight office, took his vacation the latter part of July and early August and he and Mrs. Quinn went to Chicago to visit their son Jerry, a former clerk for the Milwaukee; then on to Washington, D. C., and New York.

Signal Maintainer E. W. Hayward and Mrs. Hayward of Perry and their son Winston, who works with Foreman Penticoff's crew, had a nice vacation together in June when they made a trip to Colorado, California and New Mexico.

Conductor A. E. Peterson was a surgical patient in Mercy Hospital, Des Moines, during July. Conductor Gaylord Courtney had the run on the Hiawatha between Marion and Chicago while he was off duty.

Dorothy Vodenik, daughter of Retired Conductor Fred Vodenik, and John Summerson of Dawson were married the latter part of June. After a honeymoon trip they started housekeeping on a farm.

Frank Honomichl, a brother of Retired Conductor L. G. Honomichl, passed away at his home in Wilson, Kans., on July 7. At one time he had been a fireman on the Iowa Division.

"Monica Jean" is the name of the new daughter in the home of Mr. and Mrs. James Spear. The baby is another granddaughter for Engineer Bert Cline.

Engineer and Mrs. Clyde Ibson who have been living in Perry have moved to Des Moines. Their daughter and granddaughter who recently returned from Arizona will make their home with them.

Dennis Locke, son of Agent Ward Locke of Nemaha, was one of a group of high school students injured recently when a school bus in which he was riding was struck by another car. Dennis suffered a broken shoulder. Mrs. Locke is still receiving treatment for neck injuries she sustained last summer when a driver rammed the rear of the Locke car as she stopped at a highway stop sign.

James E. Rodgers, one time operator at Earling, who was the son of P. J. Rodgers, former agent at Earling, and a brother of Mrs. Irene Rodgers Kohles, the present agent, died in an Omaha hospital recently, following a long illness. His sister and mother

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were with him during his last illness.

D. G. Calhoun, who has been agent at Lohrville for a number of years, was appointed agent at Albert City. He takes the place of C. R. Stahl who retired. Lohrville will be filled by an extra man for a few weeks as application has been made by the Milwaukee and North Western to consolidate their agencies at that point.

E. A. Evans, who has been in charge of water service on the Iowa, Kansas City and SC&D Divisions for a long time, has retired. Everett is a gardener and fisherman, and with two city lots now in fruit and vegetables, he will be kept busy for the summer at his home in Perry.

Mr. and Mrs. Joseph Trezek and Mr. and Mrs. Thomas Puttrich of Chicago visited in July at the R. R. McConahay home in Perry. The two ladies and Mr. Puttrich are Milwaukee employes in the Chicago accounting offices. Mr. McConahay is supervisor of signals and communications, and when he worked in Chicago, his wife was employed with the ladies.

Mrs. H. W. Lee, whose husband worked for the Road more than 40 years before his retirement in 1939, passed away in the Perry hospital July 24. Mrs. Lee, who was 82, had been in poor health. She and Mr. Lee celebrated their 63rd wedding anniversary last December. One daughter is the wife of Conductor H. J. Fuller of Perry, and Agent D. E. Lee of Dawson and Dispatcher Larry Harvey of Perry are nephews. Agent Fred Harvey's wife of Bayard is a niece.

Skulie Einarson, retired traveling engineer, and wife of Green Bay, Wis., spent some time in Perry in July. They came for the funeral services of A. A. Brown who had been a close friend for many years.



At the retirement banquet in his honor, L. S. Dove is shown (left) with E. L. McGuire who succeeds him as chief dispatcher at Marion, Ia. (center), and N. J. Gorman who was master of ceremonies. For details, read the Iowa Division East End news.

Donald R. Myers, A 2/c, who is stationed at Travis Air Force base at Fairfield, Calif., was home for a 15-day furlough with his parents at Lohrville. His father is Foreman William Myers of the Lohrville section.

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

On July 15 the Elmcrest Country Club in Cedar Rapids was the scene of a gathering of 53 associates and former associates of Laurence S. Dove, chief train dispatcher for the east end of the Iowa Division at Marion. After 49 years of faithful and conscientious service, Mr. Dove was retiring at his own request. The fine turnout in his honor represented many points on as well as off the division. Also present were a number of retired associates, including O. A. Beerman, former superintendent of the Iowa Division, and W. M. Foster, retired master mechanic. A dinner was served, with N. J. Gorman, train dispatcher at Marion, emceeding the proceedings, and at the height of the enjoyable evening Mr. Dove was presented with a handsome wrist watch; also several other gifts, including a gallon of house paint for his proposed plan to paint his home—Mrs. Dove was presented with the paint brush. The success of the affair was due to the arrangements made by those in charge, namely N. J. Gorman, W. E. Failor and W. J. Westmark.

Roger K. Wink, son of E. L. Wink, pump repairer at Marion, was chosen as Honor Man of Company 211 at the Naval Training Center, Great Lakes, Ill., and received a Certificate of Honor and an engraved identification bracelet at the Recruit Graduation Review on June 25. Following graduation, he had a 14-day leave at home with his parents.

On July 3 a son, Michael Allen, was born to Mr. and Mrs. D. N. Doumas. The father is assistant agent at Cedar Rapids.

Steve Atkinson, four-year-old son of A. P. Atkinson, clerk at Marion, is a victim of rheumatic fever he contracted late in June.

Katherine M. Gohmann, stenographer in the office of the division engineer at Marion, is vacationing in the West at this writing.

The Milwaukee Road Magazine

Since my name has appeared at the head of this column, she has contributed many of the news items which have appeared in it.

Merwen L. Taylor, clerk in the division engineer's office at Marion, has purchased the F. M. Blakeslee home in Marion and will take possession this month. Mrs. Blakeslee is moving to California in late summer and will occupy one of the bungalows at the Fredericka Home in Chula Vista, eight miles from San Diego. Mr. Blakeslee, retired station agent, passed away last September.

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Miss Jeanette Benson is the new stenographer to Assistant Superintendent R. W. Graves.

Sympathy was extended to the family of Grover (Joseph) Ballering, yardmaster in the Milwaukee terminals, who passed away suddenly at Madison, Wis., where he was vacationing. Mr. Ballering had a service date with the Road of Aug. 4, 1913 when he was employed as switchtender. Later he was promoted to switchman and then to yardmaster, which position he held for many years. Mr. Ballering was a well liked and loyal employe, his record showing several incidents where he had been commended for his alertness in preventing train accidents and damage to equipment. He had many friends among the industries in the area he served and will be missed by all.

The friends of Retired Chief Clerk George A. Steuer, both in Milwaukee and throughout our company, extend their sympathy in the recent loss of his son Bob, who passed away July 25.

DAVIES YARD

Charles Pikalek, Correspondent

Ray Bernier had a double reason for celebrating this Fourth of July, as his wife presented him with a daughter on that date.

Carman Eddie Hug and family left last month for California. If they find the climate agreeable it will become their permanent home.

Ken Klinger is back among us after serving his stint in the Army.

Also welcomed to the Davies yard is Noreen Berce who took the position of car clerk.

Sympathy was extended to Inspector Al Horn and to Ignatz Bushnig on the death of their wives.

FOWLER STREET STATION

Pearl Freund, Correspondent

Uncle Sam claimed Marine Reserves Lowell Wait, carload bill clerk, and Robert Jasinski, car messenger, for two weeks' training in the field. They will be stationed with the 5th Special Infantry Battalion at Camp Pendleton, Oceanside, Calif.

Walter Geisinger, assistant chief clerk, has returned from a trip to Denver, which was the rendezvous for a family reunion. He and Mrs. Geisinger also took quite a number of trips up the mountains to points of interest, and included a tour of a brewery, which for a native Milwaukeean sounds hardly probable, but is nevertheless true.

August, 1955

Here's Why the Nation's Freight Rides on SOLID JOURNAL BEARINGS



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With on-line rolling stock, freight or passenger cars, 5 to 10 million trouble-free car miles with solid-type bearings is an often accomplished fact. And what about interchange? As standards of maintenance and inspection are improved, "on line" performance will be approached with interchange equipment. Just as important, the low-cost solid bearing makes possible the very lowest per diem interchange rates for car rental. That's vital to railroads because from 50% to 80% of the cars you operate are foreign and

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Dollar for dollar, you just can't beat solid-type bearings for railroad rolling stock. You can take the biggest loads and make the fastest schedules. You save up to 1500 pounds per car . . . and get the smoothest ride on any standard truck. Be sure to get your free copy of "The Facts About AAR Solid Journal Bearings". Just write a post card or letter to Magnus Metal Corporation, 111 Broadway, New York 6; or 80 E. Jackson Blvd., Chicago 4.

Jack Klima, demurrage department, reports a wonderful crop of raspberries at the cottage. To date his little patch has yielded over 80 pints made into jam.

Betty Whitford and Hubby Vern enjoyed a vacation cruise on the Milwaukee Clipper to Muskegon, with short trips to the home town of Sherwood and Chicago.

Otto Kettner Sr., foreman at house 7, has planned a trip to Seattle with Otto Jr.; strictly a man's vacation.

Another diamond is gleaming in the Keller household, being worn by daughter Marjorie, fiancée of John Devlin. This is getting to be routine for E. A. Keller, OS&D and tracing clerk.

Newest addition to the force is Mary Palmquist, a recent graduate of Central High School at La Crosse and daughter of our general superintendent. Mary hopes to enter nurse's training at Columbia Hospital in the fall, but until then is handling messenger duties.

In preparation for streamlining the accounting at Fowler Street, several new IBM machines are in the process of being set up. Similar machines are already in use at Fullerton Avenue, Chicago, and Savanna, Ill., and will also be installed at Muskego yard.

The average man spends an estimated 50 days of his life in shaving.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Walter Pugeseck, tracing department, has bought a home in Meadowdale, Dundee, Ill.; one more suburbanite to enjoy the country air.

Assembler John F. Casserly, Galewood platform, was hit by a car on his way home from work July 5, and was taken to Garfield Park Hospital. From all reports he is doing nicely.

Emily Young, coal clerk, returned to work July 11 after a leave of absence due to illness.

Frank Hehn, janitor, is home at this writing, due to illness.

Ruth Colquhoun, daughter of General Clerk Binford J. Colquhoun, who worked here as a miscellaneous clerk the past three summers, was married at the Moody Memorial Church July 2. She and her husband, Joe Allan Wilson, will make their home in Wichita, Kans.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

Elizabeth Brown, Terre Haute roundhouse clerk, vacationed in Washington, D.C.

Chief Clerk Virgil Dvorak of the superintendent's office visited friends and relatives in Iowa.

At the Crawford Street freight house, Clerk Bill Hewitt reports a trip to St. Louis to see the Cards in action. Agent Paul Mueller and Clerk Ray Williams took their families to Vermidgi, Minn., for a couple of weeks' fishing.

Time Revisor Leo Huberti and Mrs. Huberti will motor to Gatlinburg, Tenn., in August for a view of the Smokies.

Train Dispatcher Harry Edwards will spend his vacation visiting his daughter in St. Paul.

Locomotive Engineer Orval Miller and Mrs. Miller are taking a trailer trip through the Southwest. They plan to be gone about two months.

Yardmaster George Williamson of Bedford is making a trip to Niagara Falls with his family.

It is with regret we report the death of Bert Beasley, our state solicitor, who died in Indianapolis on July 26 of a heart attack. He was 77 years of age.

The Frank Galvins have a granddaughter, born in June, named Katherine Marie.

Sympathy was extended to Yardmaster C. A. Grigsby of Hulman Street—Terre Haute in the recent loss of his 11-year-old granddaughter by drowning.

Herman J. Kutch, retired conductor who now makes his home in Hot Springs, Ark., returned in July for a visit with old friends in St. Bernice and Terre Haute.

E. L. Kenney, retired Terre Haute yardman, was hospitalized with a broken leg in July as a result of an automobile accident near Hammond, Ind.

Upon returning to work after his vacation, Engineer Harold Skelton said he had enjoyed it so much he decided to make it permanent, and retired on July 19.

CM&G Conductor Claude E. Adams, completing 46 years in train service on July 31, also decided in favor of retirement and tied up at Joliet on No. 173 on that date.



MENTOR FOR MINORS. As counselor to a group of girls engaged in Junior Achievement work, Miss Rita Bednar of the engineer of tests office at the Milwaukee, Wis., shops recently earned a citation from Junior Achievement of Southeastern Wisconsin, Inc. For the most part, the award was conferred for supervising a comprehensive study of modeling activities, including the presentation of several style shows in Milwaukee for which the group arranged all merchandise contacts, publicity and ticket sales.



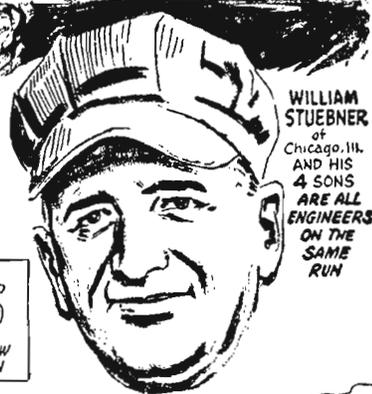
MAESTRO OF SYMPHONIC JAZZ, Paul Whiteman, shown with his wife and daughter boarding the Afternoon Hiawatha in Chicago July 26. Their destination was Milwaukee, where the following night "Pops" appeared as guest conductor of the Music Under the Stars concert at the Emil Blatz Temple of Music in Washington Park.

RIPLEY'S BELIEVE IT OR NOT

Beulah, Col. 1476 Miles
 Beulah, Wyo. 1292 Miles
 Beulah, N.D. 1162 Miles
 Beulah, Miss. 1029 Miles
 Beulah, Kan. 941 Miles
 Beulah, Mo. 756 Miles
 BEULAH, MICH. 1 MILE

ROAD SIGNS
 near Beulah, Mich.

INSECTS
 CAN REVERSE
 THEIR
 HEARTBEAT
 IT ENABLES THEM TO DRAW
 BLOOD TO THE ABDOMEN



BIGGEST COMBO. W. A. Stuebner Sr., the locomotive engineer whose unusual record was brought to public attention recently in King Features' syndicated column, "Believe It or Not", is the head of the father-and-sons group whose picture was on the cover of the Milwaukee Road Magazine for April. The picture of Mr. Stuebner and his four sons, all of whom are in engine service on the Milwaukee Division (not on the same run, as the cartoon states) has since appeared in many magazines and newspapers throughout the country.

GOING ASHORE at Seattle, C. W. Rowe is shown alongside the tug Milwaukee, on which he started as a fireman 39 years ago and rose to chief engineer, receiving a watch from Portmaster Clifford Hughes in honor of his retirement last month. As a sea-going railroader, Mr. Rowe estimates he has traveled at least 1,000,000 miles over Puget Sound waters. His retirement calls for a leisurely schedule at his home in Indianola, Kitsap County, and seeing more of his seven children and 19 grandchildren.



CAN'T WE BE FRIENDS? Cute as a button and no two alike, this crate-load of cocker spaniels got a lot of attention when it was unloaded at Glenview, Ill., last month. Shown making friends are Agent E. D. McLean and Clerk Marge Lossman. The puppies were for a local kennel which had orders to place them as pets and as television giveaway prizes.



LONG DRAG on the Grenning Railroad shows hobby builder Matt Grenning, Milwaukee-EJ&E agent at Rondout, Ill., hauling a capacity load at his home in suburban Glenview; trackage 350 feet, with a total of 1,000 to be built; capacity, one adult or two children per car. The line's motive power consists of this road engine, which boasts a "dead-man" lever, and a switcher with throttle, speed control and its own generator. Pass privileges are restricted to grandfathers and great-grandfathers, the former receiving Silver Passes, the latter Gold Passes.

THE MILWAUKEE ROAD MAGAZINE

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AN EASTBOUND FREIGHT in a setting of park-like farmland west of Elgin, Ill.

