

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



JUNE 1955

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

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The Idea Market

THIS IS THE MONTH when hundreds, perhaps thousands, of young men and women from Milwaukee Road families receive high school diplomas and college degrees. If it were possible, as I wish it were, for me to address all of them as a single graduating class, together with all of their parents as a single audience, I would have no difficulty in deciding what to say.

I would want to discuss that aspect of successful living and working which has to do with the alert mind and the determination to continue learning.

In American business today there is a tremendous market for ideas. The evidence is on every hand, from carrots in transparent bags to electronically-operated freight yards. On the railroads the microscope has moved into a place of importance alongside the spike maul, and train radio is only the start of a new development in communication.

Ideas are the result of applied thought. Each new development creates new products and the possibility of still more. To pay today's higher wages a company must produce a better product or a better service, and produce it for less money, or go out of business. It follows logically that the individuals who are worth most to that company are the ones who keep their eyes and their minds open for better methods, for new approaches to old problems... individuals who regard even the most humdrum and seemingly routine task as a challenge to their ingenuity.

On The Milwaukee Road nothing makes an employe—veteran or beginner—more valuable than the habit of really *seeing* what he looks at on the job, and finding a way to do it better.

It is a habit which a person can cultivate to advantage if he will.

J. P. Kiley

The Railroad Rose

A ROSE that blooms consistently, regardless of the calendar—a flawless bud that can travel from Chicago to the Pacific Coast and survive the return trip without losing its dewey freshness—that's the railroad rose whose beauty ornaments the tables in Milwaukee Road dining cars the year around. Curious, isn't it, this outwitting of nature.

Want to know how it came about?

What happened was that back in the 1930's two young men had a bright and unusual idea. The perennial perfection of the railroad rose is a professional secret belonging to C. E. Bussert, a former milkman, and a brother-in-law who at that time worked for a large floral service. As a hobby, the two delivered the florist's surplus flowers to hospitals and otherwise occupied their leisure time experimenting with a method for preserving the flowers beyond their normal blooming period. Their interest in the experiment stemmed from the fact, noted by the greenhouse employe, that many flowers which reached their blooming peak on holidays could not be sold, and that there were times when, for lack of a

ready market, perfect buds had to be thrown away.

To prolong the life of their own flowers—those they took to hospital patients—the team perfected a liquid which would furnish a cut flower with a nutrient similar to that found in hothouse soil. Going further, they designed a test tube-like vase which would support the stem, and with a stopper to keep the solution from spilling while it did not interfere with ventilation.

The magic elixir, to which they gave the name "floralife", is the foundation on which the Floral Specialty Service at Melrose Park, Ill., a Chicago suburb, has since developed a flourishing business. Offering six varieties of roses, each in a functional container and with a specially styled base, the firm furnishes the decorations on a year-around basis for more than 200,000 dining tables in hotels, clubs and restaurants, and for the dining cars of 10 western railroads moving out of Chicago. The Milwaukee Road, which has subscribed to the service since 1941, was the first railroad to use it.



A bud at the start of the Chicago-Tacoma run, the rose becomes full blown en route.

Gone forever, it would appear, is the sentimental bouquet of yesterday, the railroad rose having proved its economy as well as hardiness. The variety chosen as best suited for dining car tables is the *Pink Delight*, although the *Better Times* and the *Aristocrat* are sometimes used. The buds, freshly cut at the greenhouse and immersed immediately in the water-floralife solution, are delivered in a refrigerated truck to the Road's commissary several times a week.

A more effective test of the flower's exceptional lasting qualities could hardly be devised than the almost 4,500-mile round trip between Chicago and Tacoma on the Milwaukee's streamlined Olympian Hiawatha. Twice during the round-trip, on the day-long run through Montana, the rose gives yeoman duty from the first call for breakfast until the last dinner napkin is folded at night. Lack of refrigeration does not seem to faze it, for it can survive the 17-hour vigil without dropping a petal, and under normal conditions it has been known to last the best part of a week.



Standing upright in a wooden block fitted with holes to size, the roses are placed in the refrigerator when not in use. Here W. D. Gordon, waiter on the Olympian Hiawatha, is shown handing them into the custody of Steward R. O. Black.

Shown in conversation just before the opening of the joint meeting are, left to right: Harry Sengstacken, passenger traffic manager; W. J. Whalen, vice president—operation; P. H. Draver, vice president—traffic; and J. W. Severs, vice president—finance and accounting.



Study Operating, Traffic Progress in

THE KIND of railroad service which meets the test in today's tightly competitive transportation market demands aggressive, service-minded selling and skilled operating practices. In simplest terms it is a matter of making the performance match the promise. This has been the purpose of the general staff meetings held in Chicago each spring.

The three-day conference held this year, on May 16, 17 and 18, differed from earlier ones principally with respect to the possibilities opened up as a direct result of the greatly improved facilities

now at work on The Milwaukee Road. President Kiley, who presided at the joint meeting of the traffic and operating departments on the second day, reminded his audience of approximately 200 officers and supervisors of that fact when he stated that millions of dollars had been spent to make The Milwaukee Road second to very few with respect to the equipment now in use on the railroad.

"We must not make the mistake all of us have seen in other quarters," he said, "... that of failing to match the

expenditure of money with the necessary expenditure of thought and effort for keeping our morale and efficiency on a par with our physical plant."

As in previous years, the first day's meeting was reserved for discussions among some 100 freight and passenger traffic representatives from on-line and off, while the third day was devoted to the consideration of operating problems by approximately 80 general and division officers representing the various branches of the operating department.

The first speaker introduced by Mr.

Group of officers at the center of the speaker's table as the joint meeting began. Left to right: J. W. Severs, vice president—finance and accounting; Leo T. Crowley, chairman of the board; J. P.

Kiley, president; W. J. Whalen, vice president—operation; J. J. O'Toole, general manager, Lines East; and J. M. Cunningham, freight traffic manager—sales and service.





Left: Stuart W. Rider, Jr. (standing), assistant solicitor, Minneapolis, stops for a word with G. H. Rowley, superintendent of the Madison Division at the joint meeting on May 17. At Mr. Rowley's right is N. P. Van Maren, general agent at Omaha.



Shown entering the meeting room for the joint session are, front to back: C. B. Hanover, purchasing agent; C. T. Carter, general agent in New Orleans; W. D. Sunter, assistant freight traffic manager—sales and service; and T. H. Maguire, general solicitor. All but Mr. Carter are located in Chicago.

General Staff Meeting

Kiley at the joint meeting was Leo T. Crowley, chairman of the board, who lauded the group for their efforts on behalf of The Milwaukee Road.

"You traffic fellows have a great responsibility," he said. "The past few years have shown a great improvement in our operation and in our traffic solicitation, and I would like to impress upon you the importance of continuing this improvement. It is also important that we give every consideration to economies. Once more I want to urge you to handle our freight business in the best possible manner, and to give the traveling public every riding comfort you possibly can."

In keeping with the opening remarks of Mr. Crowley and Mr. Kiley was the passenger traffic department's presentation of a stimulating motion picture in color, entitled "Selling the Sizzle." Harry Sengstacken, passenger traffic manager, followed the showing of the picture with a review of passenger traffic prospects for the balance of 1955, which served to remind his audience that both the passenger and freight services of the railroad provide a great deal of "sizzle" for the Milwaukee Road traffic solicitor to offer the prospective customer.

"The passenger department today is in a position to be of greater value to the railroad," he said. "Our passenger train



Scene in the meeting room just before the start of the joint meeting of operating and traffic officers. The projection equipment had been set up for the showing of a motion picture on selling techniques. Harry Sengstacken, passenger traffic manager, is standing at left.

operation is a well-conditioned, productive unit, with the surplus fat gone and many of its unprofitable secondary and decaying branch services out of the way. We have a fleet of fine passenger trains second to none, from which our patrons cannot help but gain a favorable opinion of our railroad as a service institution."

Mr. Sengstacken called attention to the fact that the prospects for summer passenger traffic were good, with more organized business already having been booked for Yellowstone Park than had been the case for a long time.

Before opening the discussion of freight traffic problems, which occupied the balance of the day, Mr. Kiley reminded the officers that the results of the decisions reached would depend largely on the leadership ability of each of them. His comments emphasized these three points:

- *Leadership of one's self comes*

before leadership of others.

- *To be a real leader, a person must have the desire to lead.*

- *Leadership ability grows with a man's knowledge of how to get along with people, to understand them and to lead them to accomplishments beyond what they could accomplish by themselves.*

Mr. Kiley concluded his presentation with the reminder that finding still better ways of doing any job becomes more difficult with each improvement that is made, but that there is always room for improvement if a person keeps his eyes open and really sees what goes on about him.

In that connection he closed with the suggestion that local officers follow the practice established at the general staff meetings and get together as often as possible to discuss ways in which their work can be coordinated in the interest of better service.



Left: W. L. Ennis (left), assistant to vice president, in charge of claim prevention, refrigerator and merchandise service, greets E. F. Conway, superintendent of police.

Below: Visiting before the meeting were, left to right: L. F. Walsh, division freight and passenger agent, Great Falls, Mont.; P. P. Gehrig, general agent, Duluth, Minn.; W. G. Orr, general agent, Indianapolis, Ind.; and J. G. MacDonald, general agent, Salt Lake City, Utah.



Top of page: J. G. Hatcher (right), general agent at Dallas, Tex., takes a minute before the meeting to discuss a problem with R. B. Birchard, general agent at Milwaukee.

Above: G. F. Wilson (left), superintendent of Chicago Terminals, checks a point with G. E. Benz, general northwestern freight agent, Minneapolis.



COMMENTS FROM OUR CUSTOMERS



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

—Moliere

THE GOOD WORD FROM AUSTIN

From a letter received by E. J. Full, agent at Austin, Minn., concerning the recent good will trip sponsored by the Chamber of Commerce for local farmers and businessmen to Mason City and Charles City aboard a Milwaukee Road special:

"On behalf of the officers, directors and members of the Chamber of Commerce, it is a pleasure to extend their praise and appreciation for the marvelous services you rendered on the special train, Austin to Mason City and Charles City.

"We never made a single request that you did not carry out, and it appeared you were everywhere servicing the 300 passengers. You spotted the train exactly where we could best be served, you were always on time. In fact, we heartily congratulate your trainmaster and assistant superintendent who performed excellent services for us.

"You did more for The Milwaukee Road than many hundreds of dollars of advertising, and all we could hear was praise for the equipment and the courteous service of the train crews."

*H. B. Lidstone
Manager
Austin Chamber of Commerce
Austin, Minn.*

ESPECIALLY ON THE OLYMPIAN

"My wife and I, accompanied by a Mr. and Mrs. Cary, recently started out for Seattle, later continuing down the coast to Los Angeles and east to Tucson, and return to Chicago . . . I want to inform you of what an enjoyable trip it was, especially the good service and accommodations on the Olympian Hiawatha.

"We purchased the transportation through your Mr. E. H. Moll (Chicago city ticket office), and he did a thorough and courteous job of serving us. Not only were the ticket arrangements perfect, but the itinerary he set up was completely without error . . . Mr. Moll

should be commended for his efficiency and courtesy."

*John A. Casey
Supervisor of Operations and Airports
Department of Public Works
Chicago, Ill.*

SALUTING THE CONDUCTOR

"May I take this opportunity to compliment and thank the conductor on suburban train No. 150 originating out of Fox Lake the morning of May 21 [Conductor H. C. Pfuehler]. It was my young son's first train ride from West Lake Forest to Northbrook. The conductor, apparently sensing the importance of the event, was very kind in showing the locomotive to him and explaining some of its operations.

"I am quite certain that it was an outstanding event in his young life and I know that he is extremely grateful, as well as myself, to the conductor for being so considerate."

*B. R. Beers
1144 Estate Lane
Lake Forest, Ill.*

NO ALTERNATIVE CONSIDERED

"My sister, Mrs. C. R. Knapp, arrived here on the Olympian Hiawatha full of enthusiasm for the courtesies and attention she received from your people on the train. . . . She has told me that the dining car steward, Mr. Simmons, was most considerate and helpful to her in many ways beyond the customary service of meals.

"It may interest you that while I had, of course, myself advised her to travel by Milwaukee, she was also pressed very strongly by my son not to consider any other alternative. My son and his large family of small children came out last summer on your line and were exceedingly well treated. The Milwaukee reputation, of which I first learned some 40 years ago, seems to have been fully maintained."

*C. N. Senior
Canadian Consul General
1407 Tower Building
Seattle, Wash.*

"NEVER LIKE THAT"

"I wish to thank the three men on train 18 from Aberdeen, S. D., to Ortonville, Minn. I am almost blind and had to make the trip from Lemmon, S. D., to Ortonville alone.

"The baggage man came into the coach to get my baggage checks so as to get it off, as on Sunday the Ortonville depot is closed, and the conductor and brakeman took care of me until I was delivered to my brother. I never met service like that."

*Mrs. Otto Rondembourg
Danvers, Minn.*

TAKING A GOOD LOOK

"Recently I had occasion to take a trip to Chicago and Minneapolis, so I sent a letter to R. E. Brazda, your New York City passenger agent, outlining what I wanted to do. He kindly obtained the accommodations I needed—New York to Minneapolis via Chicago and return—and even went so far as to bring the tickets to my office in person.

"Your equipment which I enjoyed had apparently just been put on, and it is certainly of the finest. Further, everybody along the line was most courteous. I congratulate you on having such an efficient passenger agent as Mr. Brazda. Such courtesy is appreciated in this day and age. I naturally take a good look at these things in my capacity as a railroad security analyst. The Milwaukee Road made a mighty fine impression."

*James K. Miller
Schoellkopf, Hutton & Pomeroy, Inc.
63 Wall Street
New York, N. Y.*

OF THE VERY BEST

"We are located on your tracks at Division Street, and have shipped many cars over your road. During the past year we have had many 'hot' cars requiring close connections with other roads. The agent and crews at Division Street have given us their full cooperation at all times.

"The purpose of this letter is to particularly commend the extra effort put forth by Mr. C. L. Withee and his secretary, Miss Nancy Oln, who with Mr. H. H. Hoffman have extended themselves beyond what could normally be expected of even the most conscientious, to see that our shipments received the very best service of which the railroad is capable. Our compliments to you and to them for doing a splendid job."

*H. M. Downer
Traffic Manager
Combustion Engineering, Inc.
1315 North Branch Street
Chicago, Ill.*

W. J. Quinn Elected Law Vice President

C. L. Taylor Retires; T. H. Maguire Elected General Solicitor



W. J. Quinn



C. L. Taylor



T. H. Maguire

At a meeting of the board of directors held in Chicago on May 10, William J. Quinn was elected vice president and general counsel, to succeed Carson L. Taylor, who is retiring from active service. At the same time Thomas H. Maguire was elected general solicitor, succeeding Mr. Quinn.

Mr. Quinn, who came to The Milwaukee Road in April of 1954 to assume the title of general solicitor, is a graduate of the University of Minnesota law school. He was vice president and general counsel of the Soo Line immediately before coming to the Milwaukee.

Mr. Quinn's law practice began in his home city of St. Paul in 1935, and two years later he was appointed assistant United States district attorney there. He occupied that position until 1940, at which time he joined the law staff of the Soo Line in Minneapolis. From September, 1942 until October, 1945 he worked as a special agent for the F.B.I., later returning to the Soo Line as assistant commerce counsel. From January, 1946 to April, 1952 he served that railroad as commerce counsel, and from May 1, 1952 to May 18, 1953 as general counsel. He was advanced to the position of vice president and general counsel of the Soo Line on May 19, 1953.

Mr. Quinn is the father of four boys, William John, 12; George Michael, 9; Patrick Joseph, 4; and Richard Thomas, 2.

Carson L. Taylor's retirement from the vice presidency of the company marks a significant milestone in a distinguished law career which began in Cedar Rapids, Ia., in 1913 and which found him, at the age of 26, judge of the Superior Court in that city—the youngest judge in the country at that time.

He is the son of the late Charles Taylor, who for many years was an adjuster in the claim department of the railroad in Mason City. A brother, E. G. Taylor, is a yardmaster for the Milwaukee at Calmar, Ia.

Mr. Taylor graduated from the University of Iowa law school and practiced law in Cedar Rapids and Des Moines for several years, during which time he was in the service of the Milwaukee through the law firms with which he was then associated.

It was almost 26 years ago—in August, 1929 that he went to Chicago to assume the position of assistant general solicitor with The Milwaukee Road. He was advanced to commerce counsel in 1939 and general attorney and commerce counsel in June, 1941. In December, 1950 he became general solicitor and was elected vice president and general counsel on Mar. 10, 1954 upon the retirement of M. L. Bluhm.

Thomas H. Maguire assumes the position of general solicitor after a distinguished career in railroad law, more than 18 years of which have been with The Milwaukee Road. He was born in Toledo, Ohio, and attended the University of Michigan and the University of Oregon law school. Following military service on the Mexican border and in World War I, he served for a year as deputy district attorney in Portland, Ore., beginning in January, 1920. Then, following more than three years as an assistant United States attorney, and service as an officer in the law departments of the Union Pacific and Northern Pacific Railroads, he joined The Milwaukee Road in January, 1937 as assistant general attorney, with headquarters in Seattle. He later served as general attorney

in Seattle and in January, 1951 was appointed general attorney and commerce counsel with headquarters in Chicago, which position he occupied until the time of his present appointment.

Minnesota Agricultural Agent Honored by F.F.A.

S. J. OBERHAUSER, agricultural agent serving Minnesota, was one of a group of holders of the honorary State Farmer Degree who were awarded plaques by the Minnesota Association of the Future Farmers of America for their interest in and cooperation with that organization. The presentation ceremony was part of the activities of the Silver Anniversary Minnesota Future Farmers of America convention on the University of Minnesota campus May 10.

The Future Farmers of America, a national organization for boys studying vocational agriculture, was started in 1928. The Minnesota unit was established in 1930, since when The Milwaukee Road has cooperated with its programs for training farm boys. Mr. Oberhauser, a former president of the Minnesota Farm Managers Association, was cited by the Minneapolis Star Journal & Tribune in 1948 as Minnesota's man-of-the-year in agriculture.

The biggest block to personal communication is man's inability to listen intelligently, understandingly and skillfully to another person.

—F. J. Roethlisberger



The procession of seniors at South Dakota State College from the Administration Building to the Coolidge Sylvan Theater where commencement was held. (Sioux Falls Argus Leader photo)

The First J. T. Gillick Scholarship Winner Finishes College



Gary Purdy

WITH his mother and stepfather present for commencement, together with his grandmother and a group of aunts, uncles and cousins, the graduation of Gary Edward Purdy from South Dakota State College last month was a family affair. On the sidelines, though, watching silently, was a much larger family, for as Gary was handed his diploma, he became the first young man to complete a four-year college course financed by a J. T. Gillick Scholarship.

This year commencement exercises at the state college at Brookings, S. D., on May 23 had a special interest for Milwaukee Road people. When Gary Purdy, stepson of R. O. Chambers, currently working as a B&B carpenter at Aberdeen, stepped forward to receive his degree, he was named as one of the outstanding students of the class of nearly

300. Among the electrical engineers in the class, Gary and two others were graduated with honors.

Gary had also been a top ranking graduate of the Aberdeen Central High School when in 1951 he won the scholarship named for the Road's retired operating vice president, the first son of an employe to do so. Fascinated by scientific studies, Gary had hoped to attend a college with a good engineering school, although from a financial standpoint it seemed unlikely. The \$600 scholarship award, renewable for three years, was the factor which made it possible for him to proceed with his plans, and ever since the fall of 1951 when he entered South Dakota State his scholastic career has been watched with interest.

Gary had just turned 18 when he enrolled at the college, setting his sights on a degree in electrical engineering. One year later, as if to justify the confidence of his sponsors, he was announced as the winner of the school's Sigma Tau award. This is the award conferred each year by the honorary engineering society on the sophomore student who maintains the highest scholastic average during the freshman engineering course. Of the maximum obtainable average of 4.0, Gary had maintained an average of 3.7.

It was to be expected that book work would occupy the greatest part of Gary's time, but throughout the four years at college he was also very active on the campus. In 1952 he was selected for the Minute Man Award in military, and the

same year was given the first-year ROTC Rifle Award. The following year he was elected to the Arnold Air Society, an honorary Air Force organization, and during 1953 and 1954 served as squad executive officer and cadet captain in the Air Force ROTC. In 1954 he was chosen as the Air ROTC's outstanding junior cadet and as captain of the rifle squad for 1954-55. In his senior year he was also named to membership in Sigma Tau and to serve as president of the Rifle Club.

A fine commentary on Gary's scholastic achievements was made after his graduation by R. Y. Chapman, dean of student personnel. "Men like Gary are a real asset to the student body", he said, "and we have confidence that he will become an invaluable member of society and of the industry with which he may associate himself later. The Milwaukee Road and the J. T. Gillick Scholarship committee are to be commended on the selection of this fine young man as the recipient of that excellent scholarship award."

As a graduate engineer, Gary was offered a job with the Hughes Aircraft Corporation in Culver City, Calif., and he reported there on June 6. He is being assigned to the electronics research department, working on the guided missile program. The job in industry will not keep Gary from continuing his education, however. His goal now is a master's degree and beginning this fall he plans on doing graduate work in electronics at UCLA.

The Story of a Helping Hand

welfare work reviewed
at Women's Club
district meetings

LAST month the railroad again received a heart-warming reminder of the helping hand which The Milwaukee Road Women's Club offers to employes and their families throughout the railroad.

Half obscured in the business-like review of their work were countless gestures of neighborliness and "family interest" which will always be remembered by the people whose needs were met and whose bereavement was eased. The long list of activities reported at the district meetings of the club included financial and other aid given to families whose homes and furnishings had been de-

stroyed by fire; visits to the ill and handicapped; greeting cards and gifts of fruit and flowers sent to invalids; meals served for families in which death had occurred; and many similar acts of neighborliness.

The following are some of the highlights of the meetings:

Leading off at Sioux City on May 4, 87 members attended a meeting in the Martin Hotel. Mrs. C. C. Steed, president general, Milwaukee, who was present at all of the district meetings, conducted the business session, together with Miss Etta N. Lindskog, secretary general, Chicago. Mrs. Edward Mattison, presi-

dent of the Sioux City Chapter, and Mrs. Paul Bridenstine were in charge of arrangements for the visiting members, including a luncheon which featured entertainment by the children of employes.

Nineteen area chapters were represented at a meeting held on May 13 and 14 at the Hotel Schroeder in Milwaukee. The business discussion extended to noon of the second day and concluded with a luncheon in the grand ballroom, attended by approximately 325. Mrs. Frank Ross, general director, Milwaukee, served as chairman of the hostess committee.

At Minneapolis on May 19, Mrs. Roy E. Melquist, general director, supervised arrangements for an all-day session at the Raddison Hotel. Reports were delivered by 10 chapter delegates, and 125 members later attended a luncheon. A mild sensation was created by the appearance of the Tomah, Wis., delegation which appeared at the luncheon wearing the garb of 100 years ago in honor of Tomah's centennial which is being observed this year. Entertainment was furnished by a comedian and musicians dressed in folk costumes. At the conclusion of the luncheon, out-of-town members took a sightseeing tour.

The final meeting, held in the Roosevelt Hotel in Seattle on May 26, was arranged by Mrs. Hugo Engel, general director, and a committee consisting of Mmes. Harry Fordyce, Larry Dietrich, C. S. Reynolds, LeRoy Kidd, F. Quigley, Leonard Kirchoff and J. N. Strassman. After the business meeting adjourned,



Members of the general governing board and the advisory committee pictured at the Milwaukee get-together. Front, from left: Mmes. C. C. Steed, president general, Milwaukee; L. W. Palmquist, general welfare chairman, Milwaukee; J. L. Brown, general director, Chicago; A. O. Thor, general advisory officer, Miles City; W. Ray Dolan, second vice president general, Chicago; Frank Ross, general director, Milwaukee; R. W. Hayes, general safety chairman, Chicago. Rear, from left: Mrs. Elizabeth Shortall, recording secretary general, Chicago; Mrs. O. D. Wolke, general director, St. Paul; Mrs. O. P. Catlin, first vice president general, Chicago; Miss Etta N. Lindskog, secretary general, Chicago; Mrs. Ralph Vannella, treasurer general, Chicago; Mrs. Lucien Bloch, general constitution chairman, Chicago; and Mrs. E. Buchholtz, general director, Chicago.

Below: Luncheon scene at the Raddison Hotel in Minneapolis.



65 members attended a luncheon. A number of visiting members later took a boat trip to Victoria, B. C.

In addition to reports regarding welfare work, the meetings were devoted to discussions of social activities, money-raising projects, membership solicitation and individual chapter matters. In a final review Miss Lindskog reported that 38 chapters now have a larger membership than at the close of 1954.

The total membership of the club at the conclusion of the district meetings was 14,805.



The pictures at the right, top to bottom, show:

Chapter presidents and alternate delegates to the two-day meeting in Milwaukee. First row, from left: Mmes. Larry Strouse, Davenport; Cash Allemang, Madison (Wis.); Elizabeth Shortall, Chicago-Union Station; Ferdinand Wilke, Milwaukee; Pat Bailey, Terre Haute; and Ernest Buchholtz, Chicago-Fullerton Avenue. Second row, from left: Mmes. John Walter, Marquette; Herbert Grooms, Ottumwa; J. L. Tarbet, Kansas City; Arthur Koch, Bensenville; and John Brown, Janesville (historian). Third row, from left: Mmes. Clifford Wendell, Savanna; William Kramer, Green Bay (first vice president); Lyell La Pointe, Channing; and Elmer Bloomquist, Merrill. Fourth row, from left: Mmes. F. J. Slomske, Wausau; J. M. Wohlwend, Portage; Herbert Shields, Iron Mountain; and Doty Goff, Beloit.



Presidents and alternate delegates representing chapters at the Seattle district meeting. Seated, from left: Mmes. Zeph DuBois, Aliberton; Sam Taylor, St. Maries; H. W. Fordyce, Seattle; V. E. Straus, Butte; and W. J. Weatherall, Tacoma. Standing, from left: Mmes. Jack Webb, Spokane; L. E. Moore, Lewistown; E. R. Berkey, Othello; Dick Pemberton, Harlowton; H. N. Barrill, Malden; and D. A. Robinson, Three Forks.



Presidents who represented their chapters at the district meeting in Sioux City. Seated, from left: Mmes. George Saxer, Rapid City; Orvie Ness, Marion (secretary, serving as alternate); Edward Mattison, Sioux City; Earl E. Smith, Council Bluffs; A. Kylius, Yankton; and Carrie McClellan, Perry. Standing, from left: Mmes. Frank Barker, Dubuque; Albert Block, Sanborn; Ben Stroh, Mitchell; James Thompson, Sioux Falls; and W. B. Hendrickson, Mason City.



Presidents who delivered chapter reports at Minneapolis on May 19: Seated, from left: Mrs. Walter Klucas, Mobridge; Mrs. F. M. Wertz, Aberdeen (S. D.); Miss Rose Rush, Montevideo; Mrs. Roy Burns, St. Paul; Mrs. Robert Stowell, New Lisbon. Standing, from left: Mmes. Steve Kloekner, Austin; John Lanning, Milbank; Leo Belke, Sparta; Swen Oden, Tomah; and Clarence Gaustad, Minneapolis.

P. H. Draver Reviews Cabinet Committee Report on Transport Policy

You are aware, no doubt, that a few weeks ago, Sinclair Weeks, the Secretary of Commerce, presented to President Eisenhower a report titled: "Revision of Federal Transportation Policy." I would like to give you just a little of the background and then take up some of the more important points of this report.

Everyone knows that, back at the turn of the century, the railroads had a virtual monopoly on transportation, except for those limited areas where ships and barges got into the act. For that reason, the federal government and the states felt that the railroads should be treated as utilities and that their activities should be carefully regulated for the common good.

Everyone also knows that the monopoly has long since vanished . . . that for the past 25 years, the individual who travels can drive his car, take a bus, ride in a flying machine or go by train. That the shipper can use his own trucks, common or contract carrier trucks, air cargo, coastal and inland water transportation, pipelines or railroads. Now, I am happy to say, this common knowledge is being brought to the attention of the government. Specific recommendations are being made and there is reasonable hope that something will be done about them.

Policy Reappraised

I'd like to quote a few of the committee's observations:

"The underlying concept of this regulation has continued to be based on the historic assumption that transportation is monopolistic, despite the fact that the power of individual transportation enterprises to exercise monopoly control has been rapidly eliminated by the growth of pervasive competition . . . During this same period, government has failed to keep pace with this change and has, in fact, intensified its regulation of transportation.

"No economy that is based fundamentally on mass production and distribution of products throughout a continental market can continue to prosper without a transportation that is dynamic, efficient, and capable of delivering goods and people with safety, expedition, a high degree of dependability, and at the lowest cost in the expenditure of manpower and other scarce resources. . . .

"Your Advisory Committee has proceeded from these fundamental premises in its reappraisal of national transportation policy: namely, that the trans-

The accompanying article is taken from an address by P. H. Draver, vice president—traffic, delivered on May 23 before a group of 70 business men and government officials in Pickstown, S. D., site of the Fort Randall Dam. The occasion was a dinner meeting sponsored by A. H. Thornton of the South Dakota Natural Resources Commission. Mr. Draver chose two main themes for his address—the much-discussed Cabinet Committee Report on Transportation Policy, and the proposed expenditure of \$10½ billion for the rebuilding of the country's highway system. Because of the importance of these subjects to the future of the railroads and railroad people, the first portion of his address is reproduced here. The second will follow in the July issue of the Magazine.



P. H. Draver

portation industry operates today in the general atmosphere of pervasive competition; that adjustment of regulatory programs and policies to these competitive facts is long overdue; and that the restoration and maintenance of a progressive and financially strong system of common carrier transportation is of paramount importance to the public interest."

The committee had a good deal more to say of a general nature. They pointed out that public interest requires the maintenance and development of a sound and vigorous common carrier transportation service by *all* of the available means of transport . . . that our past national policy has failed to provide us with the best transport of which we are capable . . . that we must consider not only our national economy, but defense requirements, and that a policy which weakens any form of transportation on which we must place major reliance in the event of war is *not* satisfactory.

Well, what's to do about it? A good many specific recommendations were made to the committee. I won't attempt to deal with all of them, but I would like to examine a few of them, briefly.

The first suggestion was that we ought to rely more on competitive forces in transportation pricing. That we should use the least regulation possible consistent with public interest, and be sure that regulation is fair and impartial.

That gets down to what we consider an important point: that the Interstate Commerce Commission should act as judge of disputes and a guardian of public interest, but should *not* try to act as

business manager for the railroads. If, in your business, you decide that a different method of processing or of pricing will have a favorable result, you go ahead and try it. In the railroad business, if we decide that different pricing on hauling a certain commodity will favorably affect our business, we have to ask the ICC. And then *they* tell us whether we are right and can go ahead. Of course, they don't make any restitution if it turns out they are wrong.

Another recommendation is to limit the authority of the ICC to determine reasonable minimum or maximum rates without changing existing provisions that make undue discriminations and preferences unlawful.

I'd like to illustrate that with an example from a talk that I recently heard Mr. Perlman, president of the New York Central, give before the Executive Club of Chicago.

He pointed out that, back in the monopoly days, a car of sugar beets was worth only about \$25. It seemed unreasonable to the railroads to charge a farmer \$50 for moving that car, so they charged \$10 for carrying the beets and put the other \$40 on the car of refined sugar leaving the refinery.

The Trucker Enters the Picture

When transportation costs went up, the railroads asked for a 10 per cent increase, which raised the rate on sugar beets a dollar a car, and raised the refined sugar rate \$4. Next thing we knew, the railroads were still hauling the sugar beets that weren't paying, per diem costs on the car, but some of the once-profit-

able sugar was going by truck.

We think it would be a fine thing if, within clearly defined limits, we could decide for ourselves the price at which we could afford to haul a given commodity. We also think that, if a railroad has a cost advantage in a certain area or for a certain service, it should be able to reflect that advantage in making its rates.

A third recommendation was to limit the authority of the ICC to suspend proposed changes in rates.

Again I'll point out that if your costs for a certain article rise, you are free to increase the price, providing it is still competitive. We not only cannot raise our prices without permission of the ICC, but cannot even reduce them. We make our application. Then some other carrier, maybe a trucker, files a protest and the whole thing hangs for months while we seek to prove the legality of our claim.

New Concept Would Apply

The new suggestion by the committee is that suspension by the ICC should not be a regular procedure, but a special and unusual remedy. That the suspension period should be reduced to three months. That the proposer of a new rate continue to prove its need and legality unless the complainant is another carrier, in which case the latter is responsible for the burden of proof. Now that doesn't sound very drastic, but it will do a lot to keep us from getting into the middle of a new emergency before the last one is disposed of. And again I remind you that, when the ICC refuses a rate change, it doesn't make up our losses or even suggest how we might do it.

So far, I seem to have made the ICC sound like the villain in the piece. That isn't my intention because the ICC, of course, simply carries out the law. Here is a recommendation by the Weeks Committee that empowers the ICC to help the railroads in their struggles with still other regulatory bodies.

One of our present sore points is our inability to discontinue passenger service that loses money—even if substitute service is available or offered.

As things stand now, we must apply for a discontinuance to a state commission. These bodies are very vulnerable to local pressure groups who usually take the attitude that "It's a big railroad—what difference does one little train make?" That's the equivalent to saying, "It's a big bank—what difference does it make if I don't repay my little loan?"

A. G. Hoppe Retires As Mechanical Engineer

A. G. HOPPE, mechanical engineer with headquarters at the Milwaukee, Wis. shops, retired on May 31. He had been with the Road continuously at the Milwaukee shops for approximately 38 years.

Mr. Hoppe, an engineer of national repute, started as a draftsman in the mechanical engineer's office in 1919, following summer vacation work while attending the University of Wisconsin. A year later he became an inspector for the test department and in 1928 was promoted to engineer of tests. In 1936 he was appointed assistant mechanical officer, and later served on the staff of the chief mechanical engineer and as general superintendent of the locomotive department. Starting in 1950, he was also engineer of research and development before being appointed mechanical engineer in August, 1952.

Mr. Hoppe is a Fellow of the American Society of Engineers, and before his retirement was named Engineer of the Month for May by the Engineers' Society of Milwaukee. The work for which he is best known is the pioneering development of all-welded passenger and freight cars, the design and rehabilitation of stationary boiler plants, and during World War II the machining of steam engine components for Liberty Ships and the construction of high altitude vacuum chamber testing cells for the Air Force.



At the retirement dinner in his honor A. G. Hoppe (left), produces a slide rule as a conversational aid in a discussion with his successor, G. H. Koester (standing) and F. W. Bunce, chief mechanical officer.

He also collaborated on the design for the power plant in the Chicago Union Station and is the author of several papers on the performance of diesel electric locomotives and a fusion welding process for locomotive boilers.

Some 150 fellow officers and friends honored Mr. Hoppe at a farewell dinner in Milwaukee on May 19. He is retiring at the age of 60 and his future plans are still indefinite. For the present, however, he intends to remain in the vicinity of Milwaukee and to that end is currently building a new suburban home.

We operate a train out of Terre Haute, Ind., which costs us about \$2,000 a month to run but which brings us only about \$50 a month in revenue. Permission to discontinue has been refused.

In Wisconsin, we have 74 miles of line that is little patronized during the winter months. We could save a lot of money by substituting a bus for two passenger trains. Permission refused. And so it goes.

A good many more recommendations were made by the committee. They suggest liberalizing the laws fixing the price structure for long and short hauls and for volume discounts. They propose some changes in regulations governing the handling of bulk commodities and certain agricultural commodities. They suggest a more accurate definition of common and contract carriers to get rid

of obvious inequities. The same for what constitutes a legitimate freight forwarder. And they want to establish some fairer means of regulating special government rates.

There is nothing wrong with the railroads that can't be fixed by the opportunity to compete on equal terms for the privilege of moving the goods that American industry and agriculture are pouring out in such unprecedented quantity.

Congressional action on recommendations contained in the Cabinet Committee Report, discussed by Mr. Drawer in the foregoing article, took the form of identical bills introduced in both houses of Congress on May 9 and 10.—Ed.

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



P. J. Cullen



E. W. Chesterman



R. M. Olson

Traffic Department

Effective July 1, 1955:

P. J. Cullen is appointed western traffic manager with headquarters in Seattle, following the retirement of Paul Wilson. Mr. Cullen is a native of Chicago who started his service with the Road in the Chicago freight traffic department in 1925. In 1946 he was appointed assistant general freight agent in Chicago, and since July 1, 1948 he has been assistant to vice president-traffic in the Chicago office.

E. W. Chesterman is appointed assistant to vice president-traffic, Chicago, succeeding Mr. Cullen. Mr. Chesterman has been an employe of the freight traffic department in Chicago since 1924. Since 1948 he has served as assistant general freight agent.

R. M. Olson is appointed assistant general freight agent with headquarters in Chicago, succeeding Mr. Chesterman. Mr. Olson has been an employe of the Road since 1919. His most recent position, since 1950, was commerce assistant-freight traffic department.

Effective June 1, 1955:

D. W. McCloskey is appointed traveling passenger agent, Pittsburgh, following the retirement of H. S. Wykoff. Mr. McCloskey started his service with the Road in 1938 in New York City where since September, 1952 he has been passenger agent for the railroad.

M. H. Wetzel is appointed passenger agent, New York, N. Y., succeeding D. W. McCloskey. Starting with the Road in the New York passenger office in 1947, Mr. Wetzel has been ticket agent there since September, 1952.

Effective May 16, 1955:

H. J. Millard is appointed city passenger agent, Detroit, Mich., succeeding

G. T. Sims. Mr. Millard has been with the Road since 1940, starting at Madison, Wis. Since 1942 he has been ticket clerk in the Milwaukee, Wis., station ticket office.

Law Department

Effective June 1, 1955:

E. O. Schiewe, formerly assistant general solicitor, is appointed general attorney with headquarters in Chicago. Mr. Schiewe is a native of Chicago and was educated at Valparaiso and Northwestern Universities, graduating from the latter in 1932. After practicing law in Chicago, he entered railroad service in the Milwaukee Road law department in 1941, where he has been assistant general solicitor since 1944.

R. K. Merrill, formerly assistant general solicitor, is appointed commerce counsel with headquarters in Chicago. Mr. Merrill was born in Wheaton, Ill., and is a graduate of the Chicago Kent College of Law. He started with the Road in 1937, leaving for four years of service with the Coast Guard during World War II. He was appointed assistant general solicitor in 1951.

J. P. Reedy, formerly attorney, is appointed assistant general solicitor with headquarters in Chicago. Mr. Reedy is a native Chicagoan and a veteran of the

Naval Air Corps. He attended Notre Dame University and Ripon College, and entered Milwaukee Road service as an attorney in April, 1951.

Effective May 1, 1955:

J. R. Scoggin, attorney with headquarters in Chicago, has been assigned to assist the commerce counsel.

Effective June 1, 1955:

Due to redistricting territory in Wisconsin and Michigan areas, the following transfers and appointments are made:

E. J. Scofield, district adjuster, Milwaukee, is assigned to territory extending northward from North Switch, Milwaukee Terminals to Champion, Mich., including all connecting branch lines formerly comprising the old Superior Division; and from North Switch, New Lisbon, Wis., to Woodruff, Wis., including all lines formerly comprising the old Valley Division; with headquarters at Milwaukee.

R. W. Centen, district adjuster, Chicago, is transferred and assigned to all of Wisconsin territory on the Milwaukee, LaCrosse & River, and Madison Divisions previously supervised by Mr. Scofield; except territory formerly comprising the Superior and Valley Divisions, now assigned to Mr. Scofield; with headquarters at Milwaukee.

John Martin, adjuster at Milwaukee, is promoted to district adjuster at Chicago, relieving R. W. Centen,

G. R. Lawrenz is appointed adjuster, succeeding John Martin.

Mechanical Department

Effective June 1, 1955:

G. H. Koester is appointed mechanical engineer, following the retirement of A. G. Hoppe. Mr. Koester has been



E. O. Schiewe



R. K. Merrill



J. P. Reedy

with the Road since 1916, starting as a draftsman in the office of the mechanical engineer at the Milwaukee shops. He was appointed diesel engineer in 1945 and since August, 1952 has been assistant to the superintendent of motive power. (Picture of Mr. Koester appears in article regarding retirement of A. G. Hoppe, page 13.)

L. H. Rabun is appointed master mechanic with jurisdiction over locomotive department matters on the Milwaukee First, Second and Third Districts, the LaCrosse & River First, Second and Third Districts, the Madison Division and the Tomah shops, with headquarters at the Milwaukee shops. Starting as a machinist at Savanna in 1917, Mr. Rabun later served as roundhouse foreman at various points. He was appointed master mechanic in 1943, since when he has served in that capacity at Savanna and Chicago, and most recently at Miles City.

J. L. Brossard is appointed master mechanic with jurisdiction over locomotive department matters in the Twin City Terminals, with headquarters at Minneapolis. Mr. Brossard started with the Road in 1911. Since April, 1951 he has served as assistant master mechanic in Minneapolis.

Carl McMullin is appointed district general car foreman with jurisdiction over car department matters at Moberg, S. D., to and including Bonner Junction, Mont., with headquarters at Miles City. Mr. McCullin, who has been with the Road since 1917, was appointed assistant car foreman at Miles City in 1943. He was promoted to car foreman at Deer Lodge in 1951 and to general car foreman at Tacoma in May, 1954.

D. A. Radabaugh is appointed assistant master mechanic with supervision over locomotive department matters from west of Aberdeen, S. D., to and including Harlowton and the Northern Montana Division, with headquarters at Harlowton. Mr. Radabaugh, who started as a machinist apprentice in 1941, is a Navy veteran of World War II. Since returning from military leave he has served as a foreman at the Milwaukee, Wis., shops, roundhouse foreman at Madison, Wis., and Deer Lodge, and most recently as assistant master mechanic at Deer Lodge.

The master mechanic's position at Miles City is abolished.

Operating Department

Effective May 16, 1955:

F. J. Kuklinski is appointed assistant superintendent of the Chicago Terminals

Dedicate Golf Association Headquarters . . . at Golf, Ill.



Among the group making the trip to Golf on May 20 were, left to right: Elmer Rich, Milwaukee Road director; Charles (Chick) Evans, head of the Evans Scholars Foundation; and William J. Quinn, vice president and general counsel of The Milwaukee Road.

AS THE story goes, it was because A. J. Earling, one-time president of The Milwaukee Road, enjoyed a game of golf that the suburban station of Golf, Ill., 16 miles north of the Chicago Union Station, was named for the sport. Whenever he planned to make a late afternoon round of the links, he notified his office force he was going to golf. It followed naturally enough that "Golf" became the name by which his stopping-off place was called, and so it remained when the village which later grew up there was incorporated.

It also followed logically that Golf should be the site selected for the new headquarters of the Western Golf Association and Evans Scholars Foundation. A group of 30 men associated with those organizations rode a Milwaukee Road train from Chicago to Golf on May 20 for the dedication ceremonies.

Vice President and General Counsel William J. Quinn represented The Milwaukee Road at the dedication, as did

Director Elmer Rich, who is on the Evans Scholars Foundation honor roll.

The new building is a fitting testimonial to the interest and support which the caddy scholarship program has received from golfers everywhere. It was Charles (Chick) Evans, head of the foundation and long-time dean of American golf, who conceived the idea of college scholarships for caddies. Today 240 former golf caddies are attending college on these scholarships.

Every room of the new headquarters is a symbol of the intense interest and cooperation which individuals and groups have given the caddy scholarship program. Inspiration for National Caddy Scholarship Headquarters at Golf, Ill., came at a meeting of the Western Golf Association directors and Evans Scholars Foundation trustees at Glen View Club on Sept. 26, 1953. Ground breaking was in August, 1954, and completion of the building was in April, 1955.

with headquarters at Bensenville, succeeding E. P. Snee, transferred. Mr. Kuklinski started with the Road in 1929 at Milwaukee where he was subsequently yardmaster and in 1948 was appointed trainmaster of the Milwaukee Terminals. Most recently he has been assistant superintendent at Minneapolis.

E. P. Snee is appointed assistant superintendent of the Twin City Terminals

with headquarters at Minneapolis, succeeding F. J. Kuklinski, transferred. Mr. Snee, who has been with the Road since 1925, has served as trainmaster at Minneapolis, Aberdeen, S. D., Spokane and Bensenville. He has been assistant superintendent of the Chicago Terminals since September, 1953.

E. A. Duszak is appointed trainmaster of the Chicago Terminals with headquarters at Bensenville, succeeding F. A.

THE COVER

Happy days are here again, days of picnicking, swimming, fishing and boating at thousands of inland lakes. Some of Wisconsin's finest vacation scenery is framed in the windows of the Hiawatha trains as they pursue their course between Chicago and the Twin Cities. The picture on the cover this month shows the Twin Cities Hiawatha alongside the blue waters of Lake Pewaukee, one of the many beautiful lake resorts in the Milwaukee area which are easily accessible by train.

Barton, transferred. Mr. Duszak, who started as a rodman in the engineering department in 1943, was formerly assistant engineer at the Western Avenue yards in Chicago and special assistant to general manager Lines East. Since 1953 he has been trainmaster at Sioux City, Milwaukee and Spokane.

F. A. Barton is appointed trainmaster of the Idaho Division with headquarters at Spokane, succeeding E. A. Duszak, transferred. Starting as a yard clerk at Milwaukee in 1947, Mr. Barton was subsequently a fireman and brakeman. He was appointed trainmaster of the Chicago Terminals in February, 1954.

Effective June 1, 1955:

D. P. Valentine is appointed trainmaster of the LaCrosse & River Division Second District with headquarters at LaCrosse, following the resignation of W. T. Hjorth. Mr. Valentine has been with the Road since 1943, serving as operator, dispatcher, transportation assistant to general manager, Chicago. Since 1952 he has been trainmaster at Minneapolis and most recently at Marion.

R. G. Scott is appointed trainmaster of the Iowa Division with headquarters at Marion, succeeding D. P. Valentine. Mr. Scott has been in service since 1928, formerly as roadmaster in Milwaukee and Chicago. Since his appointment to trainmaster in 1951, he has served in that capacity at Milwaukee, Spokane, and most recently at Aberdeen, S. D.

J. R. Werner is appointed trainmaster of the Hastings & Dakota Division with headquarters at Aberdeen, succeeding R. G. Scott. Mr. Werner started with the

HIS HOBBY IS WOOD

by Martha Moehring

Correspondent, Montevideo, Minn.



Brakeman Raymond Martin and daughter Debra with his most recently completed piece of handiwork, a mahogany wall clock case, yet to be fitted with a pendulum clock. Canes and other carved objects appear in the background.

WHEN it comes time for Brakeman Raymond Martin to retire, he'll be all set with a hobby because he has been working up steam for it the past years, and with each completed piece of work he gets more enthused. So do his friends.

"Red" lives at Milbank, S. D., and his run is between Montevideo and Aberdeen, Milbank being about 57 miles west of Montevideo. For a number of years the diamond willows along the creek three miles out of Milbank have furnished him with the grist for his mill. He cuts and polishes the gnarled branches of these trees, and the canes which come from his skillful fingers are things of beauty. He gives away most of these

Road at Perry in 1942 and was subsequently in the general manager's office in Chicago. Since August, 1952 he has served as trainmaster of the Milwaukee Terminals and most recently of the Twin City Terminals.

R. L. Martin is appointed trainmaster of the Twin City Terminals with headquarters at St. Paul, succeeding J. R. Werner. Mr. Martin started as an operator at Ottumwa in 1942 and following his return from military service in 1945, served as operator and dispatcher. Since March of this year he has been special assistant to general manager, Chicago.

canes, many of them to old folks who really need the sturdy support they afford. The elderly gentleman who serves as a guide at the Schmitt Brewing Company in Minneapolis uses one of the Martin canes when he points out things of interest to visitors touring the plant.

Lately, though, Ray has gone in for more intricate things like wall shelves and picture frames, which require the use of an electric vibrator saw. One of his recently finished projects is the intricately made wall clock case which is shown in the picture. There isn't a nail or drop of glue in the entire piece and the only metal is the door hinges. Now Ray's problem is where to get a pendulum clock to fit the case. The face of the clock would have to be about six inches in diameter.

He gets his wood supplies from the West Indies and South America, in addition to our own United States, and some of the plywoods come in mahogany, walnut, rosewood and satinwood. The clock case is solid mahogany.

Out in the Martin yard there is a very beautiful pagoda complete with wagon wheels and plenty of lattice work. Over in his father's back yard (Engineer Frank Martin) there is an intricately made bird house on a pole which attracts much attention from passers-by and it is populated with . . . you're right—martins!

here's how we're doing..

| | APRIL | | FOUR MONTHS | |
|---|--------------|--------------|--------------|--------------|
| | 1955 | 1954 | 1955 | 1954 |
| RECEIVED FROM CUSTOMERS | | | | |
| for hauling freight, passengers, mail, etc..... | \$18,679,618 | \$18,891,653 | \$74,567,137 | \$74,871,588 |
| PAID OUT IN WAGES..... | 9,173,750 | 9,603,521 | 37,251,485 | 38,553,698 |
| PER DOLLAR RECEIVED (CENTS)..... | (49.1) | (50.8) | (50.0) | (51.5) |
| Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.. | 559,273 | 543,449 | 2,247,349 | 2,181,562 |
| PER DOLLAR RECEIVED (CENTS)..... | (3.0) | (2.9) | (3.0) | (2.9) |
| ALL OTHER PAYMENTS | | | | |
| for operating expenses, taxes, rents and interest.. | 8,648,177 | 8,680,750 | 33,790,376 | 34,942,370 |
| PER DOLLAR RECEIVED (CENTS)..... | (46.3) | (46.0) | (45.3) | (46.7) |
| NET INCOME..... | \$298,418 | \$63,933 | \$1,277,927 | |
| NET LOSS..... | | | | \$806,042 |

REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:

| | | | | |
|------------------------------|---------|---------|---------|---------|
| Number of cars..... | 110,894 | 110,073 | 438,086 | 429,600 |
| Increase 1955 over 1954..... | +821 | | +8,486 | |

Carloadings by Commodities during May 1955 compared with May 1954

| | % | Carloads | | | | |
|---|---------------|------------------|----------------|----------------|---------------------|---|
| | | of Total Revenue | 1955 | 1954 | 1955 + or - to 1954 | |
| | | | | | Number | % |
| INCREASES: | | | | | | |
| Forest Prod. excl. Logs & Pulpwood..... | 12.6% | 9,297 | 8,293 | + 1,004 | + 12.1% | |
| Iron & Steel incl. Machinery..... | 8.0 | 7,780 | 7,708 | + 72 | + .9 | |
| Coal and Coke..... | 4.8 | 7,933 | 7,653 | + 280 | + 3.7 | |
| Autos, Trucks, Parts & Tires..... | 3.6 | 3,710 | 2,971 | + 739 | + 24.9 | |
| Cement, Brick, Lime & Plaster..... | 3.5 | 3,733 | 3,228 | + 505 | + 15.6 | |
| Agri. Impl. & Tractors incl. Parts..... | 3.1 | 1,852 | 1,491 | + 361 | + 24.2 | |
| Merchandise..... | 2.3 | 7,993 | 7,608 | + 385 | + 5.1 | |
| Flour & Grain Products..... | 2.0 | 5,068 | 4,647 | + 421 | + 9.1 | |
| Live Stock..... | 1.3 | 2,117 | 1,730 | + 387 | + 22.4 | |
| Ore (excl. Pooled Ore)..... | .4 | 271 | 206 | + 65 | + 31.6 | |
| Miscellaneous..... | 27.1 | 31,964 | 29,619 | + 2,345 | + 7.9 | |
| Total Increases..... | 68.7% | 81,718 | 75,154 | + 6,564 | + 8.7% | |
| DECREASES: | | | | | | |
| Grain..... | 11.6% | 7,270 | 7,530 | - 260 | - 3.5% | |
| Logs and Pulpwood..... | 4.2 | 6,833 | 7,539 | - 706 | - 9.4 | |
| Clay, Gravel, Sand and Stone..... | 3.9 | 6,683 | 6,834 | - 151 | - 2.2 | |
| Petroleum and Products..... | 3.8 | 5,061 | 5,174 | - 113 | - 2.2 | |
| Meat and Products..... | 3.6 | 4,516 | 4,673 | - 157 | - 3.4 | |
| Beer..... | 2.9 | 3,223 | 3,323 | - 100 | - 3.0 | |
| Fruits & Vegetables..... | 1.3 | 2,347 | 2,355 | - 8 | - .3 | |
| Total Decreases..... | 31.3% | 35,933 | 37,428 | - 1,495 | - 4.0% | |
| TOTAL..... | 100.0% | 117,651 | 112,582 | + 5,069 | + 4.5% | |

home department



The enclosed porch was almost finished when this picture was taken last fall. A little stonework still remained to be done at the base.

THE HOME BUILDERS CLUB

The House That Jack Built

ON THE site of his birthplace at Marquette, Ia., Jack Klima, veteran demurrage clerk at the Fowler Street freight house in Milwaukee, has built a house which is not only the perfect week end retreat, but which will eventually be his retirement home. The location is 80 acres of beautiful timber land which Mr. Klima inherited from his father, and except for some help with the electric work and plumbing, he built the house entirely himself.

Since Mr. and Mrs. Klima live the year 'round in Milwaukee, it has taken the better part of five years to complete the house. The central building was finished first—a large living room, kitchen and bedroom on the first floor, and two bedrooms above. A 10 x 10 breezeway and the garage were built later, and last summer, as the final project, Jack added an enclosed porch. The pictures which illustrate this article show how well he did the job.

All of the interior woodwork in the house is black walnut grown on the place. It has been left in the natural

finish. Jack cut the trees, seasoned the wood himself, and took it to a small factory where it was fashioned into doors, window frames, flooring, and other interior trim. The wood is so hard that ordinary nails won't penetrate it, and it was necessary to use a drill to install the hardware. Jack found the carpentry work a tremendous job, but the results rewarded him for the effort.

The house stands on a beautiful wooded slope amid shrubs and foliage. The Klimas have enhanced the setting by surrounding it with a velvety lawn, and now that work is finished, they can relax to enjoy real comfort. Mrs. Klima, who is a camera fan, pursues the hobby of taking colored pictures of the lovely countryside, while her husband keeps busy with the small chores around the place. It is everything they have ever wanted in a home and, since Mr. Klima has 40 years of service with the Road, not too many years from now it will be theirs to enjoy in that all-the-year-round freedom that comes with retirement.

The interior trim, of seasoned black walnut grown on the place, represents plenty of work, but the beautiful results justify it.



The Milwaukee Road Magazine



so you're having a barbecue ...



FOR outdoor cooking over a grill, here are some easy-to-follow recipes which will provide memorable main dishes for family or party menus. Choose one of the grilled sandwiches for a light supper and serve it with only a beverage and dessert. If you want a more substantial meal, start with any of the grilled foods and add a salad and a hot casserole brought from the kitchen. For special parties add an appetizer.

APPETIZER BOWL

Fill a large bowl with crushed ice and top it with a wedge-shaped arrangement of raw vegetables: radish roses, celery curls, green onions, carrot sticks, green pepper strips or cauliflowerets. Add black olives, dill pickle strips and cooked shrimp if desired. In a small bowl in the center, place a dunking sauce made by mixing together 1 cup mayonnaise, 1/2 cup chili sauce, 1 tablespoon horseradish, 1/4 teaspoon dry mustard, 1/4 teaspoon salt, 1/4 teaspoon paprika and a dash of black pepper.

SPARERIBS

For 4 hungry people, buy 3 to 4 pounds pork spareribs. Have ribs cracked down the middle and cut into 3-rib sections to eliminate carving later. Dissolve 1 chicken bouillon cube in 1 cup boiling water. Add 1 teaspoon salt, 2 cloves minced garlic and 1/3 cup each catsup, soy sauce and honey. Pour sauce over ribs in a shallow pan and let stand in the refrigerator 2 hours or longer. When ready to cook, place ribs on a grill over glowing coals. Cook, basting with the sauce and turning frequently, about 25 minutes or until ribs are well done.

STEAK SANDWICHES

Select a 2-inch thick chuck steak. Trim off excess fat and slash outer edge. Sprinkle with meat tenderizer, allowing 1/2 teaspoon per pound of meat. Let stand in refrigerator about 2 hours. Cook 3 to 5 inches from coals, al-

lowing about 25 minutes for a medium steak. Do not use additional salt. To make sandwiches, cut long loaves of French bread lengthwise into halves. Spread with softened butter or brush with melted garlic butter. Cut grilled steak across the grain into thin slices and place on bottom halves of bread loaves. Cover with tops and cut crosswise on a slant into individual portions.

CHESEBURGERS

For 4 burgers, mix 1 1/2 pounds ground beef, 1 1/2 teaspoons salt, 1/4 teaspoon black pepper, 1/2 teaspoon monosodium glutamate and 1 teaspoon Worcestershire sauce. Shape into 8 thin patties. Place a thin slice of sharp processed cheese on each of 4 patties. Cover with remaining patties and pinch edges together to seal. Grill over hot coals until done. Serve between toasted hamburger buns.

BEEFBURGERS

For 4 burgers, combine 1 1/2 pounds ground beef, 1 1/2 teaspoons salt, 1/4 teaspoon pepper, 1/4 teaspoon allspice and 1 minced small onion. Shape into 4 patties. Grill over hot coals 2 to 3 minutes on each side. Serve between toasted hamburger buns, English muffins or hard rolls. For barbecued beefburgers, omit the allspice and onion. Combine 1/3 cup chili sauce, 2 tablespoons vinegar, 2 tablespoons brown sugar, 2 tablespoons Worcestershire sauce and 1 tablespoon prepared mustard. Baste the burgers with sauce while cooking.

KRAUTFURTERS

Cut lengthwise slits in each frankfurter without cutting all the way through. Fill slit with prepared mustard and thin sliver of tangy cheese. Wrap each frank, spiral-fashion, with bacon strips and secure with wooden picks. Grill over coals until bacon is crisp and franks are hot. Place in split, toasted frankfurter rolls and remove wooden picks. In place of relish, serve with spoonfuls of caraway-seasoned sauerkraut which is kept hot in a saucepan at the edge of the grill.

RECIPE OF THE MONTH

HERE'S a brand-new cheesecake that is a wonderful company dessert for warm summer weather. It can be made beforehand, and it requires no baking. Just store it in the refrigerator and bring it out when you are ready to serve. The recipe makes a large cake that will serve 10 to 12.

Refrigerator Cheese Cake

Crumb Topping: Combine 2 tablespoons melted butter, 1 tablespoon sugar, 1/4 cup finely chopped nuts, 1/4 cup graham cracker crumbs, 1/4 teaspoon cinnamon and 1/4 teaspoon nutmeg. Line the bottom of an 8 or 9-inch spring form pan with waxed paper. Press the crumb mixture in the bottom of the pan.

Cheese Cake:

- 2 envelopes unflavored gelatine
- 1 cup sugar
- 1/4 tsp. salt
- 2 eggs, separated
- 1 cup milk
- 1 tsp. grated lemon rind
- 3 cups (3 8-ounce cartons) creamed cottage cheese, sieved
- 1 tbsp. lemon juice
- 1 tsp. vanilla
- 1 cup heavy cream, whipped

Combine gelatine, 3/4 cup of the sugar and salt in top of double boiler. Beat egg yolks and milk together; add to gelatine mixture. Cook over boiling water, stirring constantly, until gelatine dissolves and mixture thickens, about 10 minutes. Remove from heat, add lemon rind, and cool. Stir in sieved cottage cheese, lemon juice and vanilla. Chill, stirring occasionally, until mixture mounds slightly when dropped from a spoon. Beat egg whites until stiff, but not dry. Gradually add remaining 1/4 cup sugar and beat until very stiff. Fold into gelatine-cheese mixture with whipped cream. Turn into prepared pan and chill until firm. Invert on serving plate. Carefully remove waxed paper. Garnish with Maraschino cherries if desired. (*Pan-American Coffee Bureau recipe*)

Good Homemaking Hints

IF YOUR food chopper is the kind that you screw onto a table top, you can steady the chopper by placing a square of foam rubber at the edge of the table and then fastening the chopper. The rubber will protect the counter top.

Puffed sleeves in a child's dress are easily ironed by inserting a burning electric light bulb into the sleeves, then rubbing out the wrinkles.

For extra flavor in rice, try using consommé or bouillon for part of the liquid in which you cook it. Just before serving, stir in chopped olives, slivered almonds or chopped parsley.



SUMMER SWEATERS. Little sweaters, quick and easy to make, are a keynote in summer fashion. The dress-up models shown here offer a choice of knitting or crocheting. The crocheted style features the stand-up collar, the knitted version a tie band. Both are made of the new crochet cotton with a metallic sheen. The dolman-sleeved shrug sweater in crochet has the new bulky appearance, yet is light enough for summer wear. Direction leaflets for SPARKLING SWEATER-BLOUSES and BULKY CROCHETED SHRUG can be had, free of charge, by writing to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

Home Canning Questions Answered.....

ARE a few flecks of mold on top of home canned fruit, jelly or preserves considered harmful? The answer is "no", although they may change the flavor. A heavy growth of mold, though, is a warning not to use the food. Here are the answers to some other questions which may occasionally puzzle home canners:

FOOD DARKENS IN THE TOP OF JARS WHEN—(a) not covered with liquid, (b) not processed enough to destroy enzymes, (c) the manner of packing and processing does not produce a high vacuum, (d) air is sealed in jars.

PINK, RED, BLUE OR PURPLE COLOR—in apples, pears, peaches and quinces is caused by natural chemical changes which occur in cooking. If the liquid is clear and the odor natural, the fruit may be used. Cloudy liquid suggests spoilage.

CORN BECOMES BROWN WHEN—(a) too mature for canning, (b) packed without enough liquid, (c) processed at too high temperature.

SOME FOODS BECOME BLACK, BROWN OR GRAY BECAUSE—natural chemical substances in the food react with minerals in water, or with metal utensils used in preparing the food. Avoid using copper, iron or chipped enamel ware, and utensils from which tinplate has worn.

YELLOW CRYSTALS ON GREEN VEGETABLES—are usually glucosides, a natural and harmless substance in the vegetable.

WHITE CRYSTALS ON SPINACH—are usually caused by the calcium and oxalic acid in the spinach combining to form harmless calcium oxalate.

WHITE SEDIMENT—in the bottom of jars of vegetables may be starch from the food or minerals from the water. It may also be caused by bacterial spoilage. Usually, if caused by spoilage, the liquid is murky and the food soft.

HOLLOW PICKLES—are thought to

be caused by faulty growth or staleness of the vegetables.

SOFT PICKLES ARE CAUSED BY—(a) brine or vinegar which is too weak, (b) not keeping pickles covered with liquid, (c) not keeping scum removed from brine, (d) not heating enough to destroy spoilage organisms, (e) not sealing jars airtight while boiling hot.

ZINC CAPS BULGE WHEN—(a) screwed too tight before processing, (b) food spoils from under-processing.—(Consumers Service, Ball Brothers Company, Inc.)

DO IT YOURSELF. She irons on the transfer pattern, he does the sawing, and she finishes and paints. Transfer patterns similar to those for embroidery and applique designs are now made for woodworking fans. The lines of the full-scale pattern are transferred with a warm iron and the piece is ready to cut, accurately marked even to dowel and rabbits. Made by McCall's Patterns and sold at your favorite pattern counter (cutting boards in the background are two of the designs available).



retirements

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

BOWLER, JR., CHARLES R.
Waiter Chicago, Ill.
KILGORE, JOHN R.
Porter Chicago, Ill.
MOORE, LOUIS G.
Buffer Attendant Chicago, Ill.
SIMMONS, CHARLES S.
Steno-Clerk Chicago, Ill.

CHICAGO TERMINALS

ANDERSON, WERNER E.
Carpenter Chicago, Ill.
BONNER, ARCHIE
S. Gang Laborer Bensenville, Ill.
DALY, FRANK E.
Switchman Galewood, Ill.
DILLOW, PAUL R.
Frt. Handler Chicago, Ill.
LAUE, CARL C.
Train Director Chicago, Ill.
MAREK, MIKE J.
Car Cleaner Chicago, Ill.
MARINO, ANGELO
Trucker Chicago, Ill.
MOLIAYTIS, JOHN
X. Gang Laborer Chicago, Ill.
O'NEILL, DANIEL J.
Machinist Chicago, Ill.
OPIE, HARRY W.
Machinist Chicago, Ill.
WAGNER, JOHN B.
Machinist Bensenville, Ill.
WALSH, JAMES J.
Check Clerk Chicago, Ill.
WEATHERHOLT, FRANKLIN
Switchman Chicago, Ill.

COAST DIVISION

BORDEN, LINDON A.
Conductor Tacoma, Wash.
FRENCH, EDWARD E.
Loco. Fireman Tacoma, Wash.
KNAFF, ALBERT
Dist. Pass. Agent Tacoma, Wash.
LOUTSIS, LOUIS
Sec. Foreman Carnation, Wash.
McDONOUGH, MATTHEW
Machinist Helper Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

CARSON, HOWARD
Sec. Foreman Moravia, Ia.
CASTER, ROSS
Loco. Engineer Ottumwa, Ia.
DE AVILA, LEON
Sec. Laborer Savanna, Ill.
O'NEILL, THOMAS P.
Conductor Dubuque, Ia.
PANTALEO, CHARLES
Sec. Laborer Ottumwa, Ia.
PARKER, JASPER E.
X. Gang Laborer Newtown, Mo.

PILCHER, EARL J.
Sty. Fireman Ottumwa, Ia.
RINKERT, HARRY J.
Sec. Laborer Volga, Ia.
SHERWOOD, CHARLES R.
Hostler Helper Kansas City, Mo.
SIMONSON, OSCAR
Sig. Maintainer Marquette, Ia.
WITTHUHN, WM. F.
Car Inspector Spaulding, Ill.

HASTINGS & DAKOTA DIVISION

CASTLE, JOSEPH A.
Loco. Engineer Minneapolis, Minn.
DAVIS, SAMUEL W.
Switchman Aberdeen, So. Dak.
HEIDNER, HERMAN F.
Stower Aberdeen, So. Dak.
MITTET, OSCAR A.
Loco. Engineer Aberdeen, So. Dak.

IDAHO DIVISION

STRAUB, FRED W.
Loco. Fireman Spokane, Wash.

IOWA DIVISION

ALTIG, CLAUDE D.
W. H. Foreman Perry, Ia.
CARSON, WILBERT F.
Sec. Laborer Hedricks, Ia.
JOHNSON, WARREN R.
Brakeman Marion, Ia.
MASON, WILLIAM A.
Sec. Laborer Cambridge, Ia.



FAREWELL FOR FSI's. Freight Service Inspectors Louis Bacci (left) and Walter C. Scott (right) who were honored at a retirement get-together May 4, shown accepting the good wishes of W. L. Ennis, assistant to vice president—CPR&MS. Mr. Scott is a veteran of 44 years of service, mostly as inspector at Portage, Wis., and has two sons working as conductors on the LaCrosse & River Division—Harold K. and Robert S. Scott. Mr. Bacci, who started with the Road in 1938, has been an inspector at Minneapolis since 1942.

OKLINGER, EDWARD G.
Loco. Engineer Council Bluffs, Ia.
RUGGER, WALLER C.
Sec. Laborer Maquoketa, Ia.
STABE, CLARENCE R.
Agent Operator Albert City, Ia.
THOMAS, GEORGE
X. Gang Flagman Woodward, Ia.

IOWA & DAKOTA DIVISION

GUSTAFSON, FOREST T.
Agent Kimball, So. Dak.
RYAN, LAURENCE B.
B&B Carpt. Yankton, So. Dak.

IOWA & SOUTHERN MINNESOTA DIVISION

SCHMELZER, JOHN H.
Sec. Laborer Preston, Minn.

LA CROSSE & RIVER DIVISION

AKESON, HENRY J.
Custodian Frontenac, Minn.
BEHR, CHRISTIAN
Loco. Engineer Minneapolis, Minn.
GROTE, OSCAR
Crossingman New Lisbon, Wis.
JUSTIN, JOSEPH C.
Sec. Laborer Schofield, Wis.
McHALE, THOMAS
X. Gang Laborer La Crescent, Minn.
MINTON, MARTHA W.
Custodian Minocqua, Wis.
NELSON, CHARLES
Train Baggage man Milwaukee, Wis.
PAPENFUS, JOHN N.
Sec. Laborer Tomah, Wis.
RUSSELL, LAWRENCE
Ticket Clerk Winona, Minn.

MADISON DIVISION

ASCHER, CLAUDE
Loco. Fireman Freeport, Ill.
HELINSKI, ALBERT A.
Loco. Engineer Milwaukee, Wis.
HOUSTON, OPAL H.
Clerk Mendota, Ill.
RONSKIEZ, FRANK W.
Sec. Laborer Monroe, Wis.
SAKORAFAS, STEVE
Sec. Laborer Racine, Wis.
THOMAS, FRANK A.
Train Dispatcher Beloit, Wis.
UNVERZAGT, FRED
Tele. Operator Burlington, Wis.

MILWAUKEE TERMINALS & SHOPS

AUSTAD, OSCAR W.
Blacksmith Milwaukee, Wis.
DZIENISZEWSKI, ADAM
Carman Milwaukee, Wis.
HAKMEYER, ANNA
Coach Cleaner Milwaukee, Wis.
HIPSLEY, VERN V.
Agent Northbrook, Ill.

HOFFMAN, GEORGE F.
Switchman Milwaukee, Wis.
IMINSKY, KONSTANTY
Carman Helper Milwaukee, Wis.
KEIDL, STEFAN
Tinsmith Milwaukee, Wis.
KLUG, ARTHUR T.
Blacksmith Milwaukee, Wis.
KROHN, HUGH K.
Genl. Foreman Milwaukee, Wis.
OSTERNICK, CLAUS
Welder Milwaukee, Wis.
PALMERSHEIM, JOSEPH J.
Asst. to Master Mech. Milwaukee, Wis.
PAWLITZKE, LOUIS R.
Machine Hand Milwaukee, Wis.
POSPYHALLA, JOHN
Cabinet Maker Milwaukee, Wis.
TABBERT, FREDK. W.
Cabinet Maker Milwaukee, Wis.

OFF LINE AND MISCELLANEOUS

WYKOFF, HOWARD S.
Trav. Pass. Agent Pittsburgh, Pa.

ROCKY MOUNTAIN DIVISION

HECKER, ALFRED
Conductor Butte, Mont.

MITEFF, SAM
Sec. Foreman Lewistown, Mont.
MOREEN, WALTER H.
Telegrapher Butte, Mont.
RAY, ROBERT M.
Sec. Foreman Chateau, Mont.
SEKIGUCHI, NAOJIRO
X. Gang Laborer Three Forks, Mont.
WELLS, EARL J.
Sig. Maintainer Butte, Mont.

TERRE HAUTE DIVISION

BURCH, THOMAS S.
Cutter Terre Haute, Ind.

TRANS-MISSOURI DIVISION

WOLFGRAM, ROBERT W.
Switchman Mobridge, So. Dak.

TWIN CITY TERMINALS

BOCHE, WILLIAM H.
Welder Minneapolis, Minn.
JOHNSON, GUSTAV A.
Bridge Foreman Minneapolis, Minn.
PENWELL, CLARENCE
Crossing Flagman Minneapolis, Minn.



**test your knowledge of
railroads and railroading**

(Answers on page 37)

1. Which of these commodities yields the railroads the most revenue—wheat, corn, or potatoes?
2. Is the term "shimming" used in connection with the maintenance of telephone lines, or signals, or track?
3. In which department of the railroad is a transitman employed—accounting, purchasing or engineering?
4. Is a curve in a track to clear an object between two parallel tracks called a bender, a detour, or a dogleg?
5. When a trainman "buckles bolognies" does he walk the full length of the train and back, connect the air hose, or ride on top of the train?
6. What is the difference between gross ton-miles and net ton-miles?
7. How is an extra train designated in a train order—by a specially assigned number or by the num-

ber of the locomotive and the direction of the run?

8. Which of these units of equipment is fitted with draft gear—locomotive crane, station mail truck, or freight car?
9. What is a "yard goat"—a yardmaster's clerk, a switch engine, or a switchman who rides the switch engine?
10. If one is spotting cars, is he marking them for repairs, painting them in spots or placing them at designated locations for loading, unloading, inspection or later movement?

Did You Know?

A PAY-LESS payday for 685 school teachers in the Hammond school district in Lake County, Ind., was averted this spring by the prompt action of 12 railroads serving that area. Notified by local officials that cash resources were running out, the railroads dug down and paid their 1955 spring tax bill of \$1,135,800 three weeks ahead of schedule. The early collection, one of the biggest tax installments ever paid by industry in the county, enabled the authorities to pay teachers' salaries at 21 schools and meet current operating expenses without borrowing money.



**Railroad Booklets
Free to Employees**

THE story of American railroads is told in attractive AAR booklets which are available, free of charge, to railway employees. Here is a brief description of the 15 shown in the accompanying illustration.

Highlights of American History: Cartoons of important events.

Quiz on Railroads and Railroading: Questions and answers about the history and operation of railroads.

The Railroad Story: Progress of the industry; technological developments.

The Railroad Land Grant Legend in American History Texts: An article on land grants to railroads and benefits received by the government.

American Railroads—Their Growth and Development: A series of maps showing expansion by 10-year periods.

Ride the High Iron: Picture story of modern passenger trains and vacation travel.

Railroad: Reprint from World Book Encyclopedia of illustrated article on growth and development.

Railway Digest: Monthly pamphlet containing items of current railway news.

Inside Railroading: Description of many workings the public does not see.

Quiz Jr.: Juvenile edition of "Quiz on Railroads and Railroading".

Railroads Deliver the Goods: Cartoon book of freight operations.

A Chronology of American Railroads: Important dates in railway history; shows mileage in each state from 1830.

Rails Across America: Cartoon story of railroad development.

Bibliography of Railroad Literature: Lists of books and periodicals with titles, authors, publishers and prices.

Rail Oddities: Collection of curious facts, with cartoon illustrations.

Employees desiring copies of these booklets should write to The Milwaukee Road Magazine. Because the supply is limited, requests should be limited to not more than five copies.

The Milwaukee Road Magazine

about people of the railroad



I & S M Division

Erle Jorgensen, Division Editor
Office of Agent, Austin

First Operator Peter E. Berg has returned to his position after being off duty five months on account of illness. He was relieved by Extra Operator R. D. Oshiem. Operator Oshiem is now working as agent-telegrapher at Lyle, Minn.

May 6 is the birth date of a daughter born to Conductor and Mrs. Norman Hildestad, and May 11 the birth date of a daughter born to Switchman and Mrs. Hubert Cocklin.

Fred J. Smith, freight checker, and Mrs. Smith were honored May 29 by the observance of their 30th wedding anniversary at the home of their daughter at Austin.

Mrs. Charlotte Weichselbaum, mother of Stella Weichselbaum, bill clerk at the Austin freight office, passed away May 21. Burial was from the Presbyterian Church at Farmington, Minn. Mrs. Weichselbaum was a sister of W. J. Lieb, former trainmaster on this division, who preceded her in death.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

Sharon Martin, daughter of Terre Haute Division Engineer Joseph W. Martin, and a junior at Wiley High School in Terre Haute, recently won first place in the extemporaneous speech contest for Indiana high school students of the Forensic League held at Butler University in Indianapolis. She received an award toward a scholarship at the University of Wisconsin, and an opportunity to participate in the national contest in San Jose, Calif., in June, in which she will try for the complete scholarship. Miss Martin carries five subjects of study in school, maintaining top ranking grades. She has been elected to serve as president of the debate club in her senior year, and she plays the cello in the school orchestra. Outside interests include being treasurer of her Sunday School class, and assisting with the management of two Brownie scout troops; will be aiding the counselors this summer for four weeks at Camp Na-Wa-Kwa. She herself has attained the highest rank in Girl Scouting—the curved bar. Her hobbies are swimming and tennis; her ambition, to teach science.

Marking their golden wedding anniversary on May 29, Mr. and Mrs. A. L. O'Neill of Jasonville, Ind., renewed their wedding vows in a high mass at St. Joan of Arc Catholic Church, followed by a reception at the K. of P. hall from two until five in the afternoon. The O'Neills had nine children, six of whom are living; also 24 grandchildren

and four great-grandchildren. Mr. O'Neill will celebrate another 50-year anniversary in August—50 years of employment with the Road as agent and operator. He has been agent at Jasonville for approximately the past 17 years.

Telegrapher Donald Hobert is back at work after two years of military training.

Clerk B. A. McCanna of Chicago Heights has taken a few weeks' leave on account of his health.

Sympathy was extended to Train Dispatcher Harry Edwards in the loss of his father, who passed away at Seymour in May; also to the family of Telegrapher Ernest Gudge of Hoopston on his death May 21.

Marie Rusbason of the superintendent's office enjoyed a wonderful vacation trip to California and southern Oregon in May. Highlighting the trip for Marie and husband Joe were stop-offs at Hot Springs, Ark., Sun Valley, Idaho, and Las Vegas, as well as the scenic views of the Grand Canyon, Bryce and Zion Canyons, and the beautiful redwood forests of California.

As souvenirs of his vacation in Florida, CTD Jack Wright is exhibiting a suntan of admirable hue and pictures of some successful salt water fishing expeditions.

Conductor O. S. Hadden has been seriously ill and at present writing is hospitalized in Indianapolis.

Retired Storekeeper Harold Patton and Mrs. Patton were injured in an automobile accident at Terre Haute on May 7. Both were hospitalized. At present writing, Mrs. Patton has returned home but Mr. Patton is still confined to the hospital.

Among the enthusiastic spectators at the annual 500-mile auto race at Indianapolis Speedway on Memorial Day were Agent Paul Mueller and Mrs. Mueller of Terre Haute.

Relief Crew Caller Jack Parker has been released from military service.

Coast Division

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

Frank Bryan, time reviser, and wife visited Boston, Mass., during the recent convention of the clerks' organization. Frank, who is local chairman for the clerks, found about everything he was looking for in Boston, with the exception of the baked beans.

Sympathy was extended to Tom McFadden, retired chief carpenter, whose wife passed away May 21.

Tony Kolar, chief clerk of the engineering department, is spending his time at Spokane on the new \$500,000 yard construction program now under way there.

Dispatcher C. P. "Pinky" Miles went on

a sightseeing tour during his recent vacation visiting in Florida, Louisiana and Missouri.

Section Foreman Gust Mendelas, Kapowsin, Wash., retired May 31. We understand that he will be moving to Cle Elum to make his home.

Section Foreman Clyde Williams left early in June to attend the maintenance of way convention in Detroit.

BELLINGHAM — PORT ANGELES

Gene Park, Correspondent
Operator, Bellingham

The early part of May had the local freight office a-buzz with tropical chitchat, the occasion being the return of Bill Clerk Gregg Doty and family from Cuba. Their party, which included their son Neal and Mr. Doty's sister, Mrs. F. W. Wolfe of Everett, returned May 2, after attending the wedding of the Dotys' daughter Mary to the Rev. Leslie Thompson at the West Indies Mission Bible School near Placetas, Cuba. Interesting side trips were made by the family to the cities of Trinidad, Havana and Santa Clara, historical Morro Castle, and to sugar plantations and mills. Notwithstanding the climate, they were overwhelmed by the scenic beauty of the island and hope to return one day.

May 10 marked the 34th wedding anniversary for Roundhouse Foreman Ted Stearns and wife.

Bellingham's annual blossomtime festival was held May 11-14. The street dance,



Sharon Martin, daughter of Terre Haute Division Engineer J. W. Martin, who recently won the extemporaneous speech contest for Indiana high school students. For details, read the column of Correspondent Christine Reichert.

which is synonymous with the event, was held this year behind our freight and passenger depot in the black-topped parking area. In spite of the cool-ish evening, a good sized crowd turned out to give the mambo a whirl. The climax of the festival was a colorful parade.

It is my pleasure to report that the Swanson family, victims of a tragic house fire (see the April issue of the Magazine) are well on the road to recovery. They still have a long tough road ahead, but are making progress toward a normal, happy life.

For the information of those who may not have heard, Conductor H. A. Bowers retired early this year. Mr. Bowers started with the Road in 1910 at Miles City and worked out of there as a passenger baggageman until World War I. After serving with the armed forces he came out west and hired out on the Coast Division in 1923. He had been in continuous service from that time until his retirement.

Just a reminder to the Milwaukee Road family in the vicinity of Bellingham and Port Angeles: Having the news from our subdivision published is an experiment worthy of your support. Any newsworthy items concerning the Road and its employes will gladly be accepted by me for inclusion in our Magazine.—Gene Park.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Tacoma rolled out the "welcome mat" to greet more than 1,400 Lions from all over the Pacific Northwest for the 34th annual District 19 Lions International convention. Distinguished speakers included Edgar M. Elbert, past president of Lions International, Maywood, Ill., and the Hon. Arthur B. Langlie, governor of the state of Washington. The four-day convention was a memorable experience of good fellowship. Agent O. R. Powels, a member of the board of directors of the Tacoma Downtown Lions Club, was a delegate to the convention.

On account of a perfect safety record for the men he supervised, Jim P. Crawford, water service foreman, was awarded a certificate for 21 years of service without an accident. Mr. Crawford was B&B foreman for many years.

Clam digging at the ocean has been very plentiful and Yours Truly got her quota on a recent week end.

Operator O. A. Fulkerson took off recently for a vacation in California.

Yard Clerk B. A. Dykes took a motor trip to his home town, Salina, Kans., after an absence of 20 years.

Outbound Revising Clerk Frank Bushey and Yard Clerk R. L. Pierce are enjoying their brand-new homes—putting in new lawns, etc.

Recent retired visitors were H. W. Montague, former general yardmaster, and former chief yard clerk, O. H. Guttormsen. Mr. and Mrs. Guttormsen have been taking interesting trips to various parts of the country.

The Women's Traffic Club banquet at the Towers on May 3 was "Bosses' Night," and Agent O. R. Powels attended with Helen Ivory, chief revising clerk in the Tacoma freight office, who is treasurer of the club. Guest speaker was L. J. Rogers, northwest manager of the Weyerhaeuser Steamship Company.

A. C. Rothmund Re-elected Minnesota Pioneer Head

AT THE 59th annual meeting of the Minnesota Territorial Pioneers in the state capital on May 11, A. C. Rothmund, cashier in the St. Paul local freight office, was re-elected president. Mr. Rothmund became president in 1953, after serving as chairman of the organization for many years. He was notified of his re-election at the Midway Hospital in St. Paul where he was confined after an emergency operation for appendicitis. He expected to be back on the job June 1.

The membership of the Minnesota Territorial Pioneers is composed of the direct descendants of persons who lived within the present boundaries of the state before it was admitted to the Union in 1858. Mr. Rothmund's grandfather was one of the first businessmen of Mankato, Minn., and his father was born there in 1857. Mr. Rothmund was born in Gaylord, Minn., in 1888 and grew up in Henderson. He has been with the Road since moving to St. Paul in 1907.

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

UNION STATION

Operator Colleen (Colgan) Griebentrog and husband Bob are the parents of a baby girl born May 17.

Mrs. Marilyn Krueger, police department steno, started June 1 on a leave of absence. She is being replaced by Mrs. Alice Heimrel.

MUSKEGO YARD

Bob Seilers is the new steno-clerk at Muskego yard. He hails from northern Wisconsin, Antigo district.

Yardmaster John Knop, Milwaukee, passed away at his home on May 17. Mr. Knop was employed by our railroad on Aug. 27, 1918 as brakeman and was later promoted to yardmaster, which position he held up to the time of his death. He is survived by his widow and by two children, Gordon Knop and Jean Rose Thomas. Mr. Knop had been ill since early this year and confined to his home. He spent many of his last years as yardmaster in the Humboldt district and was well known to people in the industries located in that area.

Joseph A. Carlin, former yardmaster, died after a brief illness at Misericordia Hospital. Mr. Carlin had been out of service on a disability pension since 1951. He was employed by our railroad in 1913, working as switchtender, yardmaster and train director. He served during World War I with a railroad unit in France. He is survived by his wife, three daughters, a sister in San Diego, Calif., and a brother, Arthur, who is also with the Road.

E. H. Bannon, retired superintendent, is convalescing at his home after returning from Milwaukee Hospital where he was confined for three weeks. He is improving and is allowed visitors. Cards and messages will be welcome, I am sure.

FOWLER STREET STATION

Pearl Freund, Correspondent

St. Augustine's Church, Bay View, was the setting for the wedding of Marion Hofer, daughter of Yard Clerk Henry Hofer, and Milton Lovas. The bride is an employe of the Nordberg Manufacturing Company and the groom is an executive of the Fidelity Life Insurance Company, Milwaukee. A wedding reception was held at the Cleveland Ball Room.

Fishing enthusiast Fred Roessger started off for work recently with his wife in hot pursuit for at least three blocks. It seems Fred automatically grabbed his tackle box instead of his lunch box. In the past he has displayed some very tempting and realistic flies. However, we think he had better leave them for the fishes.

Evelyn Scharest spent a pleasant vacation at home, using her spare moments to cultivate her flower garden and care for her adopted family of three baby robins, which relished the daily diet of currants she gave them. Their nest had been perched near the end of a drain pipe.

Your correspondent spent an interesting week's vacation in the Windy City, attending the NARBW convention. Important features of the convention, excluding the business sessions, were a dinner in the Polynesian Room of the Edgewater Beach Hotel, a luncheon and style show by Maggie Daly in the LaSalle Hotel, and a banquet in the grand ballroom of the LaSalle Hotel.

September 3 is the date chosen for the wedding of Miss Carol Keller, daughter of Elmer A. Keller, OS&D tracing clerk, to James T. Kruger.

Raymond Kowalski, employe at house 7, underwent surgery recently at the Wood, Wis., Veterans Hospital. He is now convalescing and hopes to return to work soon.

Clem Vail, outbound carload rate clerk, has returned home from Misericordia Hospital and is convalescing after surgery. In the interim it was reported that he had become a grandparent. Daughter Mary Ellen Abrams gave birth to a son May 30.

Barbara McPhee, extension clerk, and husband Jim, motored to South Dakota points on their vacation.

A son, Michael, was born recently to Mrs. Bob Franzen, nee Carol Roelke, who was formerly employed here. Mrs. Helen Roelke, auto messenger, is the grandmother.

DAVIES YARD

Charles Pikalek, Correspondent

New arrivals: Daughters to Mr. and Mrs. Al Russert on Apr. 28, Mr. and Mrs. D. D. Fisher May 19, and Mr. and Mrs. Leonard Schulta on May 22.

Eddie Blatt, carman, left the Road Apr. 29 and is now a driver salesman for the Omar Baking Company.

We have a few boys on the sick list at this writing—Nick Kissler, John Glenn, Mike Cienian and C. J. Barba.

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.

The Milwaukee Road Magazine

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Art Lindquist was the local representative of the Brotherhood of Railway Clerks at their national convention in New York. His wife accompanied him. They also visited Boston while in the East.

Harry Nee's son is home on furlough from the Merchant Marine.

Al Wareham, chief clerk in the local freight, was a "proud grandfather" once more—his fifth granddaughter.

Darrell Egertson, night messenger at the local freight, graduated from Augsburg College with a bachelor of arts degree June 3. He plans to attend the University of Minnesota this summer to begin work for his master's degree.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Herbert V. Allen has been appointed district safety engineer. On behalf of his many friends in the Twin City Terminal, C. M. Halum presented him with some very good advice and a traveling bag. He also received a brief case from another group of old friends. "Herb" formerly was chief clerk to the master mechanic at Minneapolis.

A cordial welcome was extended to William C. Klar, formerly of Miles City, who has accepted the chief clerk's position in the Minneapolis locomotive department.

After undergoing surgery, Arthur Sorensen is improving nicely at home. He plans to return to work July 1.

Water Inspector Harold Johnson is improving in the hospital and hopes to return to work soon.

Mike Hesik, former boilermaker, who retired in November, 1937, passed away in Los Angeles at the age of 87. Burial took place in Minneapolis.

"It's a girl!" for Mr. and Mrs. Gary Hollingsworth, born on May 8; named "Jeanne."

"It's a boy," born May 13 to Mr. and Mrs. Wayne Mickle, and to Mr. and Mrs. Don Muelken and Mr. and Mrs. Arne Olson on May 21.

Aron Bergstrom, labor foreman who retired in 1945, passed away May 5 at the age of 87.

From Long Beach, Calif., where he moved following his retirement in 1953, F. J. McKeever, former St. Paul switchman, writes glowingly of his new trailer home. "My wife and I wouldn't think of going back into a regular house," he says. The new location has the additional advantage of bringing them close to their son who is stationed at San Diego as a lieutenant commander in the Navy. Mr. McKeever has a long record with the Road, having started in engine service at Minneapolis in 1906. For the past year he has been assistant engineer at a large apartment building in Long Beach, working with two other retired St. Paulites, J. J. Griswold and P. J. Madigan.



FIRST FIFTY. Eric Kaun, who recently completed his 50th year with the Road, being congratulated by I. G. Wallace, agent at the Fowler Street freight house in Milwaukee, where Mr. Kaun started as a bill clerk half a century ago and where he is now station accountant. The handsome mahogany and brass thermometer-barometer was an anniversary—not retirement—gift from his fellow employees. (Milwaukee Sentinel photo)

Yard Conductor John A. Holtz of Minneapolis passed away Apr. 23 at the age of 58 years. He had been an employe of the Road since 1942. Survivors include his wife, Mae; four sons, Robert, Raymond, John, Jr. and Stanley; four daughters, Lorraine, Irene, Myrtle and Arbutus; three sisters, four brothers and 12 grandchildren.

Chicago General Offices

OFFICE OF FREIGHT AUDITOR

Clara Fister, Correspondent

Wedding bells rang for Juanita Huemmer and Larry Peters May 28 at St. Andrew's Church. Colorado was their honeymoon destination.

Ida Kriest left May 27 to await the stork, which is due in September.

Marilyn Tilton, formerly of the interline bureau, had a baby girl recently—Eileen Jane.

Sympathy was extended to Tim Wood of the review bureau, whose brother passed away May 25.

Tony Naatz of the machine room is enjoying a three-week vacation at his daughter's place in California at this writing.

Goldie Berliner of the machine room is at home with a broken ankle.

Uncle Sam put in a call for Ed Gerling of the revising bureau, and he expected to leave for the Army June 14.

We were sorry to see John Krieter of the estimated earnings bureau (transit accountant) leave us. He took a disability furlough.

Bill Kures is the new transit accountant.

Millie Schwartz, of the machine room, is home on sick leave at this writing. She has received dozens of get well cards and many visits.

New people around the office are: Geraldine Catic, estimated earnings bureau; Donald McQuade, revising bureau; William O'Connell, review bureau; Don Kerz, review bureau, and Flossie Padgett, estimated earnings (wife of the late Raleigh Padgett).

We also have a new co-worker in the administration bureau, Gary Baebenroth, who came to us from Germany. He says he is very lucky to be here and happy to be employed by the Road. His ambition is to be an engineer.

May 21 was a big day for Sylvia Berscheid of the waybill filing bureau and Reinbard Berscheid of the revising bureau, their son Rein having chosen that day to be married in Blessed Agnes Church.

PURCHASING DEPARTMENT

E. Galbreath, Correspondent

The purchasing department's annual golf tournament was held at Chapel Hills Course. Louis Smith won the trophy and Frank Worozaken won first prize. Jim McPherson, Don Russo, John Beton, Clarence Deffley, Joe Gajewski and Carl Gallagher also played.

Myrtle Winkelman is back to work after her long siege of illness, due to complications after surgery.

Esther Mercurio has transferred from our department to Personnel, and Joan Walker has taken her place as steno-typist.

Bertha Sexton has returned from a trip to Washington. She went to visit and congratulate her nephew's daughter, who won a trip to Denmark for herself and her mother in a contest.

Sympathy was extended to T. H. Patrick, chief treatment inspector, on the death of a sister in Hayward, Wis.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

On Apr. 11 Mary Jane Winsauer entered St. Francis Hospital and underwent major surgery from which she failed to recover. She passed away May 24 and was laid to rest in Forest Home cemetery.

Upon the return of Mr. and Mrs. R. N. Edman from a vacation on May 7, Mrs. Edman sustained a severe injury in a fall on their apartment stairway. She is still confined to the hospital at this writing.

Sympathy was extended to Frances Moss in the loss of her brother on May 25.

Ann Littwan reports an enjoyable vacation, which took her by train to Florida.

Our veteran traveler, Elsie Vehlow, accompanied by Clara Constantine and Mac Johnson, went to Minneapolis the week-end of May 21 to visit Evelyn Jonstone, formerly of our office, who is now the mother of a baby girl.

Chick Richardson entered the American Hospital on May 27 for surgery.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

It is with deep regret that we announce the passing of our dear friend and former co-worker, Gertrude C. Clavey on May 13. Gertie retired Jan. 29 after 45 years of loyal and efficient service in the freight claim department. The funeral was held at Drake & Son Funeral Home, with Rev. Merrill Dunlop officiating. John Hamm, M. B. Mortensen and Lawrence Larson were pallbearers, along with three of Gertie's close friends. Interment was in Oakwoods cemetery. Gertie's sister Emma has asked that we express the thanks of the Clavey family for the many kindnesses shown Gertie during her long illness.

A welcome is extended to Michael Kalter and George Snodgrass by the Milwaukee family.

Eleanor Meyer has been hospitalized some time and we understand she is now convalescing at home.

Walter Walsh is in Tucson, Ariz., for his health.

Chuck La Rue and Allen Osmundsen have been promoted from clerks to adjusters.

Dorothy Zaddack has accepted the position of secretary in the office of E. F. Conway, superintendent of police.

Dick Staib is leaving the recording bureau to accept a position elsewhere.

We were happy to see Julia Mavrogianis return after being confined to her home due to illness.

Understand Fran Spurling is improving rapidly every day and is now getting around by herself.

AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Mary Rush of the typing bureau became engaged May 19 to Anthony Pistone.

Jacolyn Stacnik, formerly of the typing bureau, gave birth to a boy, Kenneth Michael, on May 23. Michael Panek of the B&V bureau is the proud grandfather. "Kathleen Anne" is the name which Mr. and



CELEBRATE THEIR 50TH. Mr. and Mrs. Peter J. Reuter, well known Dubuque residents, who observed their 50th wedding anniversary at a high mass in Holy Trinity Church, followed by a large family dinner and a reception at the Lux Club. Mr. Reuter, who retired in 1944, is a Dubuque Division engineer with 40 years of service, and Mrs. Reuter is active in bowling circles, being a consistent winner at state and national tournaments. The family group which helped them celebrate the golden 50th includes two daughters, their son Carl A. who is a car foreman at Cedar Rapids, 18 grandchildren and five great-grandchildren.

Mrs. Bill Bowe gave to their daughter born June 2.

Sympathy was extended to Marie Tuemler of the general bureau on the loss of her mother May 21. Burial was in Terre Haute. Also to Mary Elser of the T&E bureau whose mother passed away May 29—funeral services were held in Milwaukee—and to Clementine Boehler of the machine room on the loss of her mother.

Florida still seems to be *the* vacation spot this year. Ted Gajewski of the machine room liked the rest and sunshine, and A. Lutz of the B&V bureau and his wife Edna had a grand trip by auto. Anne Bert of the paymaster's office and Bill Bert of the machine room also enjoyed the climate and scenery. Helen Gloeckner, bookkeeping bureau, reports a nice time in Los Angeles after the rains stopped. Leona O'Brien, KP bureau, and her husband had a vacation trip through the East and up in the New England states. Ruth Albitz looked so rested after her trip to Excelsior Springs—enough baths to do her all year. Does the corn really grow tall in Iowa? ask Virginia Seay of the KP bureau who has just come back from her vacation back home in Des Moines.

Stars were dancing in the eyes of Cathie Mulchome, keypunch bureau, when her brother-in-law arrived recently from Ireland. Her sister and the rest of the family are expected this fall.

Dorothy Graham had to leave us again after being back only a month.

Hortense Germain sailed on the S.S. United States May 26 for Paris and points in Germany, Switzerland, Italy and Norway.

Ruth Rundle, formerly of the T&E bureau who now lives in Great Falls, Mont., and Mildred Schuster, formerly of the B&V bureau and now living in Dubuque, visited in Chicago during June.

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Dorothy Lowrie, daughter of Assistant Engineer George H. Lowrie, graduated "with honor in scholarship" from Moody Bible Institute June 10. She was also one of 19 in her class of 273 who were honored by an election to Delta Epsilon Chi national honor society. Dorothy worked during the summers of 1952 and 1953 in the office of the freight auditor and in the central typing bureau in the Chicago Union Station. She expects to enter nurse's training for three years before working as a missionary in foreign fields.

Richard Holmgren, son of Carl Holmgren, investment bureau, who graduated from Elgin High School June 10 will enter the University of Illinois at Urbana in the fall.

Wedding bells rang for Pvt. Richard W. Franz and Miss Shirley Wagner at the Elmwood Park Gospel Church on May 24. Richard, who is the son of Walter C. Franz, investment bureau, was recently assigned to duty at Fort Sill, Okla.

Bodell Huss, investment bureau, is away on a seven-week jaunt through Europe. England, France, Holland, Denmark and Germany are on her itinerary.

Lorel Rice, daughter of Loren Rice of the valuation section, who graduated from Elgin High School June 10, was the winner of a scholarship to Lake Forest College.

OPERATING DEPARTMENT

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

Ted Livas, general manager's office, has transferred to the signal department. He is being replaced by Eugene A. Waletich, formerly yard clerk at Bensenville.

Larry H. Bolzan, police department, picked himself a peach named Josephine among the comptometer operators at Fullerton Avenue, and will be married on June 18.

Bob Weber, retired chief clerk, refrigerator-claim prevention-merchandise office, finally pulled up stakes, having sold his Chicago property and definitely settled in Phoenix, Ariz. Best-o'luck, pardner!

As this is being written, we list the bridal booking of Jessie DiMeo, the sweetheart of the transportation department, who is marrying Anthony Carcione on June 4; nuptial mass at St. Frances Xavier Cabrini Church, followed by dinner at six at Petricca's Restaurant. To this loved little bride, who was showered with gifts by many friends, and who also won a four-piece bedroom set, the department presented two pieces of handsome luggage to start her on her honeymoon to California.

CORRECTION

In this column last month the title of W. J. Whalen was shown as assistant vice president-operation, rather than as vice president-operation. This was an error on the part of the Magazine, not Correspondent W. R. McPherson. —Editor

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

We welcomed Paul Steinhofel to the tenor section. He is employed as a fireman at Western Avenue.

Wedding bells will ring on June 18 for Genevieve Sauter, soprano, whose engagement was announced recently. Evelyn Stoll will be the soloist at the ceremony.

With the opening of the school season next fall, Director Jorian will be director of music at Maine Township High School in Park Ridge.

The date of our picnic at Deer Grove Camp was changed to June 25.

It was good to see Ardell Westerberg in the audience at the concert given for Elston Avenue Methodist Church on May 25. She is still recuperating from an operation, but will be back with us in the fall.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

After 35 years of railroad service, C. E. McGrew, traveling auditor, Madison, Wis., retired recently, due to ill health.

Sympathy was extended to H. E. Mohr, bureau head, on the death of his mother recently.

Miss Josephine D'Amico returned to work recently after an extended leave of absence.

J. P. Cushing, claim investigator, and Frances Kelly were married recently at Saint Andrew's Church. Reception was held at the Tally Ho Restaurant and the honeymoon was spent in Miami, Fla.

New employes of our office are W. E. McGrew, traveling auditor, formerly employed as cashier at Miles City; Paul J. Todda, Jr., of the record room; and D. A. Kerz of the central station accounting bureau.

On May 19, J. E. Vraney, auditor of station accounts and overcharge claims, joined the ranks of the Road's veterans, having attained 25 years of service.

Frank Zientarski gained a son-in-law through the marriage of his daughter May 21.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Draftsman Edwin and Mrs. Tyckoson welcomed their first child, a son, David Arthur, on May 15. This makes Assistant Chief Carpenter Tyckoson of the Chicago Terminals a grandpa.

Assistant Engineer Frank Fuller's daughter Marianne has received a scholarship award for outstanding achievement at the Illinois Masonic Hospital School of Nursing in Chicago.

We extended our sympathy to Ralph Claiborn whose mother passed away May 15 at Ralph's sister's home in South Gate, Calif.

Draftsman M. T. Shanahan was married May 28 at Calmar, Ia.

Assistant Engineer E. R. Hubley, in signals and communications, now has a daughter, Vickie Kay, born on Apr. 27. The grandfather is also a Milwaukee man, Fred Hubley, signal crew foreman.

Miss Emilie Hart of Deerfield is the new stenographer in signals and communications.

R. T. Fowler Jr., instrumentman, was around with cigars and candy. He and Mrs.

June, 1955



WOMEN'S CLUB 30TH. Beloit Chapter of the Women's Club, marking its 30th anniversary recently with a dinner in the community room of the Beloit Savings Bank, paid a tribute to its past presidents. Among the honored guests were: Seated, from left, Mmes. J. E. Yohn; D. R. Goff, current chapter president; Miss Etta Lindskog, secretary general, Chicago, who was present at the founding meeting 30 years ago; and Mrs. Chris Hoogland. Standing, from left: Mmes. Willard McIntyre, N. P. Thurber, Ed Sherman and R. B. Smith. (Beloit Daily News photo)

Fowler are the proud parents of a daughter, Carol Sue, born on May 25.

Marge Coyle, stenoclerk in our general office, is a grandma again. Her daughter-in-law presented her with a new granddaughter on May 31.

Mr. Penfield was in the latter part of May. We were happy to find out that he enjoyed another fine winter in California.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Arona Puttrich

Cupid really was busy last month. Genevieve Sauter received an engagement ring May 7; Elaine Gibson received one on May 13, from Bill Ausland, who works in the freight claim department; and Mary Ann Hoogestraat received hers on May 14, from Ralph Gatto in the freight auditor's office.

Dorothy Massaccesi became Mrs. Carl Magnini at Our Lady of Mercy Church on May 14. The newlyweds honeymooned in New Orleans.

We welcomed Ruth Rinaldi back after her furlough.

Vera Snapp Moffett of the Twin Oaks Broiler Farm, Subiaco, Ark., was a recent visitor in Chicago. She formerly was secretary to auditor of passenger accounts and later to assistant comptroller.

Dorothy Sedlack, formerly of the central typing and abstracting bureau, announces the birth of her second son, Scott.

Joan Miller has transferred to the office of the auditor of equipment accounts.

We welcomed two newcomers—Peggy Kelly and Kathie Gotthilf.

June Earlt is making plans to move into her new home in Grays Lake.

Pat Krywka is recuperating at Columbus Hospital at this writing after surgery.

Thanks are due Myrtle Freitag for the grand job she did on Uncle Bob Chessman's retirement gifts; also to Ken Stone for taking the pictures.

Mr. and Mrs. A. M. Dryer spent three weeks in Florida. Florida also lured Ruth Rinaldi. Ann Sundin vacationed in Maple Valley, Wash., and San Francisco. Cele Koob celebrated her birthday at the seashore while vacationing at Fort Lauderdale. Alvina Buck vacationed in Arizona and California.

At this writing, your correspondent, Bill Tidd, is doing well and able to sit up.

PASSENGER TRAFFIC DEPARTMENT

P. O. Putnam, Correspondent

William Stiyer has been promoted to station passenger agent at Chicago and Hazel Anderson has taken over Bill's former duties as voucher clerk.

Rosaire Gennuso and James O'Connor were married May 28 at St. Matthew's Church.

The department welcomes Ray Titus. Ray formerly was employed in the credit department at Zenith Radio.

Doris Jones, Ann Weber and Doris Healy Martin attended the district meeting of The Milwaukee Road Women's Club held at the Schroeder Hotel in Milwaukee on May 14.

The city ticket office has moved from 179 to 163 West Jackson Boulevard and the new ticket daters bear the names of four railroads—The Milwaukee, Chesapeake & Ohio, Wash and Erie. Our city office staff now handles ticket sales for all four roads.

D & I Division

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

John Paul arrived at the home of Mr. and Mrs. Joe Leahy on May 5. Mr. Leahy is one of our "street men" from the DF&PA's office at Davenport.

The Al Kleins, car department, Savanna, welcomed a young son on May 23.

Lloyd Callaway, Jr., son of chief dis-



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ENGINEERING CORPORATION**

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patcher at Savanna, was salutatorian of the 1955 graduation class at the Savanna Community High School. Lloyd Jr., plans to enter Knox College at Galesburg, Ill., this fall.

Retired Engineer and Mrs. F. E. Davis of Savanna celebrated their 55th wedding anniversary at their home on May 29 with relatives and neighbors present for the occasion.

The Carl Harveys left Savanna the fore part of June to make their home in Bradenton, Fla. Engineer Harvey retired on May 25, having made his last run the previous day after 47 years of service.

Marion Lund, machinist at the Savanna roundhouse, passed away May 2 of a heart seizure. Mr. Lund started his railroad service in the mechanical department at Savanna in September, 1905 and had been working at his regular trade up to the time of his death. Surviving are his widow, one brother, Soren Lund, Sr. of Sabula, Ia., and two sisters. Funeral services were held in Savanna, with burial in Sabula.

Engineer and Mrs. J. Doty McGrath of Savanna are the proud grandparents of young Michael Doty, born to their son Wilbur and his wife at Las Vegas, Nev., on Apr. 29.

Many of the old timers will remember First District Conductor M. F. Coyle of Elgin, who was a suburban conductor for many years. Mr. Coyle passed away in Elgin on May 9. He started his railroad service as a brakeman on July 25, 1892, was promoted to freight conductor on Aug. 16, 1896 and to passenger conductor on June 16, 1910. He continued in passenger service until his retirement on Sept. 1, 1937.

More Americans than ever these days have both the time and the inclination to go fishing. Fishing tackle and gear is a \$125 million a year business, and an estimated \$17 million a year is put out for fishing licenses.

I & D Division

EAST END

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



Capt. D. M. Hopkins

Capt. D. M. Hopkins of the Marine Corps, son of Agent H. D. Hopkins of White Lake, S. D., recently spent a 30-day leave at home with his parents, en route from a tour of duty in Korea to New Orleans, La. Captain Hopkins is a graduate of the University of South Dakota, class of 1951. He enlisted in the Marine Corps in 1951 and is making the military unit his career.

The Women's Club concluded the season's activities with its annual May breakfast, held May 3 at the YWCA. The program consisted of musical selections by Mrs. Harry Larson, pianist, and Mrs. R. H. Tierney, violinist. On the kitchen committee were Mmes. Oscar Anderson, W. T. Blackmarr, Earl Bruns and Herman Quandahl; on the dining room committee, Mmes. Walter Hendrickson, Ray Kerlin, E. H. Claussen, C. S. Pack, John Huffman and Ralph Joynt.

C. W. Reichardt, pump repairer, has returned from California where he attended his brother's wedding. He also visited with W. F. Ingraham, former superintendent, in Vista, Calif., and with J. E. Bergemeyer, former B&B foreman, in Colton, Calif., finding them both well and enjoying their retirement.

P. M. (Mike) Loftus, son of Roadmaster P. M. Loftus, has received a merit scholarship that pays tuition and fees for a year to the State University of Iowa. He has also been awarded a \$350 freshman scholarship to Loras College at Dubuque.

Donald Maass, son of Harold O. Maass of the Mason City freight house, has reported to Parks Air Force Base, Calif., for basic training.

Twenty-five-year Superior Service Award cards have been presented to Section Foremen C. E. Schrader, Charles City, Howard King, Emmetsburg, and Gale Stockwell, Algona. These men are to be congratulated for their outstanding safety records.

Amund M. Almklov, 74, died suddenly at his home in Mason City on May 17. Mr. Almklov retired from train service in 1946 after 41 years of service. He is survived by his wife and four daughters.

Harold (Doc) Phillips, clerk, and Vern Winter, storekeeper, are recuperating at their homes following hospitalization.

Jack O'Neil has taken over the duties of chief clerk in the division freight and passenger agent's office at Mason City. He was formerly cashier at Yankton.

Only one left handed pitcher ever won three games in a World Series. He was Harry Brecheen of the St. Louis Cardinals.

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FIRST DISTRICT

Darlene Peta, Correspondent
Trainmaster's Clerk, Mitchell

Sympathy was extended to E. L. Hathaway of Chancellor on the death of his wife May 14. Mr. Hathaway was agent at Chancellor prior to his retirement in February of this year.

L. P. Konietsko has been assigned the operator's position at Canton.

Eric Lindblad was presented with a cash purse by employes at Mitchell when he retired recently. Eric started as a lineman at Brookfield, Wis., on Aug. 15, 1907 and came to Mitchell in 1911, working there until he retired.

Thirty-five members of the Women's Club at Mitchell enjoyed their annual May breakfast May 16 in the St. Mary's Episcopal Church basement recreation room. The program featured piano and violin music, followed by a business meeting. A report was given on the district meeting held at Sioux City, which was attended by 10 members of the chapter.

A possible disaster was averted recently by the prompt action of the Mitchell yard crew and an H&D train crew who removed a train of bauxite ore and a car of propane gas from both main lines adjacent to the Farmers Union Elevator in Mitchell, when fire broke out suddenly in that structure. The fire, which is believed to have been caused by defective wiring, destroyed the elevator completely.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

Harry Hopkinson, retired engineer, 71, died at his home on May 15 after an illness of several months. Mr. Hopkinson retired in 1947 after almost 45 years of service as a roundhouse laborer, fireman and engineer. Funeral services were held at the St. Paul Episcopal Church in Sioux City. He is survived by his widow, a daughter, and a brother, E. J. Hopkinson of Long Beach, also a retired engineer.

Mrs. E. A. Weiland, wife of Second District engineer, was injured in an automobile accident at Sioux City on May 18 when the car in which she was a passenger jumped a curb and fell into the "well" of a schoolhouse. Mrs. Weiland, who suffered severe bruises and shock was hospitalized but is now recuperating at home.

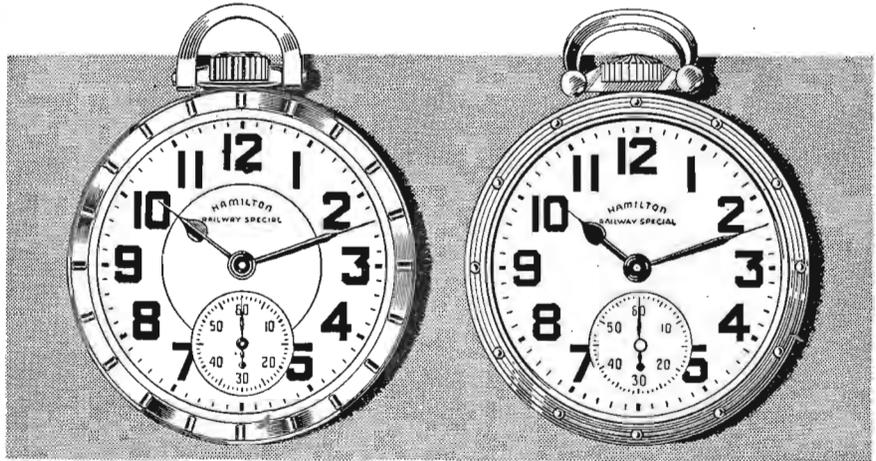
We understand that Engineer E. E. Nyberg is in Excelsior Springs, Mo., at this writing, for his health.

Switch Foreman Paine died May 5 in a Sioux City hospital where he had been confined for a month, following a heart seizure during April. He is survived by his widow, a daughter, Mrs. Adis Madden of Fort Worth, Tex., and a brother, George, of Omaha. Funeral services were conducted at the Riverside Methodist Church in Sioux City.

Train Dispatcher Embick is back on the job after being on sick leave for a month. Henry has a new granddaughter born May 25.

Gladys Jorgensen, relief clerk at Sioux

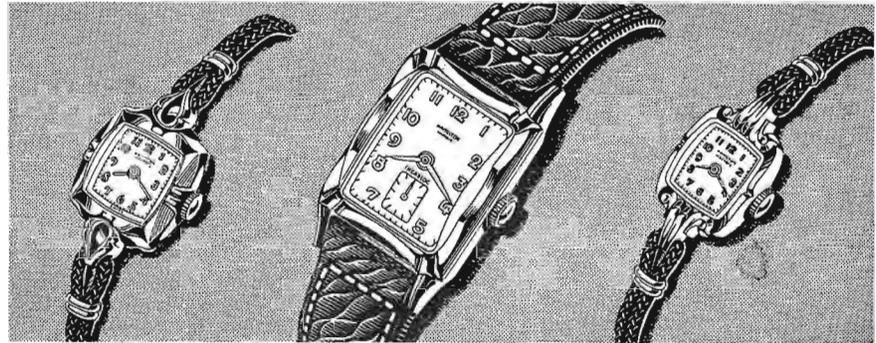
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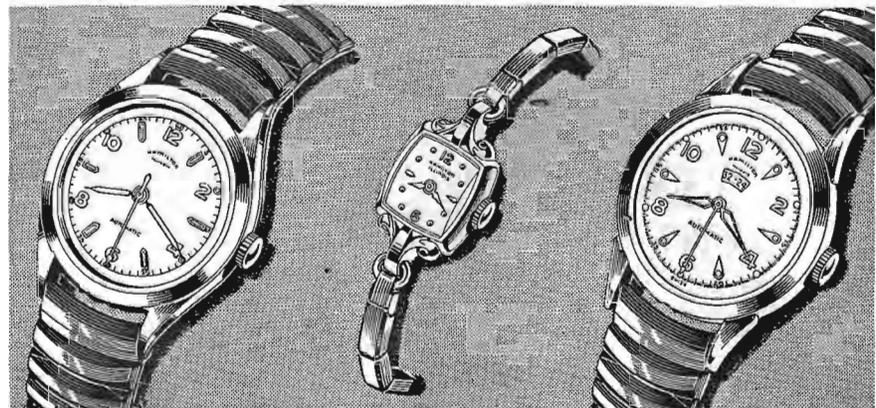
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Beloit, Wisconsin

City, has a new son, Kenneth Lee, born May 19.

Train Dispatcher Dick Gorman is spending his vacation in Philadelphia with his daughter, and will also visit New York to see the Arthur Godfrey show.

Dorothy Abraham, stenographer at the freight house, is on a leave of absence. Marj Weicz is filling her job.

Various agents on the division are vacationing at this writing: B. L. Dwyer, Tyn-dall; A. L. Gorman, Jefferson; J. M. Grimes, Sioux Falls; L. A. Kehrwald, Yankton; Operator McNertney, west yard; and Agent Diede, Harrisburg.

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Dispatcher and Mrs. Arnold Jerde are vacationing in California at this writing, visiting their daughter and son-in-law and more especially their two grandchildren. They have never seen the younger.

Statistician W. H. Berg recently came out of the hospital and is recuperating at home at this writing.

At this writing Stenographer Pearl Hopp is in Northwestern Hospital in Minneapolis, having undergone an operation. Cards will reach her, and I know she will appreciate them.

Engineer W. R. Kegley and wife drove to the west coast during their recent vacation.

Car Foreman Oscar Henrikson will be returning soon with some fish stories about his vacation up in northern Minnesota and Canada.

C. A. Barnes is undergoing treatment at the Veterans Hospital in Sioux Falls at this writing.

Engineer Bruce H. Talbot and wife left recently for points west to visit their son and family in Seattle. Andy will support the ball team in his absence.

Carman John Kelly and wife made a trip to the west coast. On the return trip they ran into flood conditions in Kansas, but they finally got back home.

Myrtle Brown, former chief timekeeper, is in St. Luke's Hospital at Aberdeen, having suffered a broken hip recently.

V. L. Parker has bid in the position of agent at Bristol, permanent, J. R. Mullenberg has bid in the position of agent at Virgil, permanent, and Mickey Mutschelknaus has bid in the position of agent at Java, permanent.

Operator Duane Hansen has returned to civilian status, and will resume work shortly.

Dispatcher Fred Harvey is on vacation at this writing, visiting friends and relatives in Iowa.

We bade good-by to Trainmaster Russ G. Scott, who has left the H&D.

The "welcome mat" was put out for Jack Werner, recently appointed trainmaster at Aberdeen.

One hundred years ago the following rule was in force on the old Virginia & Tennessee Railroad: "Conductors and other trainmen must not attempt to influence passengers in favor of certain saloons, but must act impartially in this respect."



Tim Collins

NEARLY 2 MILLION MILES. When Conductor Tim Collins retired recently at Minneapolis, he estimated that since 1912 he had traveled 1,800,000 miles, not counting time spent in switching service. Born in Farmington, Minn., he was on the Farmington-Monte-

video run years back and most recently on the time freight between Montevideo and his home city of Minneapolis. Mr. Collins is the last member of a family of six brothers and sisters who were at one time connected with railroading. His hobbies are gardening and fishing, and he is planning to enjoy them to the full. (Dakota County Tribune photo)

EAST END

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

One of the well-known men on the H&D for many years, Joe Andres, died Apr. 27 at the age of 83. Joe retired as chief dispatcher at Montevideo in 1941 and since that time had made many visits to the Montevideo dispatcher's office, just to keep in touch. We miss the kindly old gentleman who seemed to grow younger with the years.

Engineer J. L. (Dugan) Preway has acquired the dignified title of "grandpa." One of these days he is going down to Los Angeles and see this new person, named Logan McCutcheon after J. Logan himself.

Our retired roundhouse foreman, Pete Kamla, suffered a stroke and at this writing is confined to the Montevideo Hospital where he is making satisfactory progress.

Conductor Erv Kurtzbein is entertaining German company. The name is Hans, and he is a toy spitz who came home via plane in advance of Erv's daughter Donna and her husband. Hans is rapidly getting used to America, although he still does not prefer Ken-L-Ration to wiener schnitzel and sauerkraut.

The George Nicolais and the Tom Monroes have invaded the Milwaukee Road colony which is rapidly taking hold in St. Petersburg, Fla. While down there, the welcome mat was thrown out by the Gus Adamsons, the Anton Ores and the Bishops. John Krum has returned to Montevideo after his annual winter stay in the Florida city.

When Jim Himley swings the bat on the Monte diamond, he does it with so much "schmalz" that most anything can happen. And it did. He recently knocked a fly which landed smack dab in the windshield of his dad's car, parked near the field. Made a homer on it, too.

Conductor Tim Collins is thoroughly enjoying his retirement, according to the account of his activities in a recent letter to Monte friends. Fishing has always been a fascination, of course, but he seems to have a new interest this spring for he claims to be writing a book entitled "How to Raise Crab Grass."

Brakeman Bob Hausauer of Ortonville, who is catcher for the city team, made "State

Stars of the "Week" recently for a record of six straight hits (three singles, two doubles and a home run). That was the day Ortonville defeated Clinton 13-4.

Bob Ryman reports the arrival of Cynthia Marie at the Granite Falls hospital.

Jack Tomek has entered the fishing contest, due to the fact that he recently caught an 11-pound walleye in Blue Dog Lake near Waubay.

Milwaukee Shops

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

H. J. Montgomery, Correspondent

G. H. Koester was appointed mechanical engineer as of June 1. The mechanical engineer's office is not strange to Mr. Koester, as it was in this office that he "learned the ropes." Starting as a draftsman in 1916, he worked his way up until 1945 when he was appointed diesel engineer with headquarters in the mechanical engineer's department. In 1952 he was appointed assistant to the superintendent of motive power, holding that position until his latest appointment.

Nice talking to some of our former "Milwaukee boys" who visited the shops during the 1955 staff meeting: William J. "Bill" Weatherall, now district general car foreman, Lines West, at Tacoma; George L. Wood, assistant district general car foreman at Savannah; and Harry A. Grothe, district general car foreman at Minneapolis.

Lou McAllister stopped in to greet former mates. With cigar still in mouth (not the same one), Mac showed no signs of mental or physical strain from his job as mechanical engineer for the Detroit, Toledo and Ironton Railroad.

A newcomer in the engineer of test department is Charley Veit. Charley has come up through the ranks and is now an engineer.

Joan Kelly of test department spent a vacation in Washington, D. C., and returned with a wealth of news about what goes on in the Capitol City.

It looks like "the Zunk" has left us for sure, Harvey Zunker having cast his lot with the plumbing business. He now works in the office of North & Eschenberg, Milwaukee plumbing contractors.

Legionnaire Alfred G. Hoppe was honored by Milwaukee Road Post No. 18 at the "dinner for Al" at the Plankinton House on May 19. Through L. V. Schwartz, assistant general storekeeper, a 35-year American Legion button was presented to Mr. Hoppe by the master of ceremonies, F. W. Bunce.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S
OFFICE

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

To help fill their new home, the Chadwick Andersons report the arrival of a new baby girl on May 11. Other proud papas of recent report are Conductors A. H. Shellenberger and D. M. Jaeckel.

We are sorry to report the death of Engineer Everett Burke at Milwaukee on May 18. Mr. Burke was stricken at the locker room at the depot and passed away suddenly.

June, 1955

Vacationers in this territory include Agent Lester Rosenbaum who has returned from a training cruise on the Great Lakes, and Matt Grenning of Rondout who went to California. At his writing, Engineer Blaine Dollard is up in the north woods trying his luck on the muskies.

Dispatcher R. D. Richter who recently purchased a new home in Racine is busily engaged in painting same.

Have a report that Vern Gerred, retired baggageman now living in Arizona, has had a hard winter and is not well.

R. L. "Pete" Peters, train dispatcher at Beloit, has come in to fill in on the vacation work in the Milwaukee office for the summer.

Vince Freihofer and Jim Boeshaar of the superintendent's office report bullheads running very good in the Horicon area after a recent Saturday inspection.

Agent A. D. Campbell of Morton Grove has returned to work after a long absence.

SECOND DISTRICT

A golden wedding celebration was held at the home of Mr. and Mrs. Fred L. Schmidt in Chilton on May 27. Many relatives and friends were present. Mr. Schmidt, former section man and flagman, retired in September, 1947 after 19 years of service.

THIRD DISTRICT

Clarence Resop, operator at Slinger, and Miss Agnes Burk of Ripon were married at the Lady of the Lake Church in Green Lake, Wis., on May 7.

Familiar places were visited by Agent Earl Seal of Lannon, who was in Washington, D. C., on his recent vacation. Earl was connected with the capital police force years ago.

Emil Schwantes, agent at Mayville, traveled to Bowling Green, Ky., the week end of June 4 to attend the graduation of his son-in-law from Bowling Green University.

Mrs. Mae Quandt, wife of H. L. Quandt, former agent at Iron River, passed away May 27. She was 80 years of age. Funeral services were held at the Zion Lutheran Church in Beaver Dam and interment was in Oak Wood cemetery there. Mr. Quandt retired on Jan. 30, 1944.

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Iowa Division

MIDDLE & WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Engine Foreman E. R. Fitzgerald of the Perry yard force was the first of the fishermen to take his vacation, and he and Mrs. Fitzgerald left May 8 for their cottage at Big Sioux Lookout in Canada. They built the cottage last year while Edward was off duty on account of illness and reopened it for the season in May. They plan to spend a couple of months there.

J. F. Thompson, who was recently appointed swing dispatcher in the Marion-Perry offices, took over the Perry part of the job May 6. On his days off that week end, E. P. Galihier, recently appointed third trick dispatcher at Perry, moved from Manilla to Perry where he and his family will now make their home.

Jean Ann Courtney, daughter of Conductor Gaylord Courtney, who is a law student at Drake University in Des Moines, was dean of the Alpha Omega Chapter of Kappa Beta Pi international legal sorority.

Engineer and Mrs. Fred Wagner sailed on the Queen Mary May 11 for England, to spend six weeks with their daughter and her family. Their son-in-law, Capt. Harold Dorband, is stationed with the U. S. Air Force at Laken Heath air base near London.

Two division employes attained the rank of grandpa on May 4. Danny Claude Becker, who was born to Mr. and Mrs. Orville Becker of Woodward, is the grandson of Section Foreman Claude Becker of Woodward and Shopman Cecil Gibbons of the Perry roundhouse force.

Otto Lewis, retired machinist, and Mrs. Lewis left May 5 for Salem, Ohio, where they were called by the critical illness of their daughter.

Twice within a month, death brought grief to the home of Engineer Herbert Christisen. The first death was that of his infant grandson, David Paul Mace, whose father is with the armed forces in Germany. In the latter part of April, Herbert's only sister, Mrs. Christine Goller, died at her home in St. Louis, Mo., following a heart attack. Mr. and Mrs. Christisen attended the funeral in St. Louis and then visited their son in Columbia, Mo.



WITH BEST REGARDS. Two Perry, Ia., veterans, Freight House Foreman Claude Altig (left) and Yard Clerk T. L. Wyckoff, were honored by Perry Lodge of the Brotherhood of Railway Clerks at a retirement party held in the Milwaukee club house on May 2. During the social evening they were presented with fountain pens which they are shown here receiving from lodge president Nels Nihlen. (Perry Chief photo)

Miles Pennington of Perry, father of Gene Pennington of the car department force in Savanna, died suddenly on May 1, following a heart attack. He was 75 years of age and retired from farming five years ago, since when he had made his home in Perry.

Switchman Keith F. Knight arrived home the latter part of April after serving for two years with the Army, including 18 months in Korea. Keith was advanced to the rank of sergeant during his service and came home wearing the National Defense Service Medal, the Korean Service Medal, the United Nations Service Medal and the Good Conduct Award.

T. L. Wyckoff, Perry yard clerk, retired Apr. 1 and Claude Altig, freight house foreman, worked his last day on Apr. 29. Their retirement was the occasion for a party given by the clerks at Perry and an opportunity to present each with a pen as a remembrance from fellow employes.

Orville Salzgeber, extra engineer, was off duty three weeks during April and May on account of illness. Orville is firing on one of the Hiawatha runs.

Mrs. E. E. Elsasser, wife of engineer, was in Mercy Hospital in Des Moines during May for an operation.

Mrs. Thomas Turner died at her home in East Moline, Ill., May 20. She was the mother of Fireman Ray V. Turner, who has been on sick leave for some time.

John Lee of the Perry roundhouse force was in Wesley Memorial Hospital in Chicago during May for surgery.

Corp. Donald Hoes who served with an anti-aircraft battalion for two years, was released and returned to his home in Perry during May. He holds seniority as a fireman and will return to work as soon as there is an opening at Perry. He plans to enter college for an engineering course.

Sam Anderson, retired machinist helper, and wife were in an auto accident during May while returning from a fishing trip in Minnesota. The car in which they were riding went out of control and turned over in a ditch.

Charles Challands of the Perry round-

The Milwaukee Road Magazine



WATER SERVICE RETIREMENT. E. A. Evans, a veteran of the water service departments on the Iowa, Kansas City and SC&D Divisions, shown at a retirement party in his honor at Perry, Ia., on May 19, with R. W. Riedl, assistant superintendent of the Iowa Division, who was master of ceremonies. The turnout included friends and fellow employes from many points on the system, who presented him with a set of fishing gear and other gifts. (Perry Chief photo)

house force and Mrs. Challands went to North Carolina in May to make the acquaintance of a new grandson, Mark Alan Holcomb. The baby's parents are living near Camp Lejeune, N.C., while the father is in service.

June 11 was the date selected by Irene Springer, daughter of Charles Springer Sr. of the Perry M of W department, for her marriage to Everett Hanselman of Minburn.

A daughter born to Mr. and Mrs. George Fry at the Dallas County Hospital in Perry May 7 is the first great-grandchild of Retired Engineer Charles Sinclair. The following day a son was born to Switchman and Mrs. J. D. Whalen of Perry. On May 8, Conductor L. R. Santee acquired the title of "grandpa" when a daughter was born to Mr. and Mrs. James Santee.

Agent M. R. Picht of Rockwell City took another exemption on his tax deductions in April when he became the father of a boy who was named Aaron Vaughn.

H. W. Marshall, retired agent who lived at Slater for many years, died in Dallas, Tex., May 8 while visiting at the home of his son. Burial was at Slater.

Switchman Marvin Shropshire and his 11-year-old son William were killed instantly in an auto accident near Omaha Apr. 27. The family home was at Council Bluffs, Marvin having worked on the yard force there.

A boy born to Mr. and Mrs. Howard

Wasson of Hollywood, Calif., May 7 is another grandchild for Retired Engineer Halsy Wasson of Perry.

A. C. Jacobs, retired agent at Waukee, was in a Des Moines hospital in May, following a heart attack.

Trainmaster Jack Werner and wife of Minneapolis became the parents of a daughter shortly before they moved to their new location at Aberdeen, S. D. Jack's parents, who live in Perry, went to Minneapolis in May to get acquainted with the little lady.

June 6 was the golden wedding anniversary of Retired Conductor J. M. Reel and Mrs. Reel. Plans were made to celebrate the event with an open house on June 5.

Mrs. William Thompson, widow of engineer, who now lives in Los Angeles, visited in Perry in May and was entertained at several picnics and parties. One dinner party, arranged by Mrs. C. E. Robbins and Mrs. E. A. Evans, wives of retired employes, was attended by 42, including two former Perryites, Mrs. Neva Fuller of Marion and Mrs. Nona Briggie of Des Moines.

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Clarke Joslyn, operator at the Sabula draw-bridge, went out to No. 86 the morning of May 2 and saw two 15-year-old boys in a boat. As he watched, a wave swamped the boat, and the boys were thrown into the Mississippi River, whereupon Operator Joslyn ran to the end of the bridge and summoned help from some nearby fishermen who went to the boys' rescue. Quick thinking and fast action on the part of Operator Joslyn undoubtedly saved them from drowning.

Thirteen high school students were awarded blue ribbons for outstanding pieces of art at a tea and judging in the art gallery of the Cedar Rapids public library on May 8. Among them was Carol Gorman, daughter of Dispatcher Norman Gorman, who exhibited a linoleum block of St. Nicholas.

At the state convention of the Gold Star Mothers in Cedar Rapids on April 27, Mrs. D. E. Chambers, the wife of the switch foreman at Ottumwa, was elected vice president.

Section Foreman E. E. Bates has been appointed foreman of the track liner gang for the season. W. R. Rohling takes over the crossing gang, and L. D. Gray is foreman of the maintenance gang.

Watson A. Hilton, Jr., son of Section Foreman W. A. Hilton of Tama, has been assigned to operate the Audigage machine on the Iowa Division. He has been employed in the M of W department since 1949.

B&B Foreman L. R. Riffle has been ap-

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pointed assistant chief carpenter on the Rocky Mountain Division, with headquarters at Butte. He has been employed in the B&B department for 32 years and has been foreman since 1947. For the present his family will continue living in Tama.

Miss Eileen Manton, daughter of Tom Manton, PSI at Cedar Rapids, underwent surgery at Mercy Hospital in Cedar Rapids recently.

Mr. and Mrs. Bob Ross of Iowa City are the parents of a son, Kelley Dee, born on May 11. Mrs. Ross is the former Rosamond Mills, daughter of Instrumentman R. R. Mills of Marion.

Mrs. Agnes Edgar, clerk at the Cedar Rapids freight office, was a proud grandmother, indeed, when her daughter and son-in-law, Mr. and Mrs. Wesley T. Nelson, became the parents of twin girls on Apr. 24.

Sympathy was extended to Mr. and Mrs. David Perkins, whose three-day-old daughter, Jayne Marie, died in a Cedar Rapids hospital, Apr. 29. Mr. Perkins is a clerk in the Cedar Rapids freight house.

Mrs. Sara Bishop Whitaker of Springville, mother of Mrs. R. M. Emerson of Marion, died on May 11 in a nursing home in Marion. She had suffered a stroke two weeks previously. Funeral services were held in Springville. Mrs. Emerson is the president of the Women's Club at Marion.

Mrs. Frank Zuhke, widow of retired car department employe, died May 10 in a Denver hospital, following a month's illness. She is survived by her daughter, Mrs. Leta Borucki of Denver, and two brothers, Harvey Vanston of Nashua and Orville Vanston of Cedar Rapids. Burial was in Oak Shade cemetery.

Dr. Louisa A. Wilken Ramsey, wife of Dispatcher H. E. Ramsey of Marion, died May 6 at her home, following a long illness. She was born Jan. 27, 1894, at Arlington, was graduated from the Arlington High School, and attended Upper Iowa University at Fayette for one year. Later she was graduated from the College of Medicine at the University of Iowa. She had practiced medicine at Emmons, Minn., and at Arlington. In addi-

tion to her husband she is survived by a sister, Lola A. Wilken of Arlington. Burial was in the Strawberry Point cemetery.

The annual May luncheon of Marion Chapter of the Women's Club was held in the Legion Hall May 12. Mrs. Wilbur Cooper presided in the absence of the president, Mrs. Robert Emerson, and Mrs. O. R. Ness, alternate delegate to the Sioux City district meeting, read a report. The program consisted of songs and piano selections by Tommy Houser, a skit by June Hazewinkle and Sandra McElhinney, and an interesting talk by Miss Marie Landgrafe, a foreign exchange student from Germany.

Chicago Terminals

UNION STREET

Florence LaMonica, Correspondent

Edward Brogan and Ben Kocan, forklift operators in house 3, are both confined to Wesley Memorial Hospital at this writing.

H. H. Hoffman has been appointed chief clerk at Union Street, to succeed C. H. Kumberger who was appointed assistant agent at Bensenville.

GALEWOOD

Contributed by Mae E. Graney

The following retired men wish to be remembered to their friends on the road: William Reiger, former GYM, at St. Petersburg, Fla.; Patrick McManinen, ex-switchman, at Venice, Fla.; Edward Hacking, ex-switchman, Lakeland, Fla.; and Leonard Volker, former Galewood platform checker, Ft. Lauderdale, Fla. All are doing well and enjoying their retirement. Their greetings are extended through Archie and Marie Sinclair (checker, Galewood), who spent some time with each on their vacation.

A. E. Strohmeier, retired Galewood cashier, was the recipient of a cash gift, sent with the best wishes of his co-workers. Art and his wife are living in Corona, Calif., next door neighbors of Charles and Martha Schultheiss. Charles is also retired from the Galewood office.

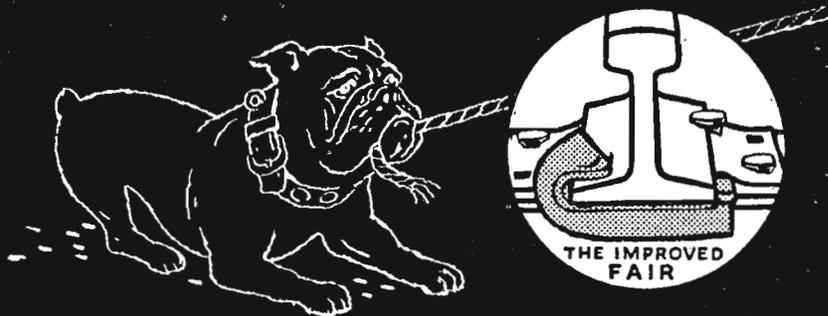
Your correspondent, Norma Gunderson, is recuperating well from her accident, but will be under the doctor's care for some time. She wishes to thank all for the lovely cards and gifts.

M. Perry, demurrage clerk for the Elsmere district and relief demurrage clerk for the Galewood office, retired May 31 and was presented with a cash gift by his fellow employes. He intends to make his home in Glendale, Calif., with his two sons.

Victor Petersen, retired Union Street chief clerk, and his wife Hazel, acting steno for Agent A. E. Ward at Galewood (in the absence of your regular correspondent, Norma Gunderson), welcomed their third grandchild the latter part of May. The newcomer is a girl. At this writing Mrs. Petersen is in Peoria, Ill., baby sitting with their daughter's other two children.

Sympathy was extended to Peter E. Greenlimb, rate clerk, on the recent death of his father. Peter E. Greenlimb, 80, was a retired attorney and a former associate of the late Clarence Darrow. In addition to his son, he is survived by two daughters, Mrs. Lillian Roche and Mrs. Florence Tracy.

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UNION STREET NEWS. When C. H. Kumberger, chief clerk at the Union Street freight office in Chicago (right) was recently appointed assistant agent at Bensenville, Ill., co-workers gave him a hearty send-off. To Agent B. M. Smith fell the pleasant task of presenting him with a testimonial pen and pencil set.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

W. C. Kramer is the new chief clerk to general manager. Mr. Kramer has been with the railroad since 1923, starting in the operating department at Joliet, Ill., and subsequently holding positions in Green Bay, Aberdeen, S. D., and Milwaukee. His last position was claim adjuster in the claim department at Milwaukee. Mr. Kramer's family will move to Seattle from Green Bay the middle of June.

Jessie Hutchinson, stenographer in the traffic department, returned to work May 1 after an absence of four months due to ill health.

Agnes Horak, clerk in general freight agent's office, started the last week in May on a vacation which will take her as far as Tia Juana, Mexico. She will stop at Las Vegas, San Francisco, Los Angeles and San Diego.

Edna May Henderson of the general agent's office recently underwent an operation on her left wrist and is now carrying her arm in a sling. She expects to dispose of the sling in the near future.

Sylvia Ferrow, secretary in the signal and communications department, returned May 31 from two-week vacation spent in southern California.

W. E. Cartwright, city freight agent, an-

nounced the arrival of a new baby daughter on May 19, at Kent, Wash. The little lady has been named Cynthia Kay. The Cartwrights have another daughter.

Evelyn Hagen, stenographer in office of assistant to general manager, returned May 23 from a week's vacation in Reno, Nev., and California.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

Due to the vacancy left by the departure of Wayne Rentel, the assistant time reviser's job is being filled by M. L. Thoreson. The yard check job formerly held by Mel has been assigned to J. R. Ewing. Mr. Rentel is in Chicago, training for the position of trainmaster.

Chester Aleson is working in the police department during Frank Daly's absence. His first task was to fill a 100-man steel gang for work in Montana. With the work on the new 600-car yard at East Spokane progressing, there will be a constant demand for laborers.

Anton Kolar is a loan from the Tacoma office to the engineering department. His work is on the new yard. Grading started May 5, as the first step in this project which will about triple our facilities at Spokane.

Spokane area residents are enjoying a new TV program sponsored by The Milwaukee Road, namely "Top Secret." We of the Milwaukee are very happy to see this presentation on TV.

Sympathy was extended to the P. T. O'Neill family on the death of Mrs. O'Neill. Mrs. O'Neill's sister had been taking care of the O'Neills.

Recent tie-up of trucking business has increased our LCL handling considerably . . . just like in the old days.

LaCrosse & River Division

THIRD DISTRICT

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

Cecil McAdam, 65, passed away at his home in the town of Kronenwetter on Apr. 8. He had been clerk at Mosinee since 1925 until last October when he became ill. Funeral services were held at the Beste Funeral Chapel in Mosinee, the pastor of St. John's Lutheran Church officiating. Burial followed in the Mosinee cemetery. Immediate



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survivors are his widow, a daughter, Mrs. John Stomski, and a son, Gordon.

Michael Hansen, storekeeper at Wausau since May, 1953, has been promoted to division storekeeper at Savanna, Ill., and took up his duties at that point on June 1. His wife and two children will join him at the close of the school term.

Engineer Terry Slomske claimed Mrs. Irene Gardner as his bride in a ceremony performed in the study of the first English Lutheran Church at Wausau on May 21. A wedding dinner was served in the private dining room of the Central Cafe at Wausau, and a reception for close friends was held later at the home of Mr. and Mrs. Ray Korzinek, who attended the couple.

The May luncheon of the Women's Club at Wausau was attended by 50 women. After the business session, card playing provided diversion for the afternoon.

Mrs. Felix Slomske, president of Wausau chapter of the Women's Club, Mrs. Bess Freeburn and Mrs. Roy Beam, chapter delegates, attended the district meeting of the club, May 13 and 14 in the Hotel Schroeder in Milwaukee.

Funeral services for Retired Conductor C. H. (Cooney) Randby, who passed away at his home in Merrill on May 11, were held in St. Stephen's Evangelical and Reformed Church at Merrill. Burial followed in Merrill Memorial Cemetery. Mr. Randby, who was 74, had been in ill health for the past year and seriously ill the week before his death. Born in Oslo, Norway, he came to this country at the age of two, locating in Merrill in 1901, where he began his railroad service and remained until his retirement in

1947. He was a member of the church choir for many years; also of the Leiderkranz, the Order of Railroad Conductors, Macabees, Eagles, and of the Masonic lodge. Immediate survivors are his widow and two daughters, Mrs. Oscar Hadler and Mrs. Frederick Kluetz, of Merrill.

Retired Carman Otto Zander and wife are enjoying happy memories of their six-month tour which started last February. From Wausau they went to Seattle, next south along the coast where they visited friends and relatives at various points, and then a trip into Mexico. They returned by way of Arizona, Texas, New Mexico and Kansas. They are now making plans to celebrate their 55th wedding anniversary.

Conductor Bob Loper spent his vacation in Florida.

Chief Dispatcher Leo Fredrich was back at his favorite trout stream for the opening of the season and got the limit.

FIRST DISTRICT

K. D. Smith, Correspondent
 Operator, Portage

John Flanagan, car distributor at La Crosse, recently took his vacation and visited points west—Las Vegas and California. He says Wisconsin still looks good to him after all that mileage.

Jack Little, retired engineer, is nursing a sprained ankle which he got on a fishing trip recently.

Retired Conductor Art Levens is visiting his son in Baltimore at this writing.

Our poor old Wisconsin River is not much to look at down this way, being full of sediment and very low on account of being held back by the dams up river. We still catch a few pike, however, and the asparagus still grows wild in this area.

At the recent farewell party in La Crosse for Superintendent Palmquist, over 150 enjoyed a smörgasbord feed and reminiscing about old times. Mr. Palmquist was presented with many gifts, and the toastmaster, Mr. Stewart, gave a good send-off speech. Our new trainmaster, Q. W. Torpin, and new superintendent, W. E. Swingle, were introduced. We expect to keep them busy this summer, with Mallas' extra gang on the east end and all the summer special trains to handle.

April 19 was a red letter day at Reeseville for our agent, G. W. Tracy, on account of the birth of his son, Richard Carroll Tracy. Jerry is undecided just what vocation the boy will follow, but at present he can be heard a train-length away, so he might be a conductor???

SECOND DISTRICT

A fine job of train inspection was attributed recently to the train and engine crews of No. 91, who noted a spring plank dragging on Hiawatha No. 5 when it made the station stop at Hastings. Superintendent W. E. Swingle said that, without question, their alertness and prompt action averted a serious accident which could have occurred when No. 5 crossed the drawbridge. The crew members who earned the commendation were Engineer Clarence York, Fireman J. J. Lewis, Conductor J. V. Dunham, and Brakemen J. R. Sanny and J. H. Wangerow.

The Milwaukee Road Magazine

QUIZ answers

1. Wheat, for the railroads as a whole, including the Milwaukee Road.
2. Track.
3. Engineering.
4. A dogleg.
5. Connects the air hose.
6. Gross ton-miles, equipment and contents; net ton-miles, contents only.
7. Number of locomotive and direction of the run.
8. Freight car.
9. A switch engine.
10. Placing them at designated locations.

Rocky Mountain Division

EAST END

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

Engineer H. Keeny is doing fine after undergoing a throat operation. He is convalescing in the Community Hospital in Butte at this writing.

Engineer Andrew Torgimson has returned from vacationing with friends in California.

The fishing season opened here with a bang. Railroaders put on wading boots, and according to what we hear, some made very nice catches. Brakeman Haycraft brought in some weighing over two pounds.

Section Foreman F. J. Austin is the proud possessor of an award made by the safety department and signed by President John P. Kiley. Mr. Austin has completed 25 years of service without a personal injury.

Engineer Ronald Allen has brought his wife home from Townsend. Mrs. Allen spent about two weeks in the Broadwater hospital.

Engineer Edgar Rexroat and family are visiting in Seattle and other western points at this writing.

Conductor William Hellman retired the first part of May. We understand that he figures on living near Hamilton.

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Born, to brakeman Jack Zwolle and Mrs. Zwolle on Apr. 28, a boy. The young man was named Dennis Blake.

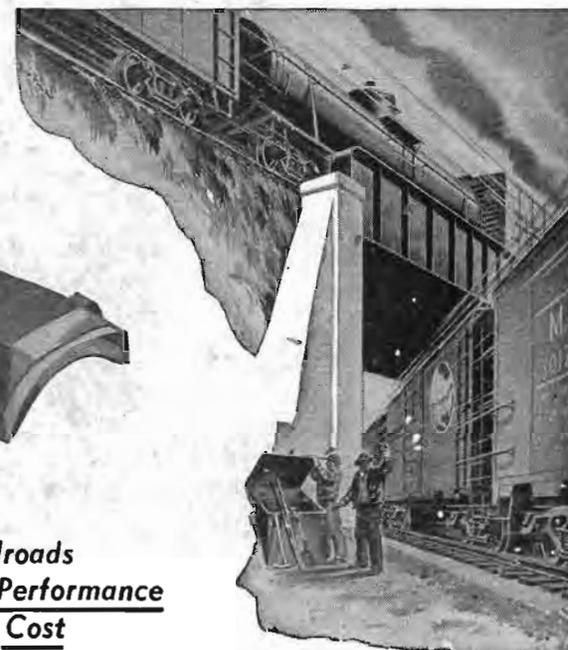
Retired Engineer William Foshag died May 2. Burial was in the Lewistown cemetery. Mr. Foshag started with the Road in 1900 and when the extension was built west of Moberge he moved to Lines West and in 1918 settled in Lewistown where he ran engines until his retirement on Feb. 4, 1954. Survivors include his widow, a daughter, Mrs. John Cowan of Guymon, Okla., and a son, Thomas P., who is with the Army.

Sectionman Frank Swan is back on the job after spending several weeks in the Lewistown hospital following an operation.

Chief Dispatcher A. W. (Wick) Wickersham, Jr., is leaving the Milwaukee June 1

Here's Why the Nation's Freight Rides on

SOLID JOURNAL BEARINGS



Right for Railroads
... in Performance
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(Advertisement)

after 18 years of service, to enter business in the Bay area of California. "Wick" started railroading in 1937 under Car Foreman M. L. Johnson in Miles City, and learned telegraphy in Miles City under Operators Al Maile, Tug Wilson, and Leo Thiel. After working as relief agent at most stations between Moberge and Harlowton, he was promoted to train dispatcher in Miles City and worked at Moberge, Lewistown, Spokane, Butte and Port Angeles. He had been at Lewistown three and a half years as chief dispatcher. Having six boys of his own, "Wick" was naturally interested in the younger boys of the community and spent a lot of time coaching them in basketball and baseball. His teams won several community

championships.

Conductor John Robinson of Lewistown, Agent Donald Samuel of Danvers and Agent Russell Beck of Highwood are vacationing at this writing. I would bet that they are doing a lot of fishing.

Burt Balentine, son of Machinist Webb Balentine of Miles City, was hired as a brakeman on the North Montana line; also Pat Ryan of Great Falls.

Lewistown's annual whisker growing contest will end June 18, and we ought to have some good crops by then. You have to look twice now to tell some of the railroad men from billygoats. I think if they give a prize for the funniest beard, Machinist Chris Matthews will surely win.

ON THE BUM. When a box car was opened recently at Menasha, Wis., nesting in its cargo of baled scrap paper was one very hungry feline stowaway, the car having been sealed several days. Shown here is the vagabond, "Herman", being fed by Fireman Dan Tarkowski, and the members of the switch crew who furnished the lunch with which he broke his enforced fast. From left: E. A. Hemb, operator-cashier, Fireman Tarkowski, Brakeman Bert Nelson, Conductor J. R. O'Brien, Engineer Henry Paseke and Brakeman B. Dutcheau.



ATLANTIC VOYAGERS. The start of a three-month holiday abroad for T. W. Burtness, the Road's retired secretary, who is shown with Mrs. Burtness aboard the S.S. Stavangerfjord of the Norwegian American line sailing recently from New York. Stopping first at Oslo, Norway, where they have many relatives and friends, they planned to tour the Scandinavian countries before returning home early in August.



WITH PALETTE AND CANVAS. A. J. Johnson, assistant to the superintendent of the sleeping and dining car department, Chicago, shown with his oil, "For the Convalescent", which won first prize in the current show by the Swedish Artists of Chicago in the art gallery of the Bismarck Hotel, discussing the painting with Mrs. Christina Wideen, president of the artists' club. Mr. Johnson, who is a past president of the Swedish Artists, has been associated with the well known Palette and Chisel group and an exhibitor at art shows for about 16 years.



IN CHICAGO ON MAY 16 for a meeting timed to coincide with the opening of the three-day general staff meeting were the law department staff, state solicitors and the heads of the claim, tax and freight claim departments.

The four men standing at the extreme right are, left to right: L. H. Dugan, vice president and western counsel; T. H. Maguire, general solicitor; W. J. Quinn, vice president and general counsel; and J. P. Kiley, president.



VERY MYSTERIOUS. Typical of the high school groups who enjoyed the Road's special all-expense educational sightseeing tours to the Wisconsin Dells last month was this group of band members from the Community High of Blue Island, Ill. With their destination a well kept secret until they were enroute, the Dells was the location selected for their annual two-day "mystery trip". The man standing is S. C. Westman, band director, while seated at the far right is L. D. James, city passenger agent, Chicago, who escorted the tour.



RAILROADING IN INDO-CHINA. From Bangkok, where he is currently technical adviser to the Royal Railroad of Thailand, E. W. Ewin, former master mechanic's foreman at the Western Avenue roundhouse in Chicago, sends this picture he took recently during an inspection of the railroad in the neighboring kingdom of Cambodia. "The armored car, which they have on every train, isn't just for looks", he writes. Mr. Ewin, who has been overseas with the ECA mission since 1949, was U. S. delegate to the ECAFE In'land Transport meeting held in Bangkok early this year.

THE MILWAUKEE ROAD MAGAZINE

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

SUNSET on the Pacific Ocean as seen from LaPush, Wash., on the Olympic Peninsula.

