

A black and white photograph of a modern interior. The ceiling is a prominent feature, composed of thick, dark, angular metal beams that intersect to form a complex, geometric pattern. The beams are supported by circular fasteners. In the lower right foreground, a lamp with a large, cylindrical, textured shade is visible. The overall aesthetic is mid-century modern, characterized by clean lines and industrial materials.

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

JUNE 1956

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THE MILWAUKEE ROAD MAGAZINE

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IN THIS ISSUE

	Page
Getting the Job Done By President J. P. Kiley	2
Comments From Our Customers	3
Quiz	3
General Staff Meeting	4
750 Honor Leo T. Crowley	9
"Safe Day" Articles Win Safety Council Award	10
Appointments	11
New Safeway Warehouse for Butte; To Be Served by the Milwaukee--	13
Did You Know?	13
Keeping Well: Poliomyelitis By Dr. Raymond Householder	14
W. J. Whalen Marks 50th Year With the Milwaukee	15
Here's How We're Doing	16
At Everett, a Live Steamer	17
Home Department	18
Retirements	21
Are You a Vet?	21
About People of the Railroad	25

Getting the Job Done

SEVERAL weeks ago I happened to be aboard the Olympian Hiawatha when the crew was confronted by one of those situations which can be expected to occur from time to time in mountain territory. As our train came around a curve near Pipestone Pass Tunnel in Montana, the men in the cab of the electric locomotive saw that there had been a rock slide up ahead. But there was not enough time to brake the train to a stop. The locomotive ran through the boulders on the track, forcing the pilot back beneath the front trucks. It had to be removed before we could proceed.

As I say, occurrences of this kind can happen in mountain railroading. I have also found that the skill and the fine attitude of willing cooperation with which all members of that train and engine crew went about the job of solving the problem are not unusual either. But they are certainly commendable.

It was especially interesting to me to observe that an older engineer, not on duty, who was very neatly dressed, joined the operating crew without a moment's hesitation when he saw what needed to be done. The tools which he and the other men had at hand were hardly the ones needed for such a heavy job, but they tackled the job anyway, and in a surprisingly short time the train was again on its way.

Railroading is that kind of work. It won't wait. Emergencies and delays cannot be anticipated and figured into a long-range production schedule like that of a manufacturing plant. The trains must roll, and not only the men on the trains, but those in the shops, the men and women in the offices and at the ticket windows and in hundreds of other jobs must stand ready to help. That is the nature of the business we're in.

Willing cooperation, even when not on duty; understanding of the importance of the job to be done; and real ingenuity in doing it . . . these things, which have always characterized Milwaukee Road men and women, are among our greatest assets.

It was reassuring to see them at work in the emergency just described. I'm sure they will serve our railroad equally well in the busy months which lie ahead.

J. P. Kiley



COMMENTS FROM OUR CUSTOMERS



VERY ENJOYABLE

"Mrs. Carlson and I have just returned from an extended trip on the West Coast. We went out on the City of Los Angeles, then up to Seattle, and returned to Chicago on the City of San Francisco. Our accommodations were arranged for through your Mr. W. C. Klomp [assistant to general passenger agent] and they were perfect. The service on your two trains was excellent, personnel was most courteous, and all in all, they made it a very enjoyable trip."

*Clarence E. Carlson
Vice President*

*The First National Bank of Chicago
Chicago, Ill.*

CERTAINLY A CREDIT

"My wife traveled via 'Milwaukee' from Spokane to Butte, leaving on Apr. 7 and arriving in Butte on Apr. 8—on your train No. 16. Her left leg was in a cast from the hip to the ankle, so it was rather difficult for her to move around with any degree of efficiency.

"The employes of your company have always been courteous and considerate, but I did wish to particularly bring to your attention the fact that the Pullman conductor who rode that train was very kind and considerate in seeing that my wife suffered no discomfort or inconvenience. I am sorry I do not know him by name*, but he is certainly a credit to your organization."

*Robert E. Crangle
40 East Broadway*

Butte, Mont.

*The Pullman conductor's name is S. M. Mundy, of Elmhurst, Ill.—Ed.

THANKS TO THE FOX LAKE CREW

"I want to pass on a word of commendation for the employes on your Fox Lake suburban branch. I am one of those commuters who leave things on trains, and left my briefcase on train 141 recently when I got off at Northbrook. I talked with your lost and found de-

partment at the Union Station and with three employes at the Fox Lake station, any one of whom could have told me it would be impossible to trace the briefcase and that it would turn up as a matter of routine.

"Instead, I received a great deal of courtesy and found everyone willing to make an effort to give an extra service. Late the following day one man took the trouble to call me and say the briefcase had been found. Further than that, he left a note for the next day's crew asking them to try and get it on train 150, and the conductor of that train was willing to take the responsibility of accepting it and handing it to me personally as the train stopped in Northbrook.

"... I would be happy if I thought the Fox Lake crew received word that their extra efforts do not go unappreciated."

*Frank F. Soule, Jr.
Brown Brothers Harriman & Co.
135 South LaSalle St.*

Chicago, Ill.

THE WONDER OF IT

"This is by way of thanking The Milwaukee Road and in particular the crew of the Olympian Hiawatha that brought us pleasantly, safely, smoothly through the scenic wonderland from Seattle to Chicago recently. Mr. Bradford, our gracious porter, Mr. George A. Waage, the Pullman conductor, and Mr. Smeby, the dining car steward, transformed our journey on the train as God transformed the scenery.

"A railroad fan from earliest childhood, I never quite get over the wonder of railroading. The partisan enthusiasm for the engineer who carries us so safely round the curves and up the sides of mountains all through the night! Nor do I ever cease marveling at the civil engineers whose minds could see the end results of the transcontinental railroads, climbing over one mountain range after another.

"We are returning to Seattle on the Olympian Hiawatha . . . and I just wish that the same crew could carry us back."

*Miss Edna Ida Asmus
1105 Spring St.*

Seattle, Wash.

THE COVER

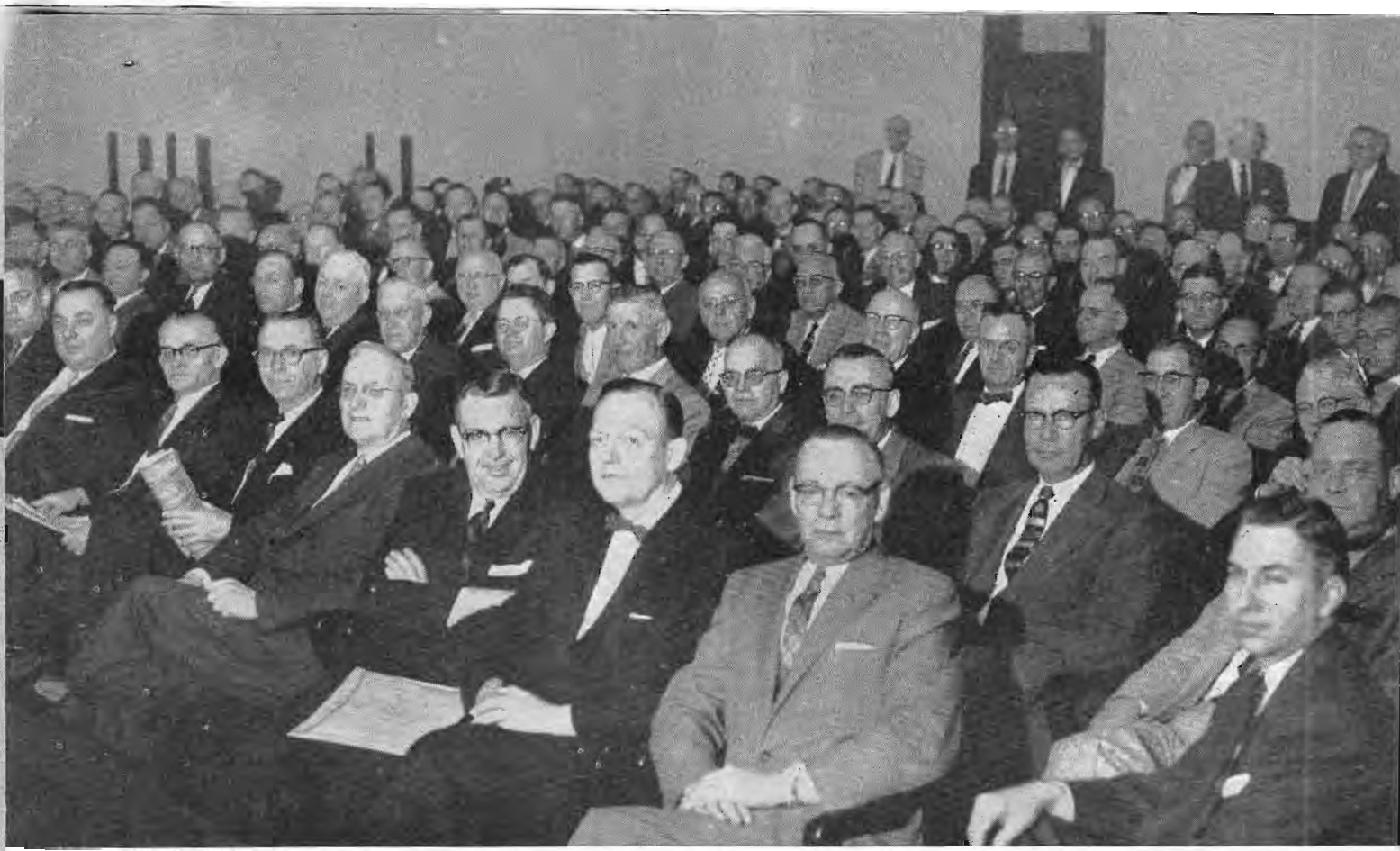
WINDOWS on the world . . . a world of travel delights. Nothing on the railroads today offers vacationing America a mountain-top-to-canyon-floor view comparable to that from the unique Skytop Lounge of the Olympian Hiawatha. The camera picks up a few of the Skytop Lounge windows in an odd-angle view for a June cover design.

QUIZ



(Answers on page 26)

1. Which has more railway mileage—Texas or Mexico?
2. When the locomotive engineer of a moving train receives a bell-cord signal or four short sounds, should he reduce or increase speed?
3. Is the small board on the outside of a freight car upon which are tacked shipping directions, warnings of dangerous lading, etc., called a bulletin board, a card board or a poster board?
4. Is the grouping of freight cars with similar destinations or routings in a train called prior classification, grade sorting or clip hauling?
5. Is the ignitron rectifier locomotive operated by electric power, steam power, or atomic power?
6. In which department of the railroad are agricultural and industrial agents usually employed—Purchasing, Traffic, or Engineering?
7. Do land monument signs along the railroad mark historic sites, right of way limits, or distances from zero markers?
8. Generally speaking, which of these commodities loads the heaviest per car—live stock, potatoes, or coal?
9. In railroad operations, do the initials CTC stand for centralized traffic control, closed train circuit, or car-to-car?
10. Is the wooden beam on the floor of a freight car to prevent lading from shifting called an anchor beam, a holding sill, or a chock block?



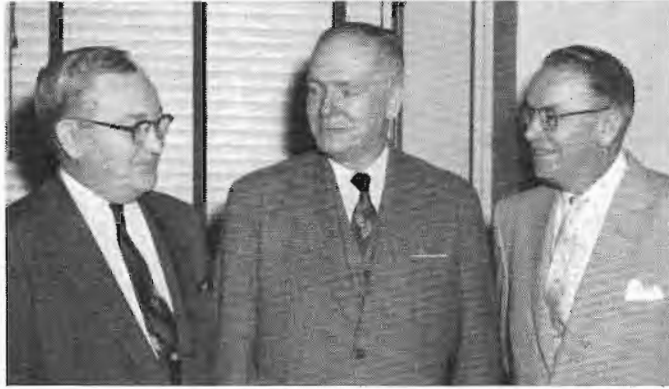
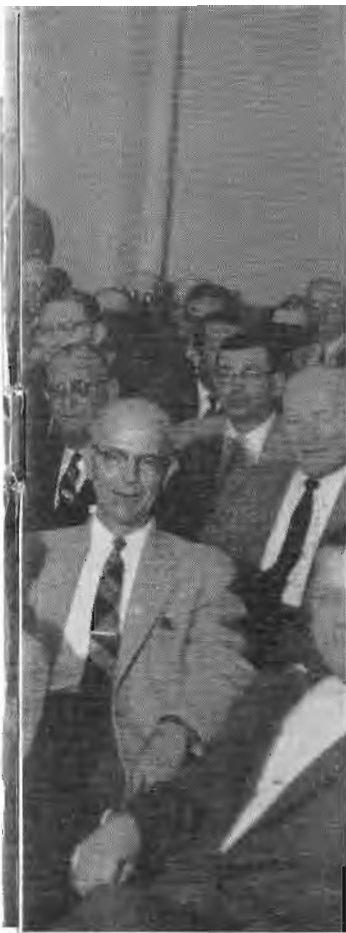
Operating and traffic officers, together with representatives of other departments, at the joint meeting.

*** *new services* * *improved operation***

Twin Themes Occupy Top Officers at Three Day

Part of the group at the speaker's table as President J. P. Kiley opened the joint meeting. Left to right: Mr. Kiley; W. J. Whalen, vice president—operation; P. H. Draver, vice president—traffic; J. J. O'Toole, general manager—Lines East; others (partly obscured) are J. M. Cunningham, general freight traffic manager, sales and service; W. G. Powrie, chief engineer; and F. G. McGinn, assistant general manager.





At Top: Scene as general traffic department meeting began on opening day. President Kiley, who participated in a part of the day's discussion, is at the center of the speaker's table.

Left Above: Principals in the traffic department meeting. Left to right: J. M. Cunningham, general freight traffic manager, sales and service; P. H.

Draver, vice president—traffic; and H. Sengstacken, passenger traffic manager.

Right Above: In conversation before general traffic meeting: L. B. Horton, commissioner, agricultural and mineral development department (left), who addressed the meeting; and J. E. Shannon, assistant general agent, freight department, Chicago. Man in center not identified.

GENERAL STAFF MEETING

THE three-day general staff meeting held in Chicago in May of each year has come to be the highlight of each year's activity on the railroad. Bringing together as it does The Milwaukee Road's 200 or more top officers and supervisors from throughout Lines East and Lines West, as well as representatives from all off-line offices, it affords a unique opportunity. During the course of the discussions a great variety of railroad problems are aired and vitality is lent to all of the company's activities through the association of personalities with the jobs to be done.

To a greater extent than usual the meetings held this year on May 22, 23 and 24 were given over to discussions relating to new services and improved operation. The second of these themes was considered largely in terms of the first, including such new services as those made possible by the Road's modern freight classification yards; complete dieselization; business machine procedures; modern signaling, communication and traffic control systems; and the new relationship existing between our railroad and the Union Pacific and Southern Pacific since the "City" trains and the Challenger to Los Angeles were transferred to Milwaukee Road rails between Omaha and Chicago at the end of October last year.

Commenting in this connection at the opening of the general traffic meeting, on the first of the three days, President J. P. Kiley reviewed briefly the progress of this new service and remarked that the trains are being well patronized.

This meeting, which brought freight and passenger representatives together, was presided over by P. H. Draver, vice president—traffic, who asked for a standing tribute and a moment of silence in memory of H. C. Walker, assistant general freight agent, whose death occurred on May 20.

Mr. Draver opened the meeting with a review of the Road's over-all traffic situation, making a number of specific suggestions regarding the handling of solicitation work. He emphasized the superior quality of service which our railroad is now in a position to provide as a result of heavy expenditures for new facilities and equipment, including special types of cars to meet the requirements of shippers.

"We certainly have confidence in you," he told his audience, "or you would not be in the jobs you are in."

Mr. Draver introduced Passenger Traffic Manager Harry Sengstacken, who stated that Milwaukee Road passenger trains, and those operated jointly with the Union Pacific and Southern Pacific, offer many features which give the



Above: Scene in the board room as members of the Chicago law department staff, state solicitors and others gathered for their meeting on May 22.



Right: Views from opposite ends of the conference table as the law department staff meeting began. In the top picture at right, W. J. Quinn, vice president and general counsel, is shown standing.



solicitor a real selling advantage. He supplemented his presentation with a motion picture entitled "Closing the Sale".

Mr. Sengstacken's talk sounded an optimistic note, in that passenger revenues for the first four months of 1956, he said, showed a marked increase over 1955. This increase was affected by the inauguration of the "City" train service. As our advertising gains impetus, he added, it is expected that the names of

R. T. McSweeney, oriental traffic manager (left), stresses a point in conversation with R. B. Birchard, general agent at Milwaukee, prior to the traffic meeting. At right, E. J. Stoll, assistant industrial commissioner, talks with an acquaintance out of camera range.



these trains will become well established in the public mind under the banner of The Milwaukee Road.

Speaking of the Olympian Hiawatha, he pointed out that this summer it is resplendent and shining in its gay new yellow-red-and-gray paint job, and that the cars were being shopped and thoroughly reconditioned in addition to being repainted, as is all other Milwaukee Road passenger equipment in through service.

"Our route can't be topped for scenery," he said. "None of our competitors offers better food or service. And—we think, and riders tell us—that none of them offers as smooth a ride. Furthermore, the Olympian Hiawatha is the only train in the United States with Touralux cars offering berth comfort and privacy at intermediate rates."

Sketching in a complete picture of the Road's passenger service, Mr. Sengstacken pointed out that the Morning and Afternoon Twin Cities Hiawathas, which chalk up nearly 1,700 train-miles per day, have been solid money-makers in the past and still are, although they have been slipping somewhat.

"We simply have to promote them harder than ever," he said, "and watch them even more closely to see that service and performance are kept right up to the mark.

"We have our good old breadwinner, the Pioneer Limited—still the most popular night train between Chicago and the

Twin Cities," he added. "And we have fine short-haul services such as that between Chicago and Milwaukee, where we have 19 trains daily operating on schedules as fast as 75 minutes for the 85 miles."

Talks by Other Officers A New Feature

Brief addresses by officers of various departments whose work is closely related to that of the traffic department added a new dimension to the traffic discussions.

The first of these men to speak was V. E. McCoy, chief purchasing officer, who reminded his audience that the Milwaukee's purchases of normal maintenance and operating supplies are nearly \$50 million per year, not including any expenditures made for new equipment such as diesels or cars, which may run to as much as another \$15 million per year. These purchases, amounting to approximately \$1 million a week, cover a wide range of items, from treated track ties at about \$3.5 million per year to paper towels, of which we buy for all uses, such as trains, offices, and shops, some 25 million a year. The Road's largest single item of purchase is diesel fuel, of which it buys about 100 million gallons a year.

"A difference of only one-tenth of a cent per gallon in our costs for diesel fuel means a change of \$100,000 in our yearly outlay—either up or down," he said.

**E. J. Stoll Reviews
Industrial Development Program**

In outlining the work of the industrial department and reviewing some of the Road's outstanding activity in industrial development during 1955, E. J. Stoll, assistant industrial commissioner, pointed out that the company had acquired 493 acres of land in 1955 for future development, about equally divided between Lines East and Lines West. Among developments which he mentioned in the latter area was the construction in the past calendar year of 12 new produce processing plants and storage warehouses on company land in the Columbia Basin. These enterprises, aided by the Milwaukee Land Company through the industrial development department, represented an investment in excess of \$700,000.

Throughout the railroad, 143 industries were established on industrial sites along The Milwaukee Road during 1955, and the department sold 194 parcels of land for a total of \$1,207,273. Another \$124,000 was received from the sale of old buildings no longer required for operating purposes. A total of 54 parcels of land were acquired for operating purposes in 1955, including the land required for the new retarder yard at St. Paul and that needed in connection with the operation of the Union Pacific trains from Chicago to Omaha.



Two pre-meeting candid views of the group attending a meeting on the second day of the conference for the consideration of freight traffic matters. J. M. Cunningham, general freight traffic manager, and Vice President P. H. Draver (left to right at the speaker's table in the above picture) were calling the meeting to order as the picture was taken.



At the end of 1955, The Milwaukee Road had 10,296 leases in effect, producing an annual rental of \$1,314,469.

The Columbia Basin in the state of Washington was pointed out by L. B. Horton, commissioner of the agricultur-

al and mineral development department, as representing the Road's greatest potential from an agricultural point of view. Grand Coulee Dam, above Spokane, which provides water for the basin, was completed in 1942, and the first land in the area served by our railroad came under irrigation in 1952. Since that time the railroad's revenues from the area have increased tremendously, he said.

Potatoes are the main crop in the basin, and in the area served by the Milwaukee 10,000 acres of them have been planted this year. Mr. Horton also an-



Passenger traffic representatives assembled for their meeting on the opening day. At right, Harry Sengstacken, passenger traffic manager (left) and William Wallace, assistant passenger traffic manager, discuss a display of tour leaflets, Milwaukee Road timetable folders of new design, and other literature.



At the speaker's table just before the opening of the operating department meeting on the third day. Left to right: J. H. Stewart, general manager Lines West; W. J. Whalen, vice president—operation; J. J. O'Toole, general manager Lines East; F. G. McGinn, assistant general manager; and W. G. Powrie, chief engineer.



nounced that 40 acres of apple orchard, the first to be planted in the Columbia Basin, were started this year.

"Piggyback" Study Reported

The matter of whether the Milwaukee will inaugurate "piggyback" service, or the handling of freight in truck trailers on flat-cars, was commented on at some length by G. M. Ryan, general freight traffic manager—rates and divisions. He explained that a committee consisting of representatives of the accounting, merchandise, operating and traffic departments had been exploring the matter over a period of several months and had recommended that the service not be entered into at this time. That conclusion was reached, he said, following a thorough study of the costs of the service, including leasing or purchasing of tractors and trailers, construction of ramps and the possibility of having to purchase or build special rail equipment.

The transportation charges for piggyback service, he explained, could not

exceed those made by the common carrier truckers. A detailed check showed that in the absence of a balanced movement between any two given cities, the charges received would hardly cover the actual cost of the service except in cases where what might be termed maximum truck loads of 30,000 pounds or more might be available.

The nature of the traffic in the territory served by the Milwaukee is such that there would be little, if any, prospect of securing balanced loaded movements in both directions, or of securing any substantial number of heavily loaded trucks in either direction, he pointed out.

Mr. Ryan added, however, that the study is continuing and that it may well be that circumstances will require a change in the Road's position at some time in the future.

Following the first portion of the general traffic meeting, on the 22nd, the passenger traffic group adjourned to another meeting room where they devoted the balance of the day to the review and discussion of a great variety of passenger

traffic subjects. Harry Sengstacken, passenger traffic manager, opened the meeting with a pep talk regarding the merits of passenger service in general, particularly now that the Milwaukee's handling of the "City" trains gives our railroad the "Greatest Fleet West". Assistant Passenger Traffic Manager William Wallace conducted the meeting. Among other things, he suggested a number of possible methods for expanding the successful student educational tour solicitations with which he has worked since the Milwaukee first popularized the idea.

A meeting of the law department staff was also held in Chicago on May 22. In addition to the Chicago staff, the meeting was attended by members of the offices of state solicitors from nine states, and by J. H. Andrews, general freight claim agent, M. L. Boydston, tax commissioner, M. W. Roark, general adjuster, and A. A. Ische, assistant general adjuster.

President Kiley Presides at Joint Operating-Traffic Meeting

As in past years, the second day of the conference was devoted to a joint meeting of the operating and traffic departments. President Kiley presided and the meeting was given over almost entirely to brief reports and the discussion of a wide range of subjects requiring joint action by the two departments.

One of the most interesting reports was that of G. A. Kellow, special representative of vice president—operation, regarding the extension of the Road's present electronic system for reporting train and freight car information to include Council Bluffs. This will provide a complete tie-in with the Union Pacific, Southern Pacific and Pacific Fruit Express Company. The present system has been in use for a year at Ben-

Two candid snapshots prior to the operating department meeting show, below, France Wood, district storekeeper of the Middle District, Milwaukee; R. A. Whiteford, division engineer, Marion, Ia.; and C. E. Crippen, assistant to vice president—operation (left to right). At right: Back row—J. H. Schnaitman, special representative of vice president—

operation; W. C. Mauer, district general car foreman, Miles City; V. L. Waterworth, assistant district general car foreman, Milwaukee; and H. H. Melzer, chief engineer of tests (left to right). Front row—H. R. Anderson, assistant district general car foreman, La Crosse (left), and G. L. Wood, assistant shop superintendent, Milwaukee.



senville, Milwaukee and Savanna.

Under this arrangement, complete information on every car routed eastbound via the Milwaukee will be reported by Union Pacific, Southern Pacific or Pacific Fruit Express, and this information will be available to Milwaukee Road personnel immediately after a car's departure from West Coast cities. Similarly, westbound business will be reported by Milwaukee Road personnel to the Union Pacific and Southern Pacific immediately upon departure from Chicago or Milwaukee.

Teletype service will be used so that information can be transmitted quickly to Milwaukee Road traffic agencies both on-line and off-line.

Similar equipment will be installed at the new St. Paul retarder yard this fall, Mr. Kellow said.

During the course of the meeting, W. J. Quinn, vice president and general counsel, spoke to the group on the progress of legislation affecting the railroads, and commended the public relations department for keeping the railroad informed on developments in this field.

"It is hoped that eventually legislation will be passed that will afford the railroads some greater degree of freedom in rate making", he said in reference to the Cabinet Committee Report and bills which have been introduced in Congress to implement its recommendations. He added, however, that it is not to be expected that any definite action will be taken in this session of Congress.

In reviewing the progress of highway legislation, he pointed out that the position of the railroads has been that the user of the highways should, by and large, pay for them. "The original bill", he said, "has been whittled and whittled to lighten the portion of the total cost that the trucker would be expected to bear."

The third day's meeting, confined to representatives of the various branches of the operating department, was given over to discussions involving engineering problems, car repair and distribution, locomotive assignment, and a wide range of other matters bearing on the central problem of on-time, efficient and profitable train operation.

W. J. Whalen, vice president—operation, who presided at this meeting, summarized the direction taken by the day's discussions, as well as by the entire three-day conference, when he remarked that "It's the things we've never done before that we've got to do if we're going to make progress."

750 Honor Leo T. Crowley At Testimonial Dinner

Leo T. Crowley, chairman of the Milwaukee Road board of directors (right), is greeted by Elmer Layden, sales executive of the General American Transportation Corporation, at the testimonial dinner honoring Mr. Crowley. President J. P. Kiley is in the center. Mr. Layden presented Mr. Crowley with an honorary membership in the Madison Transportation Club.



A COLORFUL career combining business leadership and a key role in government affairs during a history-making period was reviewed on May 16 at a testimonial dinner given by the Madison (Wis.) Transportation Club in honor of Leo T. Crowley, Milwaukee Road board chairman.

It was a "native son" tribute to a man who has lived in Madison since early boyhood. Joining in the tribute was an overflow audience of more than 750 business, industrial, and government leaders. President J. P. Kiley was among the several Milwaukee Road officers and directors who attended.

As one of the speakers of the evening, Mr. Kiley called attention to the important forward strides The Milwaukee Road has taken, particularly with respect to the modernization of facilities and equipment, since Mr. Crowley became chairman of the board in December, 1945.

The main address was given by Thomas E. Coleman, president of Madison-Kipp Corp., and a longtime leader in Wisconsin and national Republican circles.

He praised Mr. Crowley for his work as a government administrator, particularly for his part in drafting the Federal Deposit Insurance Act and for holding to his promise as head of lend-lease operations during World War II that that program should be halted after the end of the war.

Among the many governmental positions held by Mr. Crowley was that of chairman of the Federal Deposit Insur-

ance Corporation, to which he was appointed by the late President Franklin D. Roosevelt. He was later appointed Alien Property Custodian and still later became head of the Foreign Economic Administration. In this capacity he had charge of lend-lease, the export-import bank and purchases for war use.

Recalls Discussion of Lend-Lease to Russia

In his address, Mr. Crowley told of a conference with President Roosevelt the Friday before the latter's death in which the President told him that he should proceed with his plans for cutting off lend-lease aid to Russia with the end of the war.

"I asked him after a cabinet meeting about lend-lease", he said. "I told him the war was coming to an end and we must be sure to cut it off".

Mr. Crowley said the late President responded:

"That's right, Leo. I want to do that. We must carry out our commitments, but we must not give Russia an undue economic advantage. I have yet to get the first compromise from Joe Stalin, and I've been insulted by him."

One of the Madison newspapers reported that among the many features of the evening, one of the most satisfying to Mr. Crowley was the surprise introduction to him of seven retired Milwaukee Road employees, with service ranging from 46 to 52 years each. They were Gilbert Gleason, C. B. Corcoran, Patrick Hayes, Paul Kingston, John Vanderhei, Tom McDermott, and Ollis Johnson.



Tear sheets from the award-winning issues of the Magazine. The two items directly above are from July, 1955, the same issue in which "A Safe Day on the Track" appeared.

"Safe Day" Articles Win Safety Council Award

THE MILWAUKEE ROAD MAGAZINE has been selected as one of five employe magazines in the country to receive a special award offered in a contest sponsored by the National Safety Council and the International Council of Industrial Editors. The citation, known as the Award of Merit for Exceptional Service in the Promotion of Safety, is the highest recognition offered for safety promotion in publications.

The other four winners were all outside the railroad field.

The Milwaukee Road Magazine was represented in the contest by its January, April and July, 1955 issues, which carried the first three articles of the continuing "Safe Day" series. In addition, the July number also included a message by President Kiley entitled "It's Your Life", and a feature story, "A Hard Hat Saves a Life," by District Safety Engineer C. V. Peterson of Deer Lodge, Mont.

The "Safe Day" articles, appearing in the Magazine on

a four-times-a-year basis, have been scheduled through February, 1958 to cover all of the larger occupational groups on the railroad for whom safety is a major interest. These articles are planned to accomplish three main purposes:

- To promote a new interest in safety on the job—primarily by means of informative pictures.
- To acquaint everyone on the railroad with the work done by Milwaukee Road men.
- To give recognition to typical employes whose work and whose safety records are outstanding.

The safety department and other departments involved have worked very closely with the Magazine in the selection of the individuals to be featured, and in the planning, photographing and other phases of each article's production.

The seventh article in the series, "A Safe Day in the Car Department", will appear in the August issue.

appointments



L. W. Palmquist



P. J. Weiland



R. G. Scott



I. G. Wallace



L. E. Martin

Operating Department

Effective June 1, 1956:

L. W. Palmquist, who has been appointed general superintendent with headquarters in Chicago, started his service in the engineering department in 1928. Transferring to the operating department he became a trainmaster, later assistant superintendent, and in 1944 was promoted to acting superintendent of the H&D Division. He was superintendent of the La Crosse & River Division from November 1947 to March, 1955, since when he has been general superintendent with headquarters in Milwaukee.

P. J. Weiland is appointed general superintendent at Milwaukee, succeeding L. W. Palmquist. Starting with the Road in 1916, Mr. Weiland has been roadmaster, trainmaster and assistant superintendent at various points. Since being promoted to division superintendent in 1949, he has served in that capacity at Ottumwa, Sioux City and Aberdeen (S. D.), and since Feb. 1 of this year as superintendent at Marion, Ia.

J. T. Hayes is appointed superintendent of the Iowa Division with headquarters at Marion, succeeding P. J. Weiland. Mr. Hayes entered service in Minneapolis in 1926, transferred later to Seattle, and was a colonel in the Army during World War II. Since then he has been trainmaster, assistant superintendent at Green Bay, and division superintendent at Miles City, Butte, and most recently at Savanna.

A. O. Thor is appointed superintendent of the Dubuque & Illinois Division with headquarters at Savanna, succeeding J. T. Hayes. Starting at Green Bay in 1919, Mr. Thor was a trainmaster and assistant superintendent before being promoted to superintendent in 1942. In the latter capacity he has served on the Idaho, Coast and H&D Divisions, and since March, 1955 on the Trans-Mis-

souri Division.

M. T. Sevedge is appointed superintendent of the Trans-Missouri Division with headquarters at Miles City, succeeding A. O. Thor. Mr. Sevedge has been with the Road since 1937, starting in Kansas City where he was formerly live stock agent. He was a transportation inspector in Chicago, later trainmaster at various points, assistant superintendent at Milwaukee and Green Bay, and since 1952 superintendent at Austin and Spokane.

R. G. Scott is appointed superintendent of the Idaho Division with headquarters at Spokane, succeeding M. T. Sevedge. Since starting with the Road in 1928, Mr. Scott has been roadmaster in Milwaukee and Chicago and trainmaster with headquarters in Milwaukee, Spokane and Aberdeen (S.D.). Since May 1 he has been assistant superintendent at Green Bay.

W. M. Freund is appointed assistant superintendent of the Milwaukee Division Second District with headquarters at Green Bay, succeeding R. G. Scott. Mr. Freund, who started at Kansas City in 1941, was formerly trainmaster on the Terre Haute, Iowa & Dakota, and the Dubuque & Illinois Divisions, and most recently in the Chicago Terminals.

H. J. Mahoney is appointed trainmaster of the Chicago Terminals with headquarters at Bensenville, succeeding W. M. Freund. Mr. Mahoney has been special assistant to general manager in Chicago since October, 1955.

Effective May 16, 1956:

I. G. Wallace is appointed supervisor of stations-system, with headquarters in Chicago. Mr. Wallace started his service in 1927 and was employed on clerical positions before being appointed agent at Chicago Heights in 1940. In 1941 he went to Milwaukee as assistant agent at Fowler Street and in 1949 became

agent at Chestnut Street there. Since January, 1954 he has been agent at Fowler Street.

L. E. Martin is appointed agent at Fowler Street in Milwaukee, succeeding I. G. Wallace. Since starting with the Road at Oglesby, Ill., he has been assistant agent at Rockford, agent at Harvey, Ill., Mason City and Freeport, and most recently general agent in Rockford.

M. W. Van Sickle is appointed general agent at Rockford, Ill., succeeding L. E. Martin. An employe of the Road since 1940, Mr. Van Sickle has been agent at Donahue and Greeley, Ia., chief clerk in the traffic department at Dubuque, assistant agent at Cedar Rapids, and most recently agent in Beloit.

J. S. Lawbaugh is appointed agent at Beloit, Wis., succeeding M. W. Van Sickle. Mr. Lawbaugh has been with the Road since 1928, as operator and relief agent before 1941, since which time he has served as agent in Hampshire and Chicago Heights, Ill., and most recently as agent in Freeport.

D. N. Doumas is appointed agent at



W. V. Dilworth (left), recently appointed district freight and passenger agent with headquarters at Oakland, Calif., and A. S. Price (center), now division freight and passenger agent at Miles City, Mont., are shown with L. P. Freeman, general agent at San Francisco, during the recent general staff meeting in Chicago.

Freeport, Ill., succeeding J. S. Lawbaugh. Mr. Dumas started as a telegrapher in 1944 and has served as agent at Coon Rapids and most recently as assistant agent at Cedar Rapids.

Engineering Department

Effective May 16, 1956:

D. H. Fisher is appointed supervisor bridge maintenance, with headquarters in Chicago. Mr. Fisher has been with the Road since 1928, as bridge carpenter, steel bridge foreman, and chief carpenter at Ottumwa and Marion. He has been assistant engineer with headquarters in Chicago since August, 1950.

S. E. Kvenberg is appointed supervisor building maintenance with headquarters at Chicago. Mr. Kvenberg, who attended Ramsey Institute of Technology in St. Paul, started with the Road in the engineering department at Minneapolis as a rodman in 1925. After serving as instrumentman, he was appointed assistant to general supervisor bridges and buildings, Chicago, and promoted to assistant engineer with headquarters in Chicago in 1940.

Mechanical Department

Effective June 1, 1956:

G. J. Johnston is appointed assistant superintendent motive power, Lines West, with headquarters at Tacoma. Starting in 1917 in the roundhouse at Chamberlain, S. D., Mr. Johnston became a fireman, engineman and engineer, and worked for a brief period in the test department at the Milwaukee Shops. After several years' absence from the railroad, he returned in 1935 to serve as

fuel supervisor and coal inspector and later as traveling engineer and diesel instructor. Since being promoted to assistant master mechanic at Tacoma in 1942, he has served as master mechanic there and at Spokane, and since 1953 as district master mechanic with jurisdiction over the Rocky Mountain and Idaho Divisions.



G. J. Johnston



A. P. Hedin

Traffic Department

Effective June 1, 1956:

A. P. Hedin is appointed assistant general freight agent with office at Chicago, following the death of H. C. Walker. Mr. Hedin started his employment with the Road in the accounting department in 1918. He transferred to the traffic department in 1920, serving on various clerical positions, including chief rate clerk, until 1954, since when he has been chief clerk in the general freight office in Chicago.

A. S. Price is appointed division freight and passenger agent at Miles City, Mont., following the retirement of C. S. Winship. Mr. Price has been traveling freight and passenger agent with headquarters in San Francisco, where he started with the Road in 1936, and dis-

trict freight and passenger agent in Oakland, Calif., since October, 1955.

W. V. Dilworth is appointed district freight and passenger agent with headquarters at Oakland, Calif., succeeding A. S. Price. Mr. Dilworth started with the Road in the Philadelphia traffic department in 1937, later was city freight agent in Washington, D. C., and since returning from military service in 1946 has been city freight and traveling freight agent in San Francisco.

H. A. Robinson is appointed traveling freight agent with headquarters at San Francisco, Calif., succeeding W. V. Dilworth. Mr. Robinson started with the Road in 1947 in Seattle, and since 1954 has been city freight agent there.

L. H. Hinrich is appointed city freight agent at Seattle, succeeding H. A. Robinson. Mr. Hinrich entered service in Aberdeen, Wash., in 1951 and transferred to Seattle in 1952, serving as city freight agent and since 1954 as chief clerk to western traffic manager.

W. A. Murley is appointed traveling freight and passenger agent with headquarters at Philadelphia, Pa., succeeding N. D. Kosta who was transferred at his own request. Mr. Murley started as a rate clerk in St. Paul in 1942, became chief clerk in the traffic department in Duluth in 1947, and since September, 1951 has been city freight agent at St. Paul.

N. D. Kosta is appointed city freight agent at St. Paul, succeeding W. A. Murley. Mr. Kosta who entered service at Minneapolis in 1936 has been city freight agent there and TF&PA at Philadelphia since December, 1953.

Sleeping and Dining Car Department

Effective May 1, 1956:

W. R. Jones is appointed assistant superintendent of the sleeping and dining car department with headquarters at Western Avenue, Chicago. All of Mr. Jones' service, starting in 1930, has been in the sleeping and dining car department. He started in a clerical capacity, and held various positions until 1950, since which time he has been special representative of the superintendent.

A. J. Johnson is appointed assistant superintendent of the sleeping and dining car department with headquarters at Western Avenue. Mr. Johnson had considerable railroad experience before entering Milwaukee Road service in 1936. He started as a steward, was promoted to dining car inspector, and to assistant to superintendent in 1950.

PAYING FOR THE HIGHWAYS

A major reason why present-day highways cost so much—and why, later on, maintenance expense is so high—is the pounding they get from heavy trucks. The Washington Daily News states editorially: "Big trucks and big busses beat the daylight out of a concrete road. This has been proved by many tests. Every engineer knows it. For instance, New Jersey ran some tests a few years ago which showed that maintenance costs on truck routes ran from 27 to 566 per cent higher than maintenance costs on purely auto routes."

There is a limit to what the passenger car and small truck operator can be expected to pay—just as there is a limit on how much more tax we can apply to gasoline without reaching and passing the point of diminishing return. When the big truck operators pay less than their fair share of road costs, all the rest of us are subsidizing them.

—Wyoming State Tribune (Cheyenne)

did you know?

OPERATION NURSING BOTTLE, as executed by D&I Division employes, recently averted a crisis on the Challenger, reports Eunice Stevens, division editor for the Magazine at Savanna, Ill. The state of emergency first became known when the train was passing Elgin and the Pullman conductor threw off a note advising that a woman traveling with two small children, one a baby of five months, had dropped and broken their nursing bottles: "Please arrange for replacements at Savanna." In a neat double play, Elgin relayed the message to Savanna, where Dispatcher Z. G. Ruff handled the mission personally, thoughtfully adding a quart of milk. As the hero of the episode, he was dubbed, "Nurse's Aid of the Day."

REMOTE CONTROL operation of trains has been the dream of railway engineers and signalmen for many years. But it was only a dream—until a few months ago. On Dec. 1, 1955, this method of operation was demonstrated when a multiple-unit car was put through its paces by remote control between New Rochelle and Rye on the New Haven Railroad. The control panel was located at Larchmont, N. Y. By manipulating miniature levers on this panel, the car was started, stopped, and moved forward or backward at the will of the panel operator. The car's movements were protected at all times by standard automatic train control equipment.

While the test proved that remote control operations are possible and feasible under certain conditions, engineers who planned and carried out the demonstration do not anticipate that railroads will operate trains by this method at any time in the foreseeable future.

"ST. PAUL UNION DEPOT patrons are used to seeing a lot of strange sights, but you can imagine the looks on their faces when at 7:30 A.M. they are met in the concourse by the rousing martial beat of the 'Colonel Bogey' march."

Thus did "Olly" of the Oliver Towne column describe recently in the St. Paul Dispatch the outset of a trip he took with the St. Paul Park High School band to Winona, Minn., on the Olympian Hiawatha. The 46-piece band, four-time state A winner, made the round trip in a



Dignitaries present at the ground-breaking. From left: Frank Gorsh, chairman of the board of county commissioners of Silver Bow County; D. J. Mooney, president of the Cahill-Mooney Construction Co. and vice president of the Butte Chamber of Commerce; T. J. Sullivan, mayor of Butte who was master of ceremonies; C. A. Bradburn, zone manager for Safeway Stores Inc. at Butte; V. E. Straus, assistant general freight and passenger agent of the Milwaukee at Butte; C. H. Steele, western vice president of the Anaconda company; K. R. Coughlin, Milwaukee Road district passenger agent, Butte.

New Safeway Warehouse for Butte; To Be Served by the Milwaukee

GROUND-BREAKING ceremonies for a new Safeway Stores Inc. distribution center, one of the biggest building enterprises outlined for Butte, Mont., in many years, were held on May 7. The project, calling for an expenditure of more than \$2,000,000, will be built on land purchased from The Milwaukee Road and will be served exclusively by our company.

The location is an area west of Harrison Avenue and immediately east of Timber Butte. It is bounded on the west by The Milwaukee Road tracks, on the east by a new road to be known as Safeway Drive, and on the south by Four Mile Road, extending a half mile north from that roadway. The area allows ample room for expansion.

Ground-clearing and excavations are

to be started as soon as possible. Plans for the distribution center call for a grocery warehouse of 123,000 square feet with provisions for a future expansion of 60,000 square feet, a meat warehouse of 21,000 square feet, and a perishable foods warehouse with 52,000 square feet. There will be a garage repair shop, and a fenced area which will provide parking facilities for approximately 125 automobiles.

The center will provide employment for approximately 10 persons and will serve all Safeway stores in Montana, the western Dakotas and northern Wyoming. Spur tracks to be constructed from The Milwaukee Road's line will allow 20 cars of merchandise to be handled simultaneously.

chartered car to play an invitation concert at the Winona State Teachers College. "Olly", who went along to see how it turned out, learned a few other things, too, he reported. For instance, how many bottles of pop 46 youngsters can drink on a two-hour train ride, and how many

cookies, pretzel sticks, potato chips and ice cream bars are necessary to tide them over between a 4:30 A.M. breakfast, and a whopping lunch and supper. "There wasn't much of that 10-car Hiawatha the 'Parkers' didn't explore," he wrote. "The railroad just turned it over to them, and

the other passengers enjoyed the teen age show. . . . You can have your trips to Paris, Berlin, London, Honolulu and Bermuda. For fun, entertainment and good music, I'll take a trip any day with a high school band."

SPANKING NEW, the colors recently adopted for Milwaukee Road passenger train equipment are reflected in the cover of the current timetable. On the timetables issued June 2 the general design remains the same, but the familiar combination of black, white, red and orange has been changed to black, white, red and a warm yellow, with touches of mist gray. The new makeup is in line with the Road's recent switch to the color scheme of the new "City" trains.

A TWO-WAY TELEPHONE system rigged on the Milwaukee Road's telegraph poles carried classroom discussions to the bedside of a young victim of rheumatic fever and provided her with an opportunity to finish the current school year as a "superior" student.

The long range education plan was devised by the Strawberry Point (Ia.) High School to make it possible for Caryl Fredrick, recuperating from a year's bout with rheumatic fever at her farm home, to plug in on her freshman classes. Establishing a regular cross-country line to the Fredrick home would have cost at least \$1,000—too much for the family and the school. However, the tracks of The Milwaukee Road through Strawberry Point pass quite near the Fredrick farm. Floyd M. Snyder, the local agent, arranged to have the two-way system wires strung on the railroad's telegraph poles. Additional poles were erected only from the railroad line to the home. Surplus wire was bought, and linemen from the local telephone office, school officials and neighbors helped to install the system. The cost was about \$100.

"SIXTEEN TONS, and what do you get?" The railroads have a ready answer to this currently celebrated question. According to the Federation for Railway Progress, in 1955 the railroads carried 16 tons of freight for every man, woman and child in the United States—food, clothing, automobiles, TV sets, fuel, construction material and so on. The cost was less than 1.4 cents per ton per mile. To perform this backbreaking task, the railroads delivered an average of 299,000 tons of freight an hour during the year.

KEEPING WELL

Poliomyelitis

by Dr. Raymond Householder, Chief Surgeon, Lines East

EVERY railroader knows that a breakdown of communications would cripple train movements.

That is what sometimes happens in poliomyelitis, also called infantile paralysis, or polio for short.

The virus causing the disease attacks and damages nerve cells of the spinal cord and the base of the brain. These cells are the "relay centers" by which the brain sends the messages that control breathing, swallowing and the muscles of the body. Once the nerve cells are damaged, the messages can't get through and paralysis of varying degrees results.

There are three types of polio—spinal, bulbar and spino-bulbar. The first affects the muscles of the body, the second the breathing apparatus and the third—the most serious—is a combination of the two.

Polio is correctly described as a dread disease, although contrary to quite common opinion, it is fatal in only six per cent of the cases and leaves only 14 per cent of its victims permanently disabled. Fifty per cent recover completely. Thirty per cent are left with some muscle weakness but not enough to interfere with normal life.

The danger of permanent paralysis has now been further reduced by the development of the Salk vaccine. Medical authorities are in agreement that the vaccine will protect against paralysis in a high proportion of those individuals to whom it is administered. A large scale vaccination program was carried out among school children during the past year by the National Foundation for Infantile Paralysis. The program is being continued through local health officers and physicians. If your children have not been vaccinated, you should arrange to have this done.

The vaccine works by stimulating the production of antibodies which fight and destroy the polio virus. The question still unanswered is how long the protection lasts.

The vaccine is recommended for children because they are the principal

victims. The highest attack rate is in the five-to-nine age group. About two-thirds of all victims are under 14. However, adults also get polio, sometimes severely.

This is the polio season in Milwaukee Road territory. In the northern states, cases usually appear in June, rise to a peak in August and taper off in September. Some regions of the country seem to have more cases than others, although there is no real evidence on this point. It seems to strike everywhere.

The more severe polio cases require extended special treatment, which is often very expensive—more than the average family can afford. If a member of the family is stricken, you can receive aid from the National Foundation for Infantile Paralysis, if you require it. Your physician can help you arrange this.

Practically all hospitals caring for polio patients at the present time use some form of the treatment introduced some years ago by Elizabeth Kenny, which includes the application of moist heat and extended physical therapy.

There is more hope today for the polio victim than ever before. Through use of the Salk vaccine the disease may eventually be conquered. But until that time arrives, be alert for signs of it—especially during the polio season.

Precautions you should take against polio

IF YOUR child has a headache, fever, sore throat, upset stomach, sore muscles, dizziness, stiffness or soreness of the neck and back, put him to bed in a room by himself and call your doctor. He may have no more than a cold, but the early symptoms of polio resemble those of a cold.

Polio is transmitted by contact, so try to keep your child with his usual associates and away from crowds, particularly if he has not been vaccinated.

Avoid overfatigue and chilling.

Cleanliness is important. See that the children wash their hands thoroughly before eating and after going to the bathroom.

W. J. Whalen Marks 50th Year With the Milwaukee

W. J. WHALEN, who started on the railroad as a waterboy and made good, observed an important anniversary on June 1. On that date the now vice president-operation marked his 50th year with the Road. Chicago papers reported the event, with a picture of Mr. Whalen being congratulated on his golden jubilee by President J. P. Kiley.



W. J. Whalen

The Chicago Daily News remarked that he was a long stride ahead of where he started.

"Bill" Whalen was on a vacation from the Lansing, Ia., High School on June 1, 1906 when he took the waterboy's job with a section gang. "The men were mighty thirsty," he recalls. "I got smart quickly and bought small dippers." For several summers he continued to carry water until 1909 when, school days over, he became an employe full-time.

However, 50 years of service, though outstanding in any industry, are not regarded as unusual in a family whose total service with The Milwaukee Road adds up to more than 400 years. The one who started it was the late Martin Whalen, who was born at Monches, Wis., in 1853, and started working for the Road

in 1870. At that, he was following the example of a brother who was already with the railroad.

The Road's operating vice president recalled in a discussion of his family's history that his father had started "at the business end of a wheelbarrow". Railroading, as a good future for young men, in time became the occupation of Martin Whalen's four sons—John, Edward, Martin and William; also of three sons-in-law and two cousins. The elder Martin retired with 68 years of service, and his brother with only four years less. Son John, who started as a waterboy and became a roadmaster, had 59 years of service when he passed away in 1952, and the cousins had almost 50 years each.

Martin Whalen's 68 years with the Road spanned one of the company's most colorful periods of growth. Vice President Whalen recalled that his father helped in the original construction of the I&D Division, as well as the old Dubuque and I&SM Divisions, serving as section foreman on the latter two. He also worked on construction of the Woonsocket-Wessington Springs line. When he retired in 1938 (he died the following year) he left behind an enviable record and an interest in this railroad which has been carried on by his sons.

Vice President Whalen's career, though less rugged, has not lacked color. While still in his teens he was a time-

keeper for maintenance of way and construction gangs, and later assistant foreman and foreman. By 1916, he was a roadmaster and in 1923 was made trainmaster and roadmaster of the new Chicago Milwaukee & Gary Line of the Milwaukee. As trainmaster he later was stationed at Montevideo, Aberdeen (S. D.), Portage and Dubuque, and as assistant superintendent at Perry.

Following a promotion to superintendent in 1937, he served at division headquarters in Terre Haute, Savanna and LaCrosse, and as general superintendent at Milwaukee. In 1948 he was appointed assistant general manager in Chicago and in 1950 general manager of Lines East. Further recognition came in 1952 when he was promoted to assistant vice president in charge of operation, which was followed on Nov. 1, 1954 by his election as vice president-operation.

Survivor Benefit Payments Reach \$3/4-Billion Mark

BENEFITS under the Railroad Retirement Act to survivors of deceased railroad employes reached a milestone recently when the three-quarter billionth dollar in survivor benefits was paid out, according to the Railroad Retirement Board. All told, since July 1936, when benefits first became payable under the act, a total of \$757 million has been paid in monthly and lump-sum benefits to the widows, widowers, children, parents, and other survivors of deceased railroad employes.

The bulk of the monthly benefits has been paid since the beginning of 1947, when a revised system of survivor benefits became effective as a result of the 1946 amendments to the act.

In addition to the monthly benefits, slightly over \$160 million was paid out in lump sums—about \$70 million in the form of insurance lump sums and about \$90 million as residual payments. The residual is a lump-sum payment which guarantees a railroad worker that the benefits payable in his case always exceed the taxes he paid into the railroad retirement system.

The board also points out that the annual number of individuals receiving survivor benefits has been growing very rapidly. The 252,000 beneficiaries who received payments in 1954-55 was about 80 per cent larger than in 1947-48, the first full year of operation of the present survivor benefit program.



This Whalen family album picture taken at Preston Jct., Minn., when the line between Isinours and Preston Jct. was being constructed in 1903, shows Martin Whalen, father of W. J. Whalen, standing at the left in the background. The elder Mr. Whalen was a section foreman at Caledonia at the time.

here's how we're doing...

	APRIL		FOUR MONTHS	
	1956	1955	1956	1955
RECEIVED FROM CUSTOMERS				
for hauling freight, passenger, mail, etc.....	\$20,207,420	\$18,679,618	\$79,730,280	\$74,567,137
PAID OUT IN WAGES.....	9,909,504	9,173,750	41,248,108	37,251,485
PER DOLLAR RECEIVED (cents).....	(49.0)	(49.1)	(51.7)	(50.0)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	692,844	559,273	2,774,698	2,247,349
PER DOLLAR RECEIVED (cents).....	(3.4)	(3.0)	(3.5)	(3.0)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest..	9,640,621	8,648,177	37,342,790	33,790,376
PER DOLLAR RECEIVED (cents).....	(47.7)	(46.3)	(46.8)	(45.3)
NET INCOME.....		\$ 298,418		\$ 1,277,927
NET LOSS.....	\$ 35,549		\$ 1,635,316	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	105,466	110,894	437,857	438,086
Decrease 1956 under 1955.....		5,428	229	

CARLOADING BY COMMODITIES during May 1956 Compared with May 1955

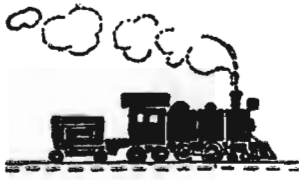
INCREASES:

	% of Total Revenue	Carloads			
		1956	1955	1956 + or — to 1955	
				Number	%
Forest Prod. excl. Logs & Pulpwood.....	13.4%	9,902	9,297	+ 605	+ 6.5%
Grain.....	9.9	7,785	7,270	+ 515	+ 7.1
Iron & Steel incl. Machinery.....	7.4	8,085	7,780	+ 305	+ 3.9
Coal and Coke.....	4.8	9,133	7,933	+1,200	+ 15.1
Logs and Pulpwood.....	3.7	7,603	6,833	+ 770	+ 11.3
Clay, Gravel, Sand & Stone.....	3.5	6,779	6,683	+ 96	+ 1.4
Cement, Brick, Lime & Plaster.....	3.5	3,996	3,733	+ 263	+ 7.0
Fruit & Vegetables.....	1.3	2,483	2,347	+ 136	+ 5.8
Ore excl. Pooled Ore.....	.5	647	271	+ 376	+138.7
Total Increases.....	48.0%	56,413	52,147	+4,266	+ 8.2%

DECREASES:

Autos, Trucks, Parts & Tires.....	4.5%	2,239	3,710	—1,471	—39.6
Petroleum and Products.....	4.3	4,276	5,061	— 785	—15.5
Meat and Products.....	3.3	4,278	4,516	— 238	— 5.3
Agri. Impl. & Tractors incl. Parts.....	2.9	1,066	1,852	— 786	—42.4
Beer.....	2.8	2,763	3,223	— 460	—14.3
Merchandise.....	2.4	7,802	7,993	— 191	— 2.4
Flour & Grain Products.....	1.9	4,929	5,068	— 139	— 2.7
Livestock.....	1.3	1,392	2,117	— 725	—34.2
Miscellaneous.....	28.6	31,316	31,964	— 648	— 2.0
Total Decreases.....	52.0%	60,061	65,504	—5,443	— 8.3%
TOTAL.....	100.0%	116,474	117,651	—1,177	— 1.0%

At Everett, Wash., a Live Steamer



ON HIS JOB in the driver's seat of a diesel-electric, Coast Division Engineer Lawrence Griffin always keeps a cool head, but anyone looking in on him after hours will generally find him "all steamed up." For Engineer Griffin is a rail fan to whom steam power will always remain the most dynamic thing on wheels, and practically all of his spare time is spent in devoted service to the Puget Sound Eastern, the miniature railway he operates in the back yard of his Everett, Wash., home.

As a member in good standing of the Puget Sound Live Steamers, local chapter of the international brotherhood of builders or owners of small steam locomotives, Mr. Griffin has been operating his little pike since 1954. His rolling stock consists of 3/4-inch model of a Pennsylvania K4 of the 4-6-2 type, weight 165 pounds, which he bought from the builder, Frank De Santis of Schenectady, N. Y., for \$750, and two flat cars he built himself. The track is a 300-foot oval circling his back yard, with 3 1/2-inch rail spiked to cedar ties. Water is stored in a tank which started life as the tub of a washing machine, a fact which is now thoroughly concealed



As president of the Puget Sound Eastern, also engineer, fireman, conductor and brakeman, Lawrence Griffin takes a full load of passengers for a spin around his back yard railroad. Track is 300 feet long.

with wooden siding and hand split cedar shakes.

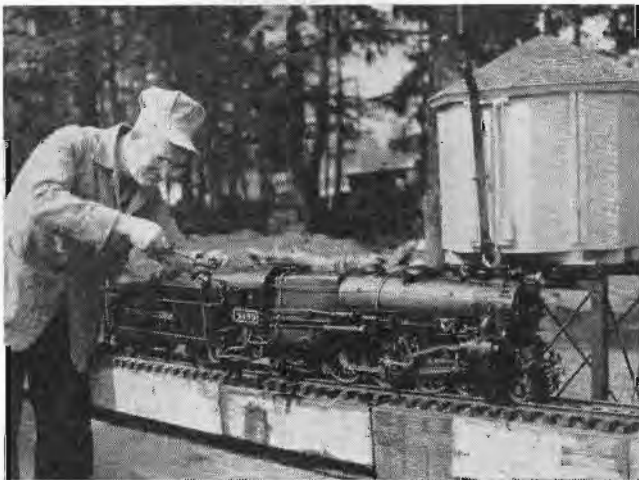
For ease in riding and working on the equipment, the right of way has been elevated on a trestle built of discarded ties and scrap lumber, purchased from the Great Northern and a local brick yard.

Mr. Griffin seldom, if ever, rides without a full load of youngsters. And that's the way he likes it; "When I start firing up, I think every kid in a radius of 10 miles can smell it and comes on a dead run. I seldom operate without 12 or 15 waiting their turn. You should see this

yard in vacation time." One of his privileged passengers is five-year-old Tim Griffin, his nephew, whose dad is also a Milwaukee Road engineer.

The Puget Sound Eastern has its own shop, equipped with lathes, drill presses, welding equipment and so on, which Engineer Griffin built to house equipment and work on new models. Under construction there at this time are a steam engine of the 0-4-0 tank type and a 4-8-4, although work on the latter has been suspended temporarily because it is too large for the curves of the track. Nearly finished is a road diesel powered by a gasoline lawn mower engine, which has already added up many hours of running time. Kids who have qualified to run it are the envy of the neighborhood.

On Saturday morning, when the kids gather to ride, Engineer Griffin's yard is about the most popular spot in town. In the shop he has posted a seniority list of teen age boys who have passed certain tests to qualify for engineers. Also, in his capacity as president of the Puget Sound Eastern, he has issued passes to his friends, and anyone wanting to take a ride or look over the outfit will usually find him at home working on his layout. Visitors always receive a big welcome, for on or off the job, Engineer Griffin never tires of talking "shop."



Engineer Griffin in his capacity as chief mechanical officer of the railroad. The engine has a copper boiler, mechanical lubricator, steam pump and hand pump in the tender; superheated steam at 100 pounds. True to the code of the Live Steamer, he did not name his engine a "Milwaukee", since it is a Pennsylvania model.

To Fill the Picnic Basket

BICYCLE excursions, hobo hikes, fishing trips and visits to the park always stimulate appetites, so there had better be an abundance of good food. These picnic basket menus are designed for simple cooking and easy carrying.

Barbecued beef on buns is the mainstay of a picnic for teen-agers. This is something they can fix themselves at home and reheat over a camp fire. All they need to add are bakery cookies, fruit and a beverage.

Barbecued Beef

- 2 lbs. boneless meat cut in 4-inch pieces
- 1 tbsp. fat
- 4 cups chopped onion
- 2 tbsps. shortening
- $\frac{3}{4}$ cup undiluted tomato soup
- $\frac{1}{2}$ cup catsup
- 2 tbsps. Worcestershire sauce
- $1\frac{1}{2}$ tsps. salt
- 2 cups broth (about)
- dash pepper, celery salt

Brown meat in fat in heavy saucepan. Add $1\frac{1}{2}$ cups water, cover and simmer until tender ($1\frac{1}{2}$ to 2 hours). Put meat through coarse grinder. Fry onion in hot shortening until tender and transparent. Combine with meat. Add soup, catsup, Worcestershire sauce, salt, pepper and celery salt. Add about 2 cups meat broth to make the mixture moist. Serve between buns. Makes 24 sandwiches.

Everywhere out-of-door meals are popular, meats and vegetables are being cooked on kebobs. Hot glowing coals are the fuel, and frequent turning of the metal skewers on which the food is slipped will cook it thoroughly. Serve between frankfurter buns heated at the edge of the grill, with beanhole beans and/or roasted corn.

Shish Kebob Sandwiches

- 16 1-inch cubes beef (about $1\frac{1}{2}$ lbs.)
- 8 fresh mushroom caps
- 8 1-inch cubes ham (about $\frac{1}{2}$ lb.)
- 8 small whole onions
- 1 tsp. salt
- 8 frankfurter buns
- 8 tps. butter

Dip skewers in salad oil. Alternate a cube of beef, mushroom cap, cube of ham, an onion and a second cube of beef on each skewer until 8 are completed. Sprinkle with salt and broil quickly until meat is tender. Cut buns lengthwise without cutting clear through, spread with butter, and fill with shish kebob. Serve with catsup, horseradish or mustard.



Roast Corn on Cob

Remove silk from 8 ears of corn by laying husks back, then returning to their original position. Fasten husks with fine wire at center and near tip of cob. Roast on grill rack for about 10 minutes, turning often. Snip wire, husk the ears with gloves and serve with butter.

A new gadget, the Trek-A-Tray, has been designed for the outdoor enthusiast who wants to travel fast and light. It is a divided plastic tray with room for each food item, and for cutlery and a glass. Slip the filled tray into a pliofilm bag, store in the refrigerator and you're ready at a moment's notice for any excursion afoot. These sandwiches are moist and

tasty for a Trek-A-Tray lunch:

Cheese-Dried Beef Sandwiches

- $\frac{1}{2}$ cup grated sharp cheese, firmly packed
 - $\frac{3}{8}$ cup mayonnaise dressing
 - $\frac{1}{2}$ cup chopped dried beef, firmly packed
 - 2 tbsps. sweet picalilli
 - $\frac{1}{4}$ tsp. onion salt
 - 2 tbsps. chopped celery
- Combine all ingredients; filling for 4 sandwiches.

Ham-Egg Sandwiches

- 2 hard-cooked eggs, chopped
 - $\frac{1}{4}$ cup canned deviled ham
 - 2 tbsps. mayonnaise dressing
 - 2 tps. prepared mustard
- Combine all ingredients; filling for 4 sandwiches. (*American Institute of Baking*)

A Shish Kebob picnic menu.



Trek-A-Tray, picnicking the modern way.



Rules for a Safe Picnic

1. Do not build a fire near tree trunks, fallen trees or overhanging branches. They may smoulder and catch fire after you have gone.
2. Be sure pans with hot water, coffee or food are set securely over the fire so they cannot upset and scald you.
3. Be sure to extinguish matches. Break them in two and do not throw them into dry leaves or grass.
4. When the picnic is over, make sure your fire is out. Use water, earth or sand to cover any coals.
5. Drink only water you know is pure. Water can be purified by boiling for half an hour or by adding one drop of iodine to a quart.
6. Take only foods which can be kept

safely several hours without refrigeration.

7. Learn to recognize poison ivy, poison oak and poison sumac. You do not have to come into contact with them to be poisoned—the poison can be transmitted from one person to another or by clothing which has brushed across a plant. It takes 15 to 30 minutes to penetrate the skin. If you should become affected, sponge the area immediately with alcohol, then wash with soap and water.
8. Do not swim alone or when tired, overheated or chilled. Do not jump into cold water, but ease in gradually. Do not go out alone in a boat unless you are thoroughly familiar with it and can handle it in a sudden storm. (Suggested by the National Safety Council)

Declaring War on Insects

BUZZING insects are just about the number one source of summertime aggravation in suburban and rural areas. Their number is fantastic. For instance, the National Pest Control Association estimates that a pair of flies could produce between April and August 191 septillion—that's 191 followed by 24 zeros—offspring, if all lived.

Many diseases can be transmitted by flies and mosquitoes, but modern medicine helps to combat them more effectively than in the past. The Department of Health, Education and Welfare recently recommended a new insect killer as being more effective than DDT. The insecticide, known as DDVP, has the important attribute of being less poisonous to humans. Detailed information on specific chemicals to use in controlling insects can be obtained by writing to the Bureau of Entomology and Plant Quarantine, Department of Agriculture, Washington, D. C. These practices will also be found helpful in controlling the pests:

1. Use space-sprays or aerosol bombs in the house.
2. Use residual sprays that will stick on screens, porches and garbage cans.
3. Play safe with 16-mesh-to-the-inch screens on doors and windows.
4. Hang screen doors to open outward and equip with a good doorcloser.
5. Keep water from accumulating in tin cans, eave-troughs and street gutters.
6. Empty bird baths and chicken watering pans frequently.
7. Screen open cisterns, cover cesspools, septic tanks and rain barrels.
8. Treat standing water in pools or ponds with larvicides.
9. Stock ornamental pools with gold fish or top swimming minnows.
10. Spread manure thinly on fields and



Outward-opening screen doors securely latched by Yale push-pull catches keep bugs out.

lawns to prevent flies from breeding.

The slamming of a screen door can be almost as annoying as the insects it is designed to keep at bay. Relief from this irritation can be obtained with a pneumatic air-type door closer which operates with only a gentle click. Or the homeowner can use a push-pull catch, easy for children to open and close. A locking device with which this type is equipped prevents unnoted entry by housebreakers. (Yale & Towne Manufacturing Company)



You can live through the summer and like it if you take adequate precaution against the two summertime aggravations—pestiferous insects and slamming screen doors.

The Home Gardener

SEED of both Kentucky and Merion bluegrass can be made to sprout in 6 to 10 days. The seed is poured into a cheesecloth bag and soaked under water 15 to 24 hours. Then the bag is held under a cold-water faucet to wash out the brown stain. When the water runs clear, the seed is spread out in the sun to dry. Within 10 days after sowing, if the seed is kept moist, most of it will have sprouted.

Brown Bermuda grass can be given a fresh green look with dye. Officials of the Phoenix Open Golf tournament last year sprayed 60 acres of the faded course with green pigment at a cost of \$6.50 an acre. Despite a heavy rain the dye stayed green and none rubbed off on shoes.

A good plant mulch can be made from shredded newspapers. Mixed with water in a washing machine, they form a pulp that's an excellent soil covering. A one-inch layer keeps weeds out, moisture in.

Narcissus will retain bulb strength year after year if the flower stems are left uncut. Cutting the stem lowers production and quality, and may kill the bulbs completely over a period of time. Clipping off spent blooms saves bulb vigor, too, by avoiding useless seed production.

In areas where grass doesn't grow well because of shade, plant groundcovers. Some good groundcovers are Vinca, Pachysandra and Ajuga.

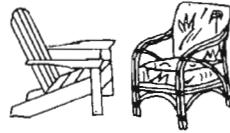
Shallow cultivation of beans will give bigger crops, according to tests made at the University of Florida. When beans were cultivated three inches deep, production dropped to half that of beans cultivated only an inch deep.

Some attention to stimulating root action in new shrubs will keep them growing well into the summer, and older shrubs will reward you with better flowers. To get increased action, feed the shrubs a balanced plant food such as 6-10-4 in a broad band around the base (after you remove weeds and break up the soil crust). Water immediately afterward to carry the food down to the roots. Then water about once every two or three weeks, depending upon rainfall. If your water supply is short, mulch the bases to hold moisture and reduce weed competition.—*Better Homes & Gardens*



BABY'S OWN RUG. A nursery rug, complete with name or initials and that all-important birth date, is a thoughtful gift for the new baby. This, for a boy, is crocheted in an inexpensive soft spun yarn of white and baby blue, but would be equally pretty in pink, sunshine yellow, pale green or peach, to match a bedroom decor. It may be made well in advance of baby's arrival, and the personal data added after the big event. An instruction leaflet, which includes directions for making a rug for a girl, is available free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

Sprucing Up Outdoor Furniture



FOR a summer out of door project, repair or refinish your worn furniture.

On wooden furniture, where replacements of parts is necessary, use the piece to be replaced as a pattern for the new piece. To refinish, clean the surface with water and detergent and let dry thoroughly. If the paint is chipped, brush with a wire brush, sand smooth and feather the edges. Touch up these spots with enamel undercoater. Fill cracks with wood putty, let dry, sand and touch up with enamel undercoater.

If any metal parts are rusted, sand them clean and apply a metal undercoat such as red lead. If the furniture has been waxed, remove the wax with wax remover before applying an undercoat to the surface. If it is desirable to remove the old finish, use a paint or varnish re-

mover.

Sand the entire surface and apply a primer or undercoat. To apply the final coat, flow on the enamel evenly, being careful not to let it collect on the edges. If it should be necessary to apply a second coat, sand the first coat lightly to roughen the surface and provide anchorage for the second coat. Be sure the piece is dust free before applying any finish.

Most rattan furniture has a clear finish and needs only a coat of spar varnish to freshen it up. If enamel is preferred, apply it as on wood.

On wicker furniture, spraying is preferable in applying a finish. Watch carefully to prevent accumulations of the finish at wicker intersections, lest they become tacky. (*National Lumber Manufacturers Association*)

Make a Float for Swimming . . . HERE'S HOW

THIS sturdy float, an easy do-it-yourself project, is made of lumber two inches thick, with oil drums at each corner for added buoyancy.

First, make a frame 96 x 72 inches in outside dimensions, using 2 x 10-inch lumber. Fasten it securely with 8-inch galvanized spikes. Add a floor of 2 x 6-inch lumber, spacing the boards about $\frac{3}{8}$ inch apart, and securing them with 60-penny galvanized nails.

Invert the frame and place an oil drum in each corner. Install two inside stringers so the drums have three-point contact—side frame, floor board and stringer. Secure the stringers in place with 8-inch galvanized spikes.

Make a ladder of 2 x 4-inch lumber, with 72-inch rails and 22-inch steps, mortising the steps $\frac{1}{2}$ inch into each rail and fastening them with 20-penny

galvanized nails. Mark the position of the ladder in the center of one end of the float. Drill two $\frac{1}{2}$ -inch holes through the float frame at the position of each rail, one hole 2 inches from the top edge and another 2 inches from the bottom. Drill corresponding holes in the rails. The ladder is fastened in place with four $\frac{1}{2}$ x 6-inch carriage bolts, with washers beneath heads and nuts.

Fasten the drums to the frame with $\frac{1}{8}$ x 2-inch steel straps, two to each drum. Locate the positions of the straps so they fit snugly next to the raised rings on the sides of the drums; this to keep them from slipping toward the center of the float. Use $\frac{1}{4}$ x $1\frac{1}{2}$ -inch lag screws to hold the straps in place. Add four galvanized tie-rings, one at each corner, to complete the float. (*National Lumber Manufacturers Association*)

Soap and Water Cleaning Hints

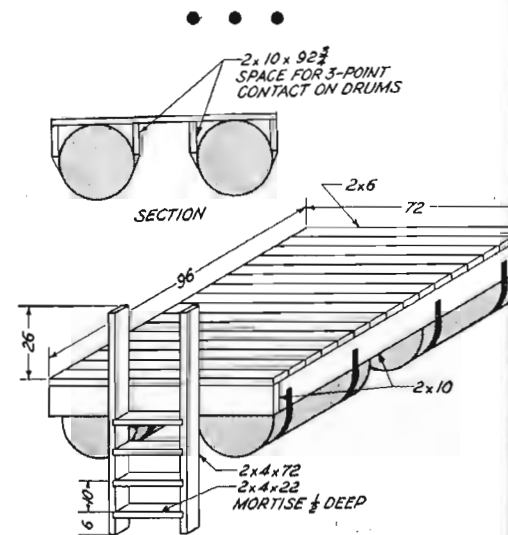
HOUSE cleaning can be lightened with the help of a timely new booklet, "112 Easy Ways to Chase Dirt". Listing household furnishings alphabetically, the booklet is a useful dictionary of ways to wash those objects which need freshening at this time of the year.



For example, it suggests that a good washing of the outside of the house may make a paint job unnecessary. Try to select a day after several rainy ones, so the dirt crust will be softened. Hose a section of the house several feet wide, scrub with soapsuds, then hose again.

For soiled spots on mattresses, the booklet says to sponge with a little soapy water and dry quickly with an electric fan. To wash feather pillows, rip a seam of the outside ticking and baste it together loosely with strong thread. The opening will provide an exit for inside dirt while leaving the feathers intact and clean in the thinner inside covering.

Other instructions tell how to wash various types of fabric, lampshades, work clothes, floors and floor coverings, sweaters, upholstery, window shades, snow suits, even costume jewelry and antimacassars. Practical directions are given for stain removal, together with a dozen or so unexpected uses for soap as a handy household tool. "112 Easy Ways to Chase Dirt" is published by the Cleanliness Bureau, Association of American Soap & Glycerine Producers, Inc., 295 Madison Ave., New York 17, N. Y.



The Milwaukee Road Magazine

are you a vet?

. . . a member of the Veteran Employees Association, that is . . . ?
or maybe an employe with 25 years of service who could be a member?

If you are, you may appreciate another reminder about the 22nd Reunion of the Association, which will be held in Chicago on Wednesday, Aug. 29, 1956. The Hotel Sherman will be headquarters.

Further information regarding arrangements, as provided by Larry J. Benson, president of the Association, will appear in the July issue of the Magazine.



REMEMBER? Scene at the registration desk in the Schroeder Hotel in Milwaukee as the 1954 reunion got under way.

retirements

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

GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYEES

JUNKER, RALPH P.

Demurrage Insp.Chicago, Ill.

CHICAGO TERMINALS

DEMOS, THEODORE G.

Crossing WatchmanChicago, Ill.

DOBINSKI, ADAM S.

Crossing WatchmanChicago, Ill.

POWLER, TOMMIE

Ex. Gang LaborerBensenville, Ill.

KATSUKIS, MARKO T.

Asst. Ex. Gang ForemanChicago, Ill.

KLICH, ANDREW P.

InspectorChicago, Ill.

MEURISSE, LEO J.

SwitchtenderChicago, Ill.

VANDERBOS, DAVID

Frt. HandlerGalewood, Ill.

COAST DIVISION

ACKERSON, HENRY R.

DeckhandSeattle, Wash.

GAY, RALPH W.

Fire PatrolmanMineral, Wash.

KENDZIORA, ALBERT G.

BoilermakerTacoma, Wash.

LEE, JOHN J.

Asst. Chf. ClerkSeattle, Wash.

MEYER, GEORGE S.

Sec. ForemanSeattle, Wash.

MORELAND, RAY

CarmanTacoma, Wash.

WYNNE, JOHN C.

Chf. Sub. Sta. OperKittitas, Wash.

DUBUQUE & ILLINOIS DIVISION

AMES, VERANUS E.

Sec. LaborerLaCrescent, Minn.

BOARDMAN, MAURICE E.

PumperBrompton, Ia.

HOPKINS, LEWIS E.

Sec. LaborerMystic, Ia.

SMOLEK, JOHN

InspectorSavanna, Ill.

TOUBL, FRANK J.

CarmanMarquette, Ia.

IDAHO DIVISION

CASEY, BENJ. J.

ConductorBeverly, Wash.

MONETTE, LEONARD D.

Sec. LaborerGibbs, Ida.

PARSON, ANTON

B&B ForemanSpokane, Wash.

IOWA DIVISION

BYRD, ORVAL P.

TelegrapherPerry, Ia.

HENSLEY, JOHN A.

ConductorMarion, Ia.

MERKLE, HORACE E.

OperatorPerry, Ia.

OTTE, SR., HENRY

Sec. LaborerOxford Jet, Ia.

WALN, RALPH A.

Sig. MaintainerVan Horne, Ia.

IOWA & DAKOTA DIVISION

GRACE, FRANK J.

ConductorMitchell, S.D.

HECK, WILLIAM L.

Sec. ForemanChartèr Oak, Ia.

HOLLIFIELD, ROBERT L.

Loco. Engr.Sioux City, Ia.

OLSON, OLAF J.

B&B CarpenterBeloit, Ia.

ROEHRICK, ALBERT H.

Sec. LaborerNew Hampton, Ia.

THOMPSON, WALTER G.

Asst. Car ForemanMason City, Ia.

IOWA & SOUTHERN MINNESOTA DIVISION

WOOD, MARGARETTE J.

MatronAustin, Minn.

LA CROSSE & RIVER DIVISION

FREDRICH, LEO G.

Chief DispatcherWausau, Wis.

SPERBECK, JAMES W.

Loco. Engr.Minneapolis, Minn.

TYLER, IRVIN F.

ClerkLaCrosse, Wis.

MADISON DIVISION

BIEGEL, GEORGE T.

Crane Oper.Madison, Wis.

RAPP, ROBERT F.

ConductorMadison, Wis.

THORNTON, JOHN L.

Sec. ForemanAlbany, Wis.

VON GONTEN, JOHN F.

SwitchmanRacine, Wis.

MILWAUKEE DIVISION

CUNNINGHAM, TIMOTHY P.
Ex. Gang LaborerDeerfield, Ill.
KAMPO, CLIFTON T.
B&B CarpenterMilwaukee, Wis.
LUKEB, HARRY A.
ConductorMilwaukee, Wis.
MARKOS, NICK
Ex. Gang LaborerMilwaukee, Wis.
MITCHELL, ROY K.
Loco. Engr.Channing, Mich.
O'CONNOR, JOSEPH
Roundhouse Foreman Green Bay, Wis.
SCHAEFER, WALTER W.
Mach. HelperGreen Bay, Wis.
WEISSGERBER, CHARLES F.
CrossingmanPlymouth, Wis.

MILWAUKEE TERMINALS & SHOPS

BROWER, LUCILE A.
ClerkMilwaukee, Wis.
GONZALEZ, TONY F.
Sec. LaborerMilwaukee, Wis.
KUFALK, ALICE M.
ClerkMilwaukee, Wis.
MAYER, STEPHAN
Cabinet MakerMilwaukee, Wis.
MURACH, ESTELLE F.
Car CleanerMilwaukee, Wis.
PATNODE, PETER L.
Mach. HelperMilwaukee, Wis.
SCHABOWSKI, ANTON J.
MachinistMilwaukee, Wis.
SCHANK, FRANK C.
CrossingmanMilwaukee, Wis.
VITAS, MIKE
CarmanMilwaukee, Wis.
VIZGARD, JACOB E.
Ex. Gang LaborerMilwaukee, Wis.
WROBLEWSKI, EDWARD F.
SwitchmanMilwaukee, Wis.

A. E. Peterson

ARTHUR E. PETERSON, assistant freight auditor, Chicago, passed away suddenly in his home on May 8. He was a veteran of 41 years of service in the freight auditing department.

Mr. Peterson, who was born in Manchester, N. H., on May 16, 1899, had lived in Chicago since he was a child. He started with the Road as a waybill filing clerk in the office of the freight auditor on Sept. 20, 1915 and after advancing through various positions, including that of revising clerk, was promoted to bureau head of the revising bureau in 1929. On May 1, 1939 he became chief clerk of the department, and held that position until he was appointed assistant freight auditor on Dec. 1, 1949.

Mr. Peterson's survivors include his wife, the former Winona Dorsey, and a daughter, Trudi Ann, aged 11; also a sister, Florence, and three brothers, Walter, Harold and Herbert. Funeral services were held in Chicago, with burial in Acacia Park cemetery.

ROCKY MOUNTAIN DIVISION

KARRAS, SAM S.
Sec. LaborerAvery, Ida.
SANDSNESS, WILLIAM M.
LaborerHarlowton, Mont.
THORSON, WILLIAM O.
MachinistHarlowton, Mont.

TERRE HAUTE DIVISION

ARCHER, GEORGE W.
TelegrapherMomence, Ill.
TROVER, ROY L.
Carman HelperTerre Haute, Ind.

TRANS-MISSOURI DIVISION

CAINE, LEO R.
BrakemanMiles City, Mont.
COLLINS, WILLIAM J.
Agent-Oper.Lantry, S.D.
NELSON, SWAN W.
YardmasterMiles City, Mont.

TWIN CITY TERMINALS

ANDERSON, GERHART R.
Mach. HelperMinneapolis, Minn.
DICKMAN, WILLIAM E.
Ex. Gang LaborerSt. Paul, Minn.
PANEWITZ, HENRY
StorekeeperMinneapolis, Minn.
PETERSON, AIMER
InspectorMinneapolis, Minn.

H. C. Walker

HOWARD C. WALKER, assistant general freight agent in Chicago, died May 20 in Wesley Memorial Hospital. He was 52 and had been employed by the Road 36 years.

Mr. Walker who was born in Chicago spent all of his service in the Chicago traffic department. He started in 1920 as a clerk and became chief clerk in 1925, serving in various offices. He was chief clerk to the general freight agent and later to the assistant freight traffic manager before Jan. 1, 1955 when he was appointed assistant general freight agent.

Masonic services were held for Mr. Walker in Chicago, and he was buried in Mount Emblem cemetery. Surviving are his widow, Irene, and two daughters, Joyce Walker and Mrs. Jane Wakeman.

Evan Hall To Assist Near East Foundation



E. W. Hall as he appeared shortly before retirement.

EVAN W. HALL, former Milwaukee Road agricultural agent at Spokane, who retired in 1952, has left his home in Warden, Wash., to accept a temporary assignment by the Near East Foundation in New York. He will be charged with the selection of agricultural experts for work in Iran.

Mr. Hall reported in New York on May 23, although his work will be in the western states, as the foundation is seeking men from irrigation country. He said shortly before leaving for the East that the job might last six months or a year, and perhaps for a while in 1957, as replacements will be needed. The immediate requirement is for 30 men.

A recognized authority in agricultural matters, Mr. Hall has specialized in livestock and range management. Shortly after starting work with the Milwaukee, he initiated the first livestock grazing district in the United States, the Mizpah-Pumpkin Creek District southeast of Miles City, Mont. It served as a model for drafting the legislation now known as the Taylor Grazing Act.

WHO GOT THE LION'S SHARE?

Whatever else may be said about private ownership and operation of railroads, experience since the end of World War II indicates that it has proved more profitable to government than to the owners of railroad stocks and other securities. In that period railroads have paid more than \$10 billion in taxes to government administrations—an amount something over three times as great as their total payments to stockholders and bond holders in dividends and interest . . . Our railroads have aided other taxpayers in support of government instead of drawing on government treasuries for support.

—Railway Employees Journal

The Milwaukee Road Magazine

YOU* are eligible

*(as a Milwaukee Road employee)

for this non-cancellable, non-assessable, guaranteed premium,

\$1,000.00 insurance policy

(payable in case of death from any cause.)

for only \$1.00 per month

if you are under 39 inc. If older, the rate is \$1.50 a month

★
Your dependent WIFE
insured for \$1,000.00
at \$2.00 a month,
if under 39 inc.
40 to 60 inc. the rate is
\$2.50 a month
(over 60 see application)

★
Each dependent CHILD
insured for \$500.00
at 50c a month

★
2 options on retirement
(after policy is in force three years)
(1) Continue paying premiums
and policy is continued at full
face value, or
(2) Authorize our Association
to continue in force and deduct
premium from face of policy on
death and pay balance to bene-
ficiary without interest or car-
rying charge.

- (a) On payroll deduction plan
- (b) No medical examination
- (c) No membership fees.—
Age on application determines rate
- (d) Policy can be continued
regardless of occupation change

MAIL THIS APPLICATION TODAY!

**EMPLOYEES MUTUAL BENEFIT ASS'N.
1457 GRAND AVE.
ST. PAUL 5, MINN.**

Please have the C.M.St.P. & P.R.R.Co. make the following premium deductions each month: Please print.

Employee's Name.....Payroll No.
First Name Initial Last Name

Deduct \$.....per month for \$1000.00 policy.

SSA No.Occupation.....

Address

CityState.....

Date of Birth.....

BeneficiaryRelationship.....

★ ★ ★ ★ ★

For Dependent Wife deduct \$.....per month for \$1000.00 policy

Her Name.....Date of Birth.....

(Add \$1.00 a month for each year she is over 60)

★ ★ ★ ★ ★

For Dependent Children listed below deduct a total of \$.....per month for \$500.00 policy for each.

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature

Date



The man who named Tombstone, Arizona



THE SURPRISED government scout from Camp Huachuca reined his horse to a stop at the sight of Ed Schieffelin. And when Schieffelin admitted he was actually living and prospecting in Apache country, the scout warned him, "All you'll ever find'll be your tombstone."

But Schieffelin didn't scare easy. When he struck a silver lode in the desolate, dangerous hills of Arizona Territory, he called his first mine "Tombstone." And, unknowingly, he gave a name to a borning, brawling community soon to be notorious as one of frontier America's tough towns.

The Tombstone mine itself never amounted to anything. But Schieffelin just kept on prospecting — and within a few years, he turned out to be a millionaire. The hills he had risked his life in were practically made of silver.

Today's Ed Schieffelins are hunting uranium ore with Geiger counters, but their spirit is the same. And it is only part of the spirit of 165 million Americans who stand behind U. S. Series E Savings Bonds—who, by being the people they are, make these Bonds one of the finest investments in the entire world.

And, for an American, the very finest investment. Why not help your country — and, very importantly, yourself, by buying Bonds regularly? And hold on to them!

It's actually easy to save money — when you buy Series E Savings Bonds through the automatic Payroll Savings Plan where you work! You just sign an application at your pay office; after that your saving is done *for* you. The Bonds you receive will pay you interest at the rate of 3% per year, compounded semiannually, when held to maturity. And *after* maturity they go on earning 10 years *more*. Join the Plan today. Or invest in Bonds regularly where you bank.

Safe as America — U. S. Savings Bonds

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about people of the railroad



Trans-Missouri Division

WEST

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



S. W. Nelson

Swan W. Nelson, yardmaster at Miles City since 1925, retired May 1. Swan started railroading as a callboy in 1910 with the Northern Pacific and entered the service of the Milwaukee as a clerk in Duluth in 1915. A

year later he transferred to train service in Minneapolis and came to Miles City shortly afterward in the capacity of brakeman. He had been a switchman for a number of years when he became yardmaster in 1925. The Nelsons have two sons, Bob in Miles City and Louis in Van Nuys, Calif. Their present plans are to make their home in Van Nuys.

Custer County High School chapter was hostess to the state convention of the Future Homemakers of America when it was held in Miles City in April. Carol Ann Pessein, daughter of Mr. and Mrs. J. D. Pessein, is secretary of the local chapter, while the historian of the group is Donna Schell, daughter of J. F. Schell.

Julian R. Mrogenski, retired car department employe, 70, passed away Apr. 18 at a Miles City hospital after a brief illness. Born in Germany in 1886, he came to Montana to homestead in 1914. He entered the employ of the railroad in 1917. Mr. Mrogenski is survived by five brothers. Burial was in the family plot in Calvary cemetery.

Funeral services for Shirley L. Richey, retired TM conductor, were held at Marmarth, N. D., on Apr. 23. He had passed away at a Miles City hospital after a brief illness. Mr. Richey was born Feb. 3, 1880 at Indianola, Ia., and started on the Milwaukee when he was 16. He worked at Des Moines, transferred to the Black Hills line during its construction, and later moved to Lines West, settling at Marmarth in 1908. When he retired in 1954 after 57 years of service he was on the passenger run between Miles City

and Harlowton. He is survived by his wife, the former Mabel Holland; two sons, Fred of San Diego and Leland of Miles City; a brother, seven grandchildren and six great-grandchildren. Interment was in Marmarth cemetery with graveside rites under the direction of the Masonic lodge. Mr. Richey was a member of El Zagal Shrine of Fargo, White Shrine of Jerusalem of Miles City, Past Patron of O.E.S. at Marmarth, and Past Master of the Masonic lodge. Mrs. Richey has been an active member of the Milwaukee Road Women's Club since it was organized. She served as president in 1932.

Marilyn Beeman, daughter of H. A. Beeman, Vananda, Mont., who is a student at the Presentation School of Nursing in Miles City, was one of two delegates to represent her school at the national nurse's convention held in Chicago in May.

Two Milwaukee men are candidates in the June primary for the nomination of state representatives from Custer County on the Democratic ticket. They are Robert H. Rask, division lineman, and Joe A. Brady, time reviser in the superintendent's office. Custer County is allowed two representatives. Since they are unopposed on the slate, both men will qualify for the general election ballot in November.

Mrs. Herman Lindow, wife of retired store department employe, passed away recently in Spokane after a brief illness. Burial was in the family plot in Custer County cemetery in Miles City.

Rocky Mountain Division

NORTHERN MONTANA

E. H. Mielke, Correspondent
Roundhouse Foreman, Lewistown

A bit of Old West history was revealed with the retirement of C. J. Barkley, express agent at Lewistown, who had 49 years of service. He tells of four drivers in the local express, and two double and two single wagons with three teams of horses. Gold shipments of half a million dollars a month originated in Kendall and mining towns nearby. The agency was motorized in 1929.

Jake Sanford, Lewistown billing

clerk, passed away suddenly at his home Apr. 4. His gentle personality will really be missed.

Conductor Henry Bennett received his Silver Pass recently. He started on the La Crosse Division, but came to Lines West soon afterward.

A son, William Nole, was born to Fireman and Mrs. Bill Short Apr. 24; "Just what we ordered," they say.

L. V. Anderson held claim prevention meetings on the Northern Montana during May, his first with us.

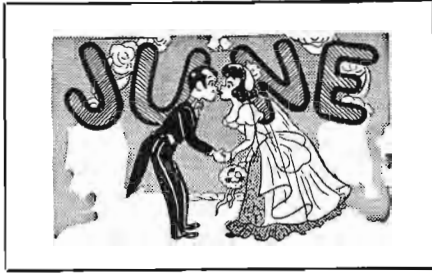
The annual May luncheon of Lewistown Chapter of the Women's Club was held in the Montana Power building May 4. Mrs. Vinge, president, reports it was well attended.

Word comes to us from Harlowton that the son of B&B Foreman Don Chamberlain lost his sight and injured a hand recently in an accident at a rifle range.

Engineers F. R. Eggleston of Three Forks and A. G. Busch of Bozeman were presented with Silver Passes last month.



MILES CITY RETIREMENT. C. S. Winship, division freight and passenger agent for the Trans-Missouri Division since 1942, pictured as he finished his last day on the job at Miles City headquarters. He retired on his 60th birthday. Starting as a clerk at McBridge in 1916, Mr. Winship has served at various points as time-keeper, agent and operator, city freight agent and traveling freight and passenger agent at Seattle, and division freight and passenger agent at Great Falls before transferring in the latter capacity to Miles City. He is a past president of the Miles City Rotary club. Since his recent retirement he and Mrs. Winship have moved to the Spokane area.



June 6, 1833—Andrew Jackson became the first President of the United States to ride on a railroad train—between Ellicott's Mills, Md., and Baltimore.

June 7, 1776—Richard Henry Lee introduced in Congress the resolution declaring that "these United Colonies are, and of right ought to be, free and independent states . . ."

June 12, 1905—Fastest train speed officially recorded on an American railroad was made on a three-mile run near Ada, Ohio, at 127.06 miles per hour.

June 13, 1883—First meeting which led to the organization of the Roadmasters' Association of America was held at the Matteson House, Chicago. I. Burnett of the Chicago Rock Island & Pacific was elected president. First annual meeting was held in St. Paul, Minn., Sept. 12-14, 1883.

June 14, 1777—By resolution of the Continental Congress the flag came into being, with "thirteen stripes of alternate red and white, with a union of thirteen stars of white in a blue field, representing the new constellation" in the western skies. It was first carried by American troops in the Battle of the Brandywine the following September.

June 14, 1834—Isaac Fischer, Vermonter, took out a patent for sandpaper.

June 15, 1938—First 16-hour passenger train schedule put into effect between New York and Chicago.

June 15, 1815—New York City residents began demanding laws against noises keeping them awake, particularly cries of street hawkers.

June 17, 1894—First outbreak of polio reported, in Rutland, Vt.

June 25, 1950—North Korean Red army invaded South Korea.

June 28, 1862—Minnesota's pioneer locomotive "William Crooks" hauled first passenger train from St. Paul to St. Anthony (Minneapolis).

Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

Mr. and Mrs. Jack Ferrell had their Malden home damaged extensively by smoke and water as the result of a fire. While it was being repaired they stayed with Mrs. Ferrell's mother, Mrs. Henry Terrien.

Ward Hale, retired conductor, and Mrs. Hale entertained many of their family on Mother's Day, including Mrs. Mary Snider, the grandmother. It was sort of a family reunion, with folks coming from Tekoa, Seattle and Thompson Falls, Mont.

Section Laborer L. D. Monette of Gibbs, Idaho, retired May 1.

"Cap" Allen, retired, is boasting his first great-grandchild in the birth of Jeffrey Clark of Chicago, Ill.

With the resignation of George Savidis, Kenneth Durtschi became office engineer at Spokane. James H. Taylor has been employed as instrument man. He formerly made his home at Billings, Mont.

Chief Dispatcher R. E. Joiner is not only counting sheep in his sleep, but is busy these days with the sheep movements from the plains to the grazing lands in the hills around Setters, Idaho.

Logging operations are later this season due to the unusual amount of snow and high waters in the St. Joe River territory.

E. G. Kiesele, superintendent of safety, conducted safety meetings on the division during April. Following the meeting at Malden, the Women's Club there served refreshments, with Mrs. Charles Hankins and Mrs. Ethel Carver as hostesses. Other meetings were held at Othello, St. Maries and Spokane.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Ralph Moyles, who was confined to the hospital for several weeks, expected to be back on the job June 1; Dorothy Clover, switch clerk, relieving, and Mrs. Velve Spann relieving on the switch desk.

New clerks in the yard: James Jacka, Howard Burgess and Stanley Hite.

Stella Wadkins of Auburn, temporarily helping out in the freight office, vacationed at home with her baby daughter.

Louis Seaman, chief clerk in the store department, is the proud grandfather of his first grandson.

The wife of B. A. Dyke, board clerk, recently underwent surgery.

Correction: At the 31st Memory Birthday party of Tacoma Chapter of

the Women's Club, the minutes of the first meeting in 1925 were read by Mrs. W. A. Monroe, not Mrs. D. C. Monroe, as reported in the April Magazine.

Dr. Roger W. Grummel, a son of Mike Grummel who is in charge of the woodmill and a nephew of Roger Grummel, retired agent, has completed work with the U. S. Public Health Service at the Talihina, Okla., Medical Center and in July will begin a three-year residency at the U. S. Public Health Hospital on Staten Island, N. Y. En route to his new assignment he and his family visited here with his parents. During high school and college years Doctor Grummel worked on the railroad.

Trans-Missouri Division

EAST END

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

The annual Milwaukee Road Women's Club awards given to outstanding music students of the Mobridge High School graduating class were presented to Marjorie Niedringhaus, daughter of Conductor Henry Niedringhaus, and to Robert Andrews, son of Car Clerk Dick Andrews. Marjorie was also awarded the Tobin Music Award. Her sister Mary Ann received the scholastic award for the highest grades in her sophomore class and also won a medal for straight "A's" in Latin for two years.

Mrs. Forrest Fiddler Sr., wife of Conductor Fiddler, who fell and broke her arm some time ago, is recovering nicely.

L. W. Schiefelbein, retired conductor, and wife are visiting their daughter and her family in Cincinnati at this writing and will also visit Mr. Schiefelbein's brother and family at Welch, W. Va. Mrs. Claude Preston, wife of Engineer Preston, has returned from visits with her daughter's family, and with her son Howard and wife at Appleton, Wis.

Mrs. Herbert Bjella, daughter of Conductor Leonard Clark, presented Miss Patricia Miller, our state Snow Queen and daughter of Engineer Edgar Miller, in a song recital at the Congregational

QUIZ answers

1. Texas.
2. Reduce speed.
3. Card board.
4. Prior classification.
5. Electric power.
6. Traffic Department.
7. Right of way limits.
8. Coal.
9. Centralized traffic control.
10. Chock block. It is also called a chamfer block.

The Milwaukee Road Magazine



ALL OF THE CHIEF DISPATCHERS on The Milwaukee Road, except those from the Idaho and Coast Divisions, who took part in a later meeting, were in Chicago May 28 for discussions centering around the key role played by the chief dispatcher in the operation of the railroad. Among the subjects discussed were maximum utilization of equipment, the distribution of cars and their movement over the line. The chief dispatchers are shown here, with others who took part in the discus-

sions, at a luncheon given for them in the Fred Harvey private dining room in Union Station. Seated in the back row are, left to right: R. N. Edman, chief statistician; F. G. McGinn, assistant general manager; W. J. Quinn, vice president and general counsel; and W. J. Whalen, vice president-operation. Others who took part in the discussions were President J. P. Kiley and C. A. Nummerdor, general superintendent of transportation.

Church on May 13. The program included several numbers in French, Italian and German.

Ticket Agent Theo. S. Johnson has taken his wife to the Lutheran hospital at Hot Springs, S. D., for a course of treatments.

Agent Harold Weil and wife of Thunder Hawk, S. D., are the parents of a boy born March 18. Operator Harvey Teske and wife have a baby daughter born May 24. She has been named "Lorri Gae".

Dr. A. W. Spiry has returned from Minneapolis where he took a postgraduate course in surgery at the University Hospital.

Engineer "Red" Wands and wife have returned from a three-month vacation in California, Arizona and Texas.

Mike Shanahan, a junior at Mobridge High School and son of Car Foreman James Shanahan, was chosen to attend the 14th annual American Legion Boys State on the Northern State Teachers College campus at Aberdeen, S. D. He was also elected president of the high school association for 1956-57.

Agent W. J. Collins of Lantry, S. D., retired May 4 after 40 years of service. His position is being filled temporarily by Jack Chesmore.

Conductor L. H. Larson made a trip to St. Louis, Mo., to visit his son Franklyn's grave in the national cemetery. While there he visited Albert Lindel, for-

mer Mobridge resident who is now a school professor in St. Louis, and with Retired Conductor Ed Langenbacher and wife at St. Charles, Mo.

George Granger, retired brakeman, passed away suddenly at his home in Emerald, Wis. Funeral services were held June 1.

Milwaukee Terminals

FOWLER STREET STATION

Contributed by Josephine Fillier

The departure of Agent Wallace was a surprise to all. He has been named supervisor of stations for the entire Road, with headquarters in Chicago. L. E. Martin, our new agent, has been general agent at Rockford, Ill., since January, 1948.

Myra Bevins, retired clerk, recently visited Washington, D. C.

Pearl Freund, Magazine correspondent, attended the RBWA convention at Los Angeles, Calif.; stopped off to visit son Dick at Fort Bliss, Tex., where he is attending the Guided Missile Electronic School.

Mrs. John O'Shea of the stores department was hostess recently at a miscellaneous shower for Olga Yerman. Another shower was given for her by Catherine Consolazione.

Mary, Bob and Tim McCormick and Geraldine Forchette are spending their

vacations in the West. Denver is their destination.

Olga Yerman has been assigned to inbound extending, Barbara McPhee to outbound extending, and John Brower to the grain desk. At the messenger desk, new employes are Jim Mallas, Frank Brandt and Judy Maurice.

Gene Somerfield is back on the extension desk after being in the Navy for four long years.

Mr. and Mrs. Sylvester Krolkowski are the parents of a girl born May 30 at Oconomowoc Memorial Hospital. Dad is an auto messenger.

Engineer James Langen, veteran of 45 years of service, has been presented with a Silver Pass.

I & S M Division

Silver Passes, in recognition of 45 years of Milwaukee Road service, were presented recently to the following I&SM employes: Agent H. S. Hoff, Lanesboro; Agent C. H. Nelson, Rapidan; Agent J. E. Lasley, Sherburn; Agent G. R. Grotty, Caledonia; Agent E. J. Full, Austin; Agent T. W. Burke, Albert Lea; Agent J. I. Popejoy, Medford; and Roadmaster R. E. Koontz, Machinist Oscar Ludvigsen, Yardmaster W. C. Cambern and Traveling Engineer J. T. Phleger, Austin.

Money isn't everything, but it helps until everything comes along.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Congratulations were extended to George Hanson who was married May 19 and, effective June 1, was appointed chief clerk in the traffic office at Cincinnati.

Darrell Crossman is the new messenger in the traffic department, effective June 1.

Larry Johnson attended the Eagle's national bowling tournament in South Bend recently.

Don Oleson, rate clerk in the local freight, was married June 2. He is taking a leave of absence to attend the University of Minnesota.

Joseph E. Johnson, car department machinist, and Mrs. Johnson were presented last month with their Silver Pass.

ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

Mary F. Shields, Correspondent
c/o General Agent

Bill Murley, who leaves the St. Paul general agent's office to report to the Philadelphia office as T.F.&P.A., was feted at a luncheon at the St. Paul Athletic Club on May 29. The event was attended by about 50 of his friends in the transportation field. Bill came to St. Paul in January, 1942 as a rate clerk, was transferred to Duluth as chief clerk in March, 1947, and returned to St. Paul as city freight agent in September, 1951.

Julie Swanson, chief clerk, believing that the adage, "A new broom sweeps clean" should also apply on the golf

course, set out for Superior, Wis., recently to try out the new golf clubs, and reported a score of 104 for 18 holes, and 50 for 9 holes.

H. O. Monge, former St. Paul city ticket agent, is visiting his son-in-law and daughter here. Mr. Monge, who has been retired for about five years and now lives in Santa Monica, Calif., says he plays 18 holes of golf a day and then goes home and mows the lawn. He expects to visit in St. Paul about a month, and is enjoying life and retirement to the hilt.

C. F. Prescott, instrumentman in the engineering department in Minneapolis, recently received his 50-year Gold Pass.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

At this writing Leo Powers is seriously ill.

Retired fellow employes who visited here recently were Ed Coy, Larry Francis, Emil Nelson, Martin Shields and Elmer Ackerman.

Since I announced my retirement as of July 31, I have received many kind letters, for which I thank you all. The Minnesota Territorial Pioneers also honored me by reelecting me for my fourth term as their president. The meeting was our 60th annual at the state capitol May 11, which was also the state's 98th birthday. Governor Orville Freeman of Minnesota was the guest speaker.

People are lonely because they build walls instead of bridges—Joseph Fort Newton.

H & D Division

EAST END

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



J. Cawthorne

At Wilmot, S. D., the barber business hit a slump last month as citizens prepared to celebrate the town's 75th anniversary. Among those imbued with the pioneer spirit, Agent Jack Cawthorne

is shown as his hirsute growth was beginning to shape up. The luxurious whiskers observed on the male population in that area may or may not be due to recent heavy rainfalls. At this writing Agent Cawthorne reports another two inches; "So we will probably have a big crop."

The retirement party recently held at Rosy's Supper Club in Montevideo was a pleasant affair. It started with a delicious dinner, there was a short program and the four honored "boys" received traveling bags so they can take off for vacations any time. The four trainmen who retired were Red Hocum, Tim Warner, Marnel Golie and Rusty Miller.

Engineer Louis Parent and his wife are on the list of lucky folks who own a Silver Pass.

Chuck Rodeberg, relief dispatcher, didn't object too much when he had to give up his tonsils recently, but what really broke him up was that it was suggested his moustache come off before the surgery. And he had nursed it along so patiently. But go it must . . . and it did.

Conductor Hi Johnson hopes the present trip to Deaconess Hospital in Minneapolis will be the last. His friends also hope this is the final trip.

Montevideo has had its usual onslaught of school children riding our trains and visiting our offices this spring, and we have been happy to explain the workings of that most interesting phase of transportation, the railroad. Operator Tom Fasching has talked himself hoarse explaining the details of sending wires, controlling trains on the dispatcher's board, and so on. Some days he has forgotten to eat his lunch, just because he gets carried away by enthusiasm.

Kenneth Tostenson is the new switchman at Montevideo and Tom Skarp is now braking on the middle division.

Almost every 10 minutes somebody thinks up a new product or improvement for which a patent is issued—an average of about 45,000 a year.

The Milwaukee Road Magazine

THE ANCHOR WITH THE BULL DOG GRIP!

Chicago THE P. & M. CO. New York

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Ticket Clerk Marion Rasdall is in the local hospital at this writing and would appreciate hearing from her friends. She is being relieved by Willie Mitzel.

Richard Jones, retired night round-house foreman, recently paid a visit to Aberdeen. He was en route to his home in Portland.

Engineer Frank Williams and wife are en route on their vacation to New York, Boston, Washington, D. C., and Chicago at this writing. Agent C. B. Summers, local chairman, and wife are vacationing in Montreal, Canada. Car Foreman O. W. Henrikson will be angling for the big ones after visiting in Minneapolis and Seattle. Dispatcher Mark Sutton of Montevideo is enjoying a vacation with his sister in Johnson City, Tenn.

Agent Fred Fleming, Ashton, will put in his vacation weeding his 2,000 tomato plants, plus other vegetable plots.

Carman S. P. Engelhart is still off the job at this writing, recuperating from an extended illness.

Retired Locomotive Carpenter John Schiner recently paid a visit to his friends in Aberdeen from his now established home in Chicago.

Local Storekeeper Gil Gulbranson has returned to work after being off on account of illness. G. E. Merkl, also ill, is expected back soon.

Mrs. Ed Boettcher, wife of roadmaster, recently underwent surgery in a local hospital.

Roy H. Smith, Aberdeen locomotive engineer, and Mrs. Smith have received their Silver Pass.

Chicago General Offices

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS.

Bill Tidd, Correspondent

I am happy to be back in the fold again and wish to express my appreciation for your concern and thoughtfulness during my convalescence. I would also like to thank Arona Puttrich for taking over as magazine correspondent during my leave of absence.

Rod and Marion Grove announced the arrival of Joan Ruth on May 9.

Lillian and Jack Fraser became suburbanites after moving into their new home in Meadowdale.

Wanda Wlos was granted a three-month furlough to enable her to care for her mother who is ill.

Olive Bill was given a surprise dinner party recently at Math Igler's on her birthday. It was also a celebration for

Mary Ann Baebenroth who is going to visit her folks in Germany, her first since leaving home three years ago.

Joe and Em Trezek recently visited Howard and Vera (Snapp) Moffett at their home in Subiaco, Ark. Bob Renaldi went on a fishing trip in Canada. Stella Murphy vacationed in Indiana and Louisiana; Cele Einbecker in Florida and Cuba; Marge and Ray Wagonknecht drove to New Orleans; Josephine Bird and Irene Barry vacationed in Los Angeles and Las Vegas; Ann Sundin visited her sister in Maple Valley, Wash., and toured Victoria and Harrison Springs; Agnes McGrath spent a week in New York.

Loretta Peters is on a furlough at this writing.

In case you'd like to know, girls, our new office boy's name is Bert Soderlund.

Sympathy was extended to Eleanor Karas on the death of her father recently.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

A recent visitor to our office was Laura Whitson who, since her retirement, is busy seeing the country. She next plans a trip to Hawaii.

It's a baby girl for Dorothy Butler of Keypunch. Little Susan tipped the scale at a tiny four pounds on May 15.

Laura Wojciechowski of the foreign car records underwent surgery at Mary Thompson Hospital. She is reported to be doing very well at this writing. So, also, is Eleanor Marshall of Milwaukee car records who entered St. Elizabeth's Hospital for an operation.

Sympathy was extended to Viola Asa in the loss of her father.

Correction: Dorothy Butler left our office, not Dorothy Switzer, as reported in the April Magazine.

• New employees here are Pat Mazar, Kathy O'Connell, Grace Adams, Steve Lukashovich, Maura Boyle and Catharine Madden.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

At a ceremony in the Sherman Hotel on May 9 presided over by Daniel Ryan, president of the county board, Jean Jorian, wife of Director Glenn Jorian and a former member of the soprano section, was honored as one of 16 finalists nominated for the title of Cook County Foster Mother of the Year. Mrs. Jorian was chosen as a candidate for her specialized medical and nursing care of newborn infants. She was presented with a scroll and a corsage by Mrs. Richard J. Daley, wife of Chicago's mayor.

Here are excerpts from letters received in appreciation for recent concerts:



"MEMORIES ARE MADE OF THIS". Cutting their golden wedding cake was an absorbing job for C. B. Summers, agent at Andover, S. D., and his wife who celebrated that half-century anniversary with a dinner and reception at their home. The popular couple were feted by many friends. Waitresses at the affair wore pioneer dresses and sunbonnets, and for a vocal rendition of "Memories are Made of This", the soloist wore Mrs. Summer's wedding gown of 50 years ago.



THEIR GOLDEN DAY. R. C. "Bob" Chessman, retired accounting department rate man, and his bride of 50 years shown as hosts at their golden wedding celebration on May 20 when they entertained about 130 friends at a buffet supper and dance. They were married in Mrs. Chessman's girlhood home in Roselle, Ill., and have lived most of their 50 years together in the same residence. Their daughter, Mrs. Henry Schwertfeger, and her family also live in the Roselle area. Since Mr. Chessman's retirement last May after 53 years of service in the passenger accounts department he has been busy gardening and decorating his home. Mrs. Chessman is active in the Trinity Lutheran Dorcas Society and Trinity Ladies Aid.

"Our appreciation for the visit of the Milwaukee Road Choral Club to Kirkland is unanimous and generous in praise. The music was inspirational. To say a good time was enjoyed is an understatement . . . your visit has made us feel that the Milwaukee Road people are friendly people that we would like to

know as neighbors." (Sgd) Guy Lanan, President Kirkland Lions Club.

"We express appreciation for the fine concert Apr. 20. The entire concert was a delight. The selections were very appropriate and the rendition was indeed professional, yet exhibited warmth and friendliness that made the evening one to be remembered. You are to be congratulated on having such a fine director as Glenn Jorian." (Sgd) Dorothy W. Sopee, Secretary, Fidelian Circle, Norwood Park Methodist Church.

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It's picnic time again so, encircle July 21 on your calendar as the date of the Choral Club's annual outdoor festivity. The Prairie Club has again offered us the use of Deer Grove Camp. We appreciate this very generous gesture on their part.

ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

Retired Division Engineer F. M. Sloane and Mrs. Sloane attended the 50th reunion of his Iowa State graduating class at Ames.

All of our division engineers attended the staff meetings in Chicago on May 23 and 24.

Happy to receive word from George Griesenauer that he is recovering satisfactorily from surgery. His home address is 1781 Sylvan Drive, Clearwater, Fla.

Joe Kirchen left our department on May 31 to work for the auditor of capital expenditures at Fullerton Avenue.

OPERATING DEPARTMENT

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

With regret we report the death in a Chicago hospital on May 1 of Paul S. Mantonya, who for many years before his retirement in 1931 was district adjuster in Chicago. Many friends remember Paul entering the service of The Milwaukee Road in 1913. Part of his service was spent in Milwaukee, the remainder in Chicago until his retirement. He is survived by his widow Irene, and a son, William.

Veteran employes and other friends of Miss Florence Walsh will welcome the news that their secretary-treasurer is on the mend after recently fracturing her wrist.

We can also report the recent celebra-

tion of the 40th wedding anniversary of Clark W. Johnson, our chief clerk to superintendent of police, and his wife Ethel in their home in Arlington Heights. As Clark puts it, they fell in love as school kids, got married and lived happily ever after.

**AUDITOR OF STATION ACCOUNTS
 AND OVERCHARGE CLAIMS**

Lucille Forster, Correspondent

J. M. McCarthy is newly employed in our record room.

James J. Sides reports the arrival of Nanette Susan on May 5, and Guy B. Bowman a daughter May 17.

Effective June 1, Willard F. Wilkinson was promoted to demurrage inspector with headquarters at Chicago. Mr. Wilkinson was formerly employed in our office as uncollected demurrage and claim clerk in station accounts. He started service with the Road on Jan. 15, 1941.

James P. Cushing, rate clerk, has resigned to accept employment with the Atlantic Coast Line Railroad.

Sympathy was extended to George D. Tovey, bureau head, on the recent death of his little granddaughter, and to Felix A. Specht on the death of his brother, John.

GENERAL

J. M. Hutchins, retired city freight agent, is undergoing hospital treatment at this writing and would like to hear from his former co-workers. His address is Chicago Wesley Memorial Hospital, 250 East Superior St., Chicago, Ill.; room 1570.

Eugene S. Campbell, special accountant in the office of vice president-controller, died suddenly in his home in Libertyville on May 8 as the result of a heart seizure. He is mourned by many friends in the Union Station. "Gene," as he was generally known, was born in Arthur, Ill., on Mar. 7, 1901, attended grade and high school in Tuscola, Ill., and was graduated from the University of Illinois in 1924. In the fall of that year he started with the Road as a clerk in the ticket auditor's office in Chicago. He was also a clerk in the district accounting office for a brief period before transferring to the office of comptroller in 1928. A few years ago the Campbells were all injured in a highway accident which was fatal to their son Ronald. Mrs. Marjorie Campbell survives her husband. Funeral services were held in Libertyville and interment was in Tuscola.

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OFFICE OF FREIGHT AUDITOR

Clara Fister, Correspondent

We are sorry to report that Arthur E. Peterson, assistant freight auditor, died suddenly in his home on May 8. For details, see the front section of the magazine.

Sympathy was extended to Melinka Tepavcevic, local and interline balance bureau, upon the death of her father, Milan Jancich, on May 10. Condolences were also given to Ralph Gatto, interline bureau, whose mother passed away May 7.

Grace Piatrowski, formerly of key-punch and coding bureau, had a baby girl, Jean Marie, on May 15. Walter Fendt, switching bureau, proudly announced the arrival of a second grandchild, Tina Lee, on May 18.

Stanley Tesmer, switching bureau, is at home at this writing, convalescing after a stay in the Garfield Park Community Hospital.

Wedding bells rang for Joe Cotosman, revising bureau, and Sandra Oprea on May 20 at St. Mary's Romanian Orthodox Church. They honeymooned in California.

Blanche Debs, statistical bureau, has returned from a furlough.

Elsie Dreher and May Whiteman attended the Railroad Business Woman's Association convention in Los Angeles. May stayed on afterward and enjoyed a vacation tour of other California points, also the Grand Canyon and Las Vegas.

New employes here are Jean Ritzinger, Brenda Onesti, Margie Johnson, Martin Laskowski and Ronald Binkowski.

This is my last contribution to the Magazine since, starting June 29, I am leaving the Road to assume a full-time role as a homemaker.

I & D Division

EAST END

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

The Women's Club held its annual May breakfast May 1 in the Decker Room of the Mason City Y.W.C.A. Mrs. Ralph Joynt presided at the meeting which concluded the year's activities. The program included piano duets by Mrs. Harry Larson and Beulah Simon, and violin selections by Mrs. R. H. Tierney accompanied by Mrs. Larson. Hostesses were Mrs. O. T. Anderson, Mrs. Walter Hendrickson, Mrs. R. E. Sizer, Mrs. Herman Quandahl, Mrs. R. L. Goltz and Mrs. C. S. Paek. Mrs. A. L. Kirby is representing the club at the district meeting in Chicago June 8 and 9.

Morris T. Olson, retired conductor, 75, passed away in Mason City May 9. He retired in 1945 after 45 years of service with the Road. Funeral services and in-

terment were at Nora Springs, Ia. He is survived by a niece and three nephews.

Joe Harnack, veteran section laborer at Postville, faced a problem when the new paychecks were first issued. Joe has a habit of carrying his checks around for several months before cashing them, and there was a lot of kidding about how he was going to carry the new checks any length of time without bending them. Agent C. C. Searls came to the rescue by spending an hour in his home workshop one Sunday morning making Joe a solid walnut case complete with hinges, a latch and Joe's name in "gold" on the outside. Joe evidently found it worked fine, as the next payday Agent Searls found the case slipped under his office door with a note reading, "Fill this up again".

Conductor Walter B. Hendrickson and wife have returned from a trip to the Ozarks and sold their Mason City home. They will return soon to the Ozarks, where they have purchased a home.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

R. L. "Holly" Hollifield, engineer on this division for almost 50 years, retired Apr. 30. Holly has many friends all over the railroad and will be missed around the passenger depot here. Personally, your correspondent will miss the peppermint candy he dropped off at my desk when he came into the office—he always had them in his pocket.

Engineer Clifford Q. Dodge retired Apr. 12 after 45 years of service on this division. He has a little granddaughter who is the apple of his eye and who is going to keep him very busy.

The Milwaukee Road Women's Club, Sioux City Chapter, held its May breakfast at the Scandinavian Hall on May 17. About 50 members attended the breakfast which was served in a garden party setting. The committee in charge consisted of Mmes. J. P. Weiland, chairman; Harry Walter and L. J. DeSomerey, dining room; and A. J. Nystrom, Elmer Isaacson and Ferne Embick, kitchen. At a short business meeting plans were made for the annual picnic at Riverside Park on June 10, with Mrs. George Mealey as general chairman.

The Milwaukee Road family on this division was shocked by the sudden death of Conductor R. W. Leeper, 59, at his home in Sioux City on May 17. Roy suffered a fatal heart attack. He had been employed by the Road since 1911, starting as a laborer on the section at Charter Oak, Ia., where he was born. He entered train service in March, 1915 and had been employed continuously as a trainman and conductor. He was local chairman of the BRT for many years. Survivors include his widow; a daughter, Mrs. Phylis Feller of Pierre, S. D.; two



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sons, Lyle of Sioux City and Benjamin of Minneapolis; a brother of Sioux City and five grandchildren. Funeral services were conducted in Sioux City. He was a member of Morningside Lodge AF&AM, Sioux City Consistory, Abu-Bekr Shrine and American Legion Post 697.

A. Amundson, a former agent at Lake Andes, was buried at Lake Andes May 9.

Funeral services were held in Sioux Falls May 31 for G. E. Treloar, 61, machinist at the Sioux Falls roundhouse, who had been ill about a year. He had been employed by the Road since 1944. Survivors include his widow; four sons, Garland Jr., Vernon, Lloyd and Ward of Sioux Falls; two sisters, a brother and seven grandchildren.

FIRST DISTRICT

Florence Paullin, Correspondent
Roundhouse Clerk, Mitchell

Mrs. M. B. Kirschbaum, wife of Roadmaster Kirschbaum, is recuperating at the home of her daughter in Clear Lake, Ia., after surgery at St. Anthony's Hospital in Carrol, Ia.

Harold Schlinggen, Mitchell-Murdo brakeman, is in St. Joe Hospital in Mitchell at this writing after suffering a heart seizure. Ray Woodman, retired machinist, is also in St. Joe Hospital. Cards and visits would be welcome to these two boys.

The Women's Club held a May luncheon at the YWCA parlors in Mitchell on May 21, with 35 members present. Mrs. Ben Stroh was in charge, assisted by the Mmes. Bohan, Larson, Silvermail and Schlinggen. Tiny Jubilee hats decorated the tables, and many of the women came in their Jubilee dresses. Bridge and other games followed the business meeting. The club will have a window display during Jubilee Days. It will consist of a replica of a steam locomotive approximately three feet high and six feet long. It is being loaned to the club by Brakeman S. E. Steece of Sanborn, Ia., who built it. A banner will have these words on it: "Mitchell Came In With Us."

We were saddened to learn of the death of Fireman Orville Peterson, son of Machinist Helper A. E. Peterson of Mitchell, who passed away at the Vet-

eran's hospital in Sioux Falls May 24 at the age of 35. Burial was at Mitchell. He is survived by his widow, five daughters and a son, his parents, a brother and a sister.

Robert LeClair, relief agent at Kennebec, S. D., was killed in a car accident last month. He had just recently returned from a four year hike in the Navy. He was the son of the late Section Foreman LeClair of Plankinton.

Ray Hoskins, former ticket agent at Mitchell and more recently a clerk at Sioux City, has bid in the position of clerk at Rapid City.

L. Riley, also from Sioux City, will take over the duties of cashier at Rapid City, relieving Mrs. Bea Orgish who is taking a leave of absence.

D. I. Caldwell, retired Black Hills engineer, and wife have returned to their home in Mitchell after spending a month with their daughter in Chicago.

Sympathy was extended to Night Roundhouse Foreman E. M. Dixon on the death of his brother at Duluth in May.

**Chicago Terminals
UNION STREET**

Florence LaMonica, Correspondent

Nancy Ohl, trainmaster's stenographer, and John Ertzgaard were married on May 5 in St. Peter's Evangelical and Reformed Church. A reception was held at the Lion's Club on North Avenue.

George Thomas is still recuperating from his illness at this writing.

John Miller, chief clerk at Kinzie Street station, recently underwent surgery at the Swedish Covenant Hospital. He is recuperating at home at this writing.

Edwin Huber, father of Ernest Huber, check clerk in House 3, passed away recently.

William Naker, son of August Naker, stower at Kinzie Street, passed away recently. Internment was at Sandwich, Ill.

Doreen Carmen Barba, one of twin daughters of Mr. and Mrs. G. Barba, passed away three days after birth. Mr.

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THE COMPLETE TRAVELER. Gifts to use on a contemplated trip to Europe were presented to Mrs. Lucille Brower, steno at the Fowler Street freight office in Milwaukee, when she retired recently after 35 years of service there. Office associates feted her at a luncheon at the Holiday House. Mrs. Brower is a sister of C. R. Dummier, veteran Fowler Street agent who retired in 1954, and mother of John Brower, also a Fowler Street employee.

Barba is a stower at House 2.

Learned recently that George and Mrs. Searles were in Tampa, Fla., for several months and paid a visit to Mary and Elmer Wyse in Clearwater. George was cashier at Union Street and Elmer was a city freight agent before they retired.

GALEWOOD

Norma Gunderson, Correspondent

Sam Bartosik, checker who underwent surgery in April, is back on the job.

Sympathy was expressed to Stower Francis Delgado. While home in Mexico in March, one of his children passed away, and the early part of May he received word that another child had died.

Achie Sinclair has returned to work after several months' stay in Florida.

Sympathy was extended to Noah Chick, caller, whose brother passed away May 2, and to Edward Giasto, motorman, whose wife passed away Apr. 29.

Timothy O'Shea, stower, is back to work after being off for some time due to illness.

Stower John Evanoff is in a sanitarium at Naperville, Ill. Cards will be appreciated.

Sympathy was extended to the wife of Arthur Browder, checker, mention of whose death on Mar. 12 was omitted from our previous column. Also to the families of Mike Pauwell, retired maintenance man in the B&B department, and Mike Zmudski, retired blocker, who both passed away in May.

Ann Zenger, monthly statement clerk, and husband George celebrated their 30th wedding anniversary May 24, with a dinner at the Old Hickory Farmhouse in Dundee, Ill. After the dinner George made use of his new Argus projector to show slides taken on their April vaca-

tion in California.

Mrs. Del Morgan, wife of rate clerk, and Mrs. Albert Mader, daughter of B. G. Pobloske, retired assistant agent, underwent surgery May 23 at Northwest Hospital.

A good time was had by all 59 members of Fullerton Avenue Chapter of the Women's Club who went to Madison, Wis., on May 19. We were met at the depot in Madison by two buses and taken to the "Top Hat" for lunch, thence to the Cave of the Mounds about 25 miles away, and then back to the depot, leaving Madison at 5 P.M. Our program chairman, Hazel Petersen, did a splendid job in arranging the outing and providing words to familiar songs for community singing.

Anna C. Esbensen, former secretary who retired recently after 50 years of service, has been presented with a Gold Pass.

A Gold Pass was presented last month to George Longman, locomotive engineer, in recognition of 50 years of service. Silver Passes, tokens of 45 years of service, were presented to Machinist LeRoy Brakke and Amedeo Dandre, car department inspector.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Lowell Pugesek, son of Bill Clerk Ted Pugesek, attended church on Easter Sunday in Washington, D. C. and sat about 20 feet from President Eisenhower. Lowell, along with Paul Piovesan, son of Tony, checker on the Galewood platform, and a group of Leyden Community High School students, made the trip to see Washington and learn a bit first hand about our national government. The group took a boat trip to Annapolis, visited the Tomb of the Unknown Soldier, went into the Washington Monu-



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RED LETTER RIDE. Jerry Daniels of Milwaukee, experiencing the thrill of his first train ride, is shown arriving in the Chicago Union Station recently in the care of Engineer J. Heagney of The Traveler, Joe Camp, train director at Bensenville, and Brakeman H. Vandelugt. Jerry is a friend since childhood of Mrs. Dorothy Lee Camp, Magazine correspondent for the Bensenville district who, with her husband, was his host and guide on a trip to the Brookfield Zoo for the purpose of taking animal pictures. From a wheel chair hobby, Jerry has turned to photography as a trade and does negative retouching for clients all over the country.

Funeral Home, burial following in Pine Grove cemetery at Wausau.

Train Dispatcher and Mrs. Robert Balgord are the parents of a baby girl, born May 11.

Robert Kerr, son of Engineer Ray Kerr, has been chosen commissioner of school activities of the senior high school student council in Wausau, for the fall term of the 1956-57 school year.

John Zander, retired car foreman, paid a visit to friends here on his return from California, where he has been making his home. He has purchased a cottage in the vicinity of Woodruff for the summer seasons.

Section Foreman and Mrs. Walter Rahn of Wausau were surprised by relatives and friends at their home the evening of May 24, the occasion being their 25th wedding anniversary. They were presented with a purse of silver and many other gifts.

Max Voelske, retired clerk, and Mrs. Voelske were presented with many gifts and greetings on the occasion of their 50th wedding anniversary, which was recently observed with a dinner and a small reception at their home. A three-tiered wedding cake was baked by their son Gerhard, who is the proprietor of Gerry's Bakery. Mrs. Voelske and Max enjoy good health and both are fishing enthusiasts.

Clerk LaRue Frazier and Mrs. Frazier have returned from a vacation in California, where they spent some time with their son.

June, 1956

Roger Larson, son of Conductor Oscar Larson, who is physical education director at Washington State College, Pullman, Wash., was recently made a member of the Crimson Circle in recognition of outstanding services to the state as well as the college. He has been active in establishing a summer camp in Washington for handicapped children and is well known through the West for his work with the handicapped. When the Crimson Circle honor was bestowed, the senior class announced it had raised \$2,000 for the camp.

Walter Osswald, roundhouse laborer, and Mrs. Osswald went to Madison recently to be present when their son Jack was admitted to the bar. Chief Justice Currie of the State Supreme Court who is a personal friend of Jack administered the oath. Jack has received several scholarships and honors for achievements during his school years. Last summer he worked for the U. S. Senate subcommittee on anti-trust laws and drew up the final memorandum in the Dixon-Yates case. This summer he will work for the patents sub-committee of the U. S. Senate judiciary committee. He plans to study in Europe upon completing his doctorate degree next January.

Iowa Division

MIDDLE AND WEST

Ruby Eckman, Correspondent
Dispatcher's Office, Perry

Gary McKim, A3/c, who is attached to the March Air Base in California, was home during May to visit his parents, Engineer and Mrs. W. D. Gardner.

Engineer and Mrs. P. Anfinson went to Minneapolis in May to attend commencement exercises for their daughter at the North Central Bible Institute. She plans to go to Africa as a missionary.

Alonzo Springer, retired B&B employe, suffered a heart attack recently at the home of his daughter near Yale. He was treated at the Guthrie County Hospital.

Carl Fish of the roundhouse force, his son Engineer Keith Fish, and Engineer Thomas Holland were the first Milwaukee employes to go to northern Canada for the fishing season.

Brakeman M. D. Horman had his vacation in May and spent part of it moving his family from Aberdeen to Perry. Mr. Horman, who transferred to the Iowa Division last fall, has started constructing a new home. The basement is completed and ready for the family to live in while he finishes the other work.

Frank Bresse, former shop man at Perry who is now employed in the shops at Bensenville, has a new granddaughter. The baby was born to Mr. and Mrs. Lyle Geiger of Norwalk, Ia., on May 5.

Funeral services were held in Alhambra, Calif., May 7 for Ray Westbrook,

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MONTREAL

former west Iowa conductor who has been ill for a number of years. Retired Agent William Uptegrove and wife, formerly of Panama, Ia., and now of Alhambra, are a brother-in-law and sister.

Harley Hawks, retired machinist, died at his home in Perry May 13 following a long illness. He came to Perry in 1916 and worked until his retirement a few years ago. His wife, two sons and a daughter survive. A son Walter is a Milwaukee employe.

Mrs. E. C. Thomas, mother of Lloyd Rifle of the B&B department, died at her home in Des Moines May 13, following a long illness. Burial was in Perry.

A son born to Mr. and Mrs. James Murray of Madrid in May is another grandson for Retired Engineer Henry Theulen of Perry.

The Lees Style Shop ladies bowling team of Perry, of which Mrs. Viola Ranes and Mrs. Everett Buckley are members, won the women's bowling matches in Perry in May.

A son born in Manning, Ia., in May to Mr. and Mrs. E. T. Reilly of Savanna is another grandson for Agent O. J. Atkins Jr. of Manning. The baby's father is employed as a line man at Savanna.

During Engineer M. J. Robinson's vacation in May he was married to Miss Dorma Carpenter of Rippey, Ia. The ceremony took place at St. Patrick's Church in Perry.

Mr. and Mrs. Kenneth Tuttrup and two sons are newcomers to Perry. Kenneth is the car foreman who came from Chicago to take the job left vacant when Wayne Mosier went to a similar position in Bedford, Ind.

Operators Horace E. Merkle and Orval P. Byrd, who have been well near the top of the operators' seniority list for many years, retired recently. Their retirements coincided with the abolishment of the operators' jobs at Perry yard. The latter part of April operators who had been working there were moved to the Perry dispatcher's office. Conductors now get their orders at the dispatcher's office. Operator Merkle had worked for more than 50 years. Operator Byrd and his wife received their Silver Pass last year.

Miss Jane Rondestvedt, daughter of Conductor Norman Rondestvedt of Perry, will marry Richard Flinn in June, in a ceremony in Denver.

William Barker Sr., retired shops employe, died at the home of his son William Jr. in May. He had been in poor health for several months. William Jr. is a signal maintainer on the Iowa Division.

William Salmon, who has been on leave of absence from his work as a brakeman while serving in the Army and later taking college training at Buena Vista College in Storm Lake, graduated in May. He will leave the railroad as he has been appointed coach at Elliott, Ia., for the 1956-57 school year. His wife has been attending the same college.

Harry Boyens, a Milwaukee Road employe since 1912, has retired. Harry started on the section at Aspinwall, later worked a couple years as a fireman, and then entered the shops, working at Manilla and Perry roundhouses. He recently purchased a home with an acre of land partly planted to an orchard, and will also raise some chickens. With his farm work and his duties as custodian at the Lutheran Church, a job he has had for a long time, he expects to be busy.

The Women's Club held its May breakfast at the Pattee Hotel in Perry on May 3, with 83 members present. Mrs. C. D. Emerson, chairman of the decorating committee which included Mmes. B. B. Byrd, T. Owens and L. H. Wallcen, made miniature "dome" cars to use as nut cups. The railroad theme was further carried out with tracks, telegraph lines, crossing signs and signal equipment in miniature, all made by the decorating committee. As the date was the birthday anniversary of Mrs. Carrie McLellan, club president, Mrs. Emerson baked a big birthday cake decorated to represent two diesel units. For the program, Mr. and Mrs. Leo Frederickson who recently returned from a trip around the world showed some of the pictures they had taken on slides.

John Narver, retired conductor who has been making his home in Paradise, Calif., suffered a slight stroke in May.

Janice Challands, daughter of George Challands, long time roundhouse em-

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ploye, was married in May to John McDowell of Rippey.

A son born to Mr. and Mrs. Richard Balsbaugh of Detroit, Mich., is another grandson for Mrs. Orville Balsbaugh, widow of Engineer Balsbaugh. Richard, formerly a fireman, engineer and trainmaster for the Milwaukee, is now a construction engineer on an atomic energy project.

A son born to Mr. and Mrs. Eugene Cooper of Detroit, Mich., is another grandson for Mrs. Fred Cooper, widow of a Milwaukee shop painter.

Mrs. Jesse Huntley, widow of a former section foreman, died May 2 at Panora where she had been living since Mr. Huntley's death.

Mr. and Mrs. J. W. Moore, Mr. and Mrs. Herman Krasche, Mr. and Mrs. Carl Wightman, Mr. and Mrs. Sam Anderson and Charles Sinclair, all members of Perry unit of the National Association of Retired and Veteran Railroad Employees, attended the national convention of the association in Tucson, Ariz., in May. Mr. and Mrs. Moore and Mr. and Mrs. Krasche went on to California before returning home.

Retired Engineer and Mrs. Carl Janson, who make their home in Des Moines, left in May for a three-month visit with relatives in Sweden. It is their first visit back since they came to America. Mrs. Janson has been here for 45 years, and Carl four years more.

"Michael Patrick" is the name which Mr. and Mrs. Vincent Ryan of Des Moines gave to their son born in May. Vincent's father is Retired Engineer Patrick J. Ryan of Perry. Mrs. Ryan's father was Michael B. Moran, an Iowa Division conductor for many years before his death.

Brakeman Glenn Theulen who is on leave while serving in the Air Force, was home on furlough during May. When he returned to the air base at Portsmouth, N. H., Mrs. Theulen, the former Donna Bruce whom he married a few months ago, accompanied him.

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

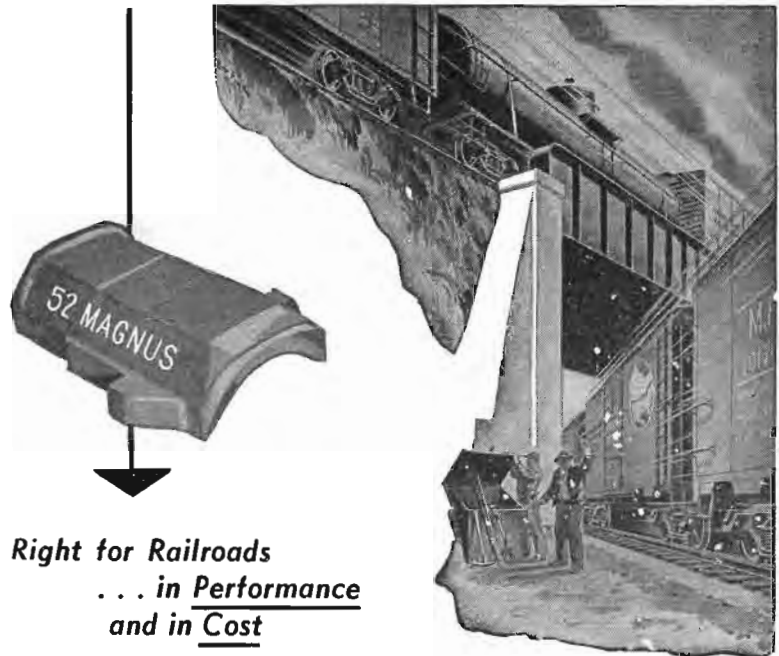
Signal Maintainer O. W. McBride and wife of Marion visited with their daughter's family, the C. L. Dandareaus, at Mansfield, Ohio, while on vacation in April; also with relatives in Philadelphia and Toledo.

Recent visitors in Cedar Rapids were Retired Locomotive Engineer E. F. Peters and wife, now living in Hot Springs, Ark. Before coming here they visited their son and daughter in Ottumwa and a son in Muscatine, Ia. Their granddaughter, Joyce Peters, was graduated from the Ottumwa high school in May. Before his retirement, Mr. Pe-

June, 1956

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(Advertisement)

ters was on the passenger run between Cedar Rapids and Ottumwa.

On May 6 in the First Congregational Church in Marion, Miss LaVae Slaybaugh of Cedar Rapids was married to Leland Cooper, son of Conductor Wilbur Cooper of Marion. A reception was held in the church parlors. The young couple will make their home in Marion.

The annual May breakfast of the Milwaukee Road Women's Club was held in the Methodist church at Marion on the 10th. Mrs. J. J. Keith, wife of our company doctor, showed pictures of their European trip last summer.

At the closing assembly of the Marion

high school on May 18 Darell Failor received from the Iowa State Bar Association a bronze medal and certificate for American citizenship. Darell, a member of the 1956 graduation class, is the son of W. E. Failor, chief clerk to superintendent.

A recent addition to the Marion engineering department is John F. Buser of Kansas City, who started as an instrumentman on May 1.

Mrs. Arietta Leonhart, stenographer in the Cedar Rapids freight house, has taken a leave of absence. Mrs. Audrey Ahlgrim is replacing her.

Chief Carpenter R. R. Cheney has

accepted a position in the office of B. J. Ornburn in Chicago. He has served for three years as chief carpenter in Marion. With his promotion, Assistant Chief Carpenter L. R. Riffle comes to the Iowa division from Butte, Mont. Mr. and Mrs. Cheney will make their home in Savanna for the present.

Trainmaster Russell G. Scott and wife vacationed in April, touring the Black Hills, Colorado and points in Texas. Effective May 1 Mr. Scott was promoted to assistant superintendent at Green Bay, Wis., and on May 22 was informed of a second promotion to serve as superintendent on the Idaho Division, with headquarters at Spokane. He had been trainmaster on the Iowa Division for 11 months. W. F. Bannon succeeded him at Marion.

Signal Maintainer Ralph A. Waln retired on Apr. 26. He entered service as a signal helper on Nov. 11, 1918, was promoted to signal maintainer with headquarters at Paralta in 1920; transferred to Van Horne on Oct. 23, 1950, and remained there until his retirement. He and Mrs. Waln moved to Cedar Rapids in May to make their home with Mrs. Park McCalley, a sister of Mrs. Waln.

H. L. Frizzell of Oxford Junction has succeeded Mr. Waln at Van Horne, and W. E. Coffman is now signal maintainer at Oxford Junction.

Lyle Rodman, telegrapher at Marion, was a surgical patient in St. Luke's Hospital in April. Pump Repairer E. L. Wink was in St. Luke's in May, ill with pneumonia. Jerry Monn relieved as pump repairer.

Roadmaster J. L. Vavra who had an operation at St. Luke's May 15, returned home on the 21st. Roadmaster R. H. Becker took over his duties during his absence.

John V. Sokol of Vining, Ia., died at St. Luke's Hospital in Cedar Rapids on Apr. 24. He was a section laborer before his retirement in December, 1938.

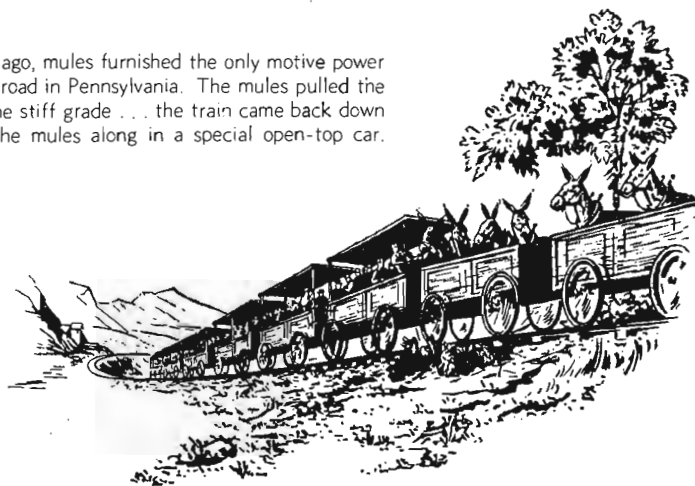
Alfred Petersen died at the Jackson County Hospital in Maquoketa on May 2, following a long illness. Funeral services were held at the Bethlehem Lutheran Church; burial in the Lost Nation cemetery. He started his employment in the track department on Aug. 22, 1939, worked as mower operator several seasons, and last summer was foreman of the switch target gang. His wife and two sons, Ronald and Richard, survive.

William Cooney, retired locomotive engineer and a resident of Cedar Rapids for 30 years, died Apr. 21. He entered service on Jan. 6, 1917, was promoted to engineer on Sept. 3, 1927; and retired on February 28, 1947. Funeral service was in Immaculate Conception Church and burial in Mt. Calvary cemetery. His wife, two brothers and four sisters survive. Retired Car Foreman C. A. Trask and wife of Kansas City were in Cedar Rapids for the funeral.



SPYING ON THE SEAFAIR. Seattle's sweeping harbor forms the backdrop for the visit of the Navy's Pacific fleet during the city's annual Seafair festivities. In this composite photograph Seafair Princess June Svedin is shown hoisting a spyglass to watch the fleet maneuvering in the bay, while the Bluejackets seem to be admiring the scenery at close range. Seattle's Seafair, a week-long maritime carnival, will be the outstanding attraction in the Pacific Northwest, Aug. 3 through 12.

More than 100 years ago, mules furnished the only motive power on a little mining railroad in Pennsylvania. The mules pulled the train nine miles up the stiff grade . . . the train came back down by gravity carrying the mules along in a special open-top car.



THAT "AT HOME" FEELING. On Milwaukee Road Hiawathas, youngsters too tiny to cope with Emily Post dining car deportment are safeguarded from all hazards. Just like at home, they are given a plastic bib which is re-usable and which they may keep as a souvenir of dinner in a Hiawatha dining car. This picture is currently appearing in a Milwaukee Road ad featuring the "Greatest Fleet West."



TESTIMONIAL TURN-

OUT in the conductors' room in the Chicago Union Station shows Conductor Orrie U. Rollins surrounded by fellow employees and riders on his suburban run wishing him well on his retirement May 31. Those in front are, from left: Harry Sengstacken, passenger traffic manager (rear); Martin Garelick, superintendent of the Milwaukee Division; Conductor Carl Tranter; Mr. Rollins; C. P. Downing, assistant to vice president - personnel; Conductor E. Riley; and J. F. Kennelly, retired Milwaukee Division conductor. Mr. Rollins, who lives in Glenview, Ill., entered service in 1918. When he retired he was on the Deerfield to Chicago run.



THEY GUARD CHICAGO STATION. Special officers of the police detail maintained around the clock by the Chicago Union Station Company undergo inspection of their summer uniforms by Chief Patrick H. Tuohy. Front, from left: W. F. McGuire, R. H. Nolin, B. F. Butler, W. Shostrum Jr., J. E. Johnston, J. T. Hill, Sgt. M. D. Grudewicz, and Sgt. A. Howard. Rear, from left: Sgt. L. T. Spevacek, T. D. Sulzer, J. F. Collins, R. R. Ryding, J. J. Hoodock, J. E. Lyons, W. J. O'Brien and Sgt. C. H. Rose. Three members of the force are not in the picture, taken along the Chicago River at the east end of the station.



THE YEARS ARE KIND. This picture taken in 1932 is a reminder that it's easy to lose track of time. The scene is an engineering project near Springville, Ia.—the replacement of bridge H-912 over Big Creek, an old 20-span structure. The crew, of whom more than half are still in active service, consisted of, left to right: Chief Carpenter L. M. Farley, now retired; Division Engineer H. B. Christianson, now special engineer-Chicago; Foreman Lars Legvold, retired; Carpenter Harold Hagen, deceased; Carpenter Carl Johnson, now B&B foreman; Carpenter L. R. Riffle, now chief carpenter at Marion, Ia.; Carpenter Art Lathrop, deceased; Carpenter John Collings, now chief carpenter at Savanna, Ill.; Carpenter Sam Legvold, now pump repairer at Perry, Ia.; and Carpenters John Noachek and Del Rischel, deceased.

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James A. Van Fleet
General, U.S. Army (Ret.)

