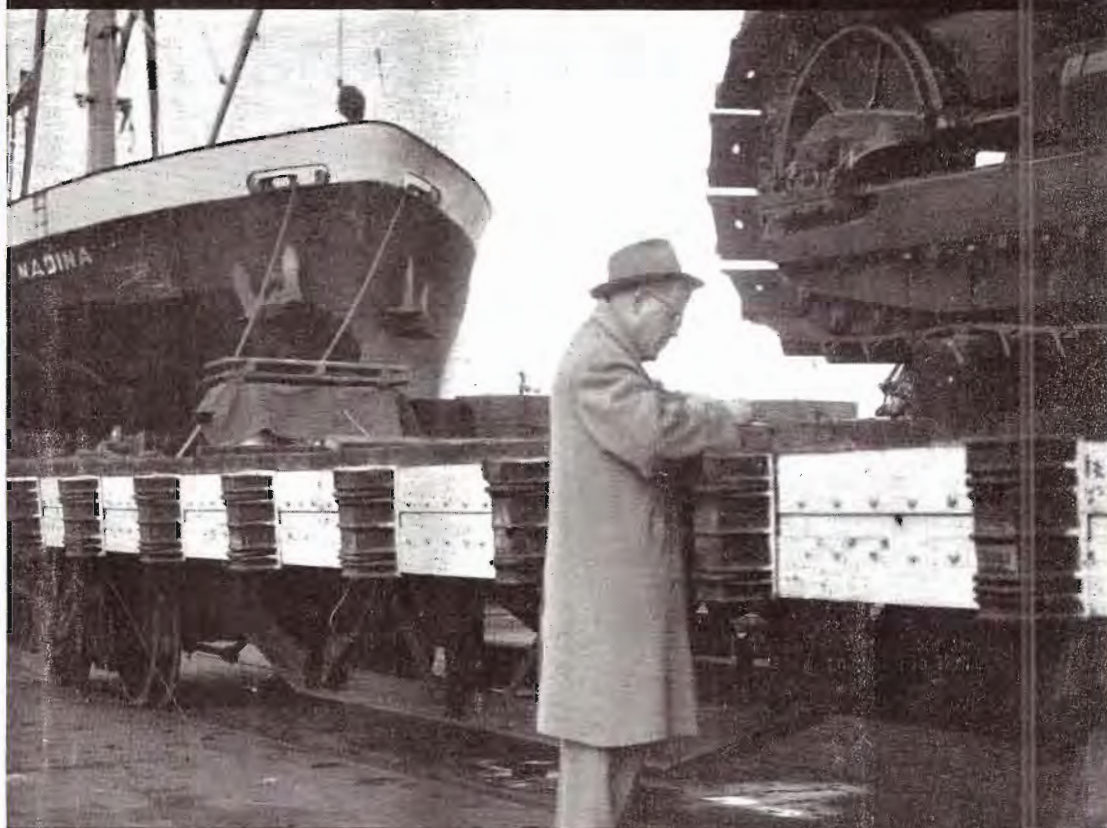


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

in this issue . . .

ANNUAL REPORT • 1956



their job—PERFECT SHIPPING . . . page 10

APRIL 1957

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THE MILWAUKEE ROAD MAGAZINE

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UNION STATION—CHICAGO

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The Facts at Our Fingertips

REMARKING on the accomplishments of Charles Van Doren, of television question-answering fame, a recent editorial in one of the Chicago newspapers offered the observation that he had done more than merely assemble undigested facts on a "flypaper mind." The expression amused me—probably because I happen not to be one of those rare individuals who remembers everything he sees and hears.

Most of us, I venture to say, have the same trouble. Try as we will, our minds just don't hold onto facts with quite the definite finality of flypaper.

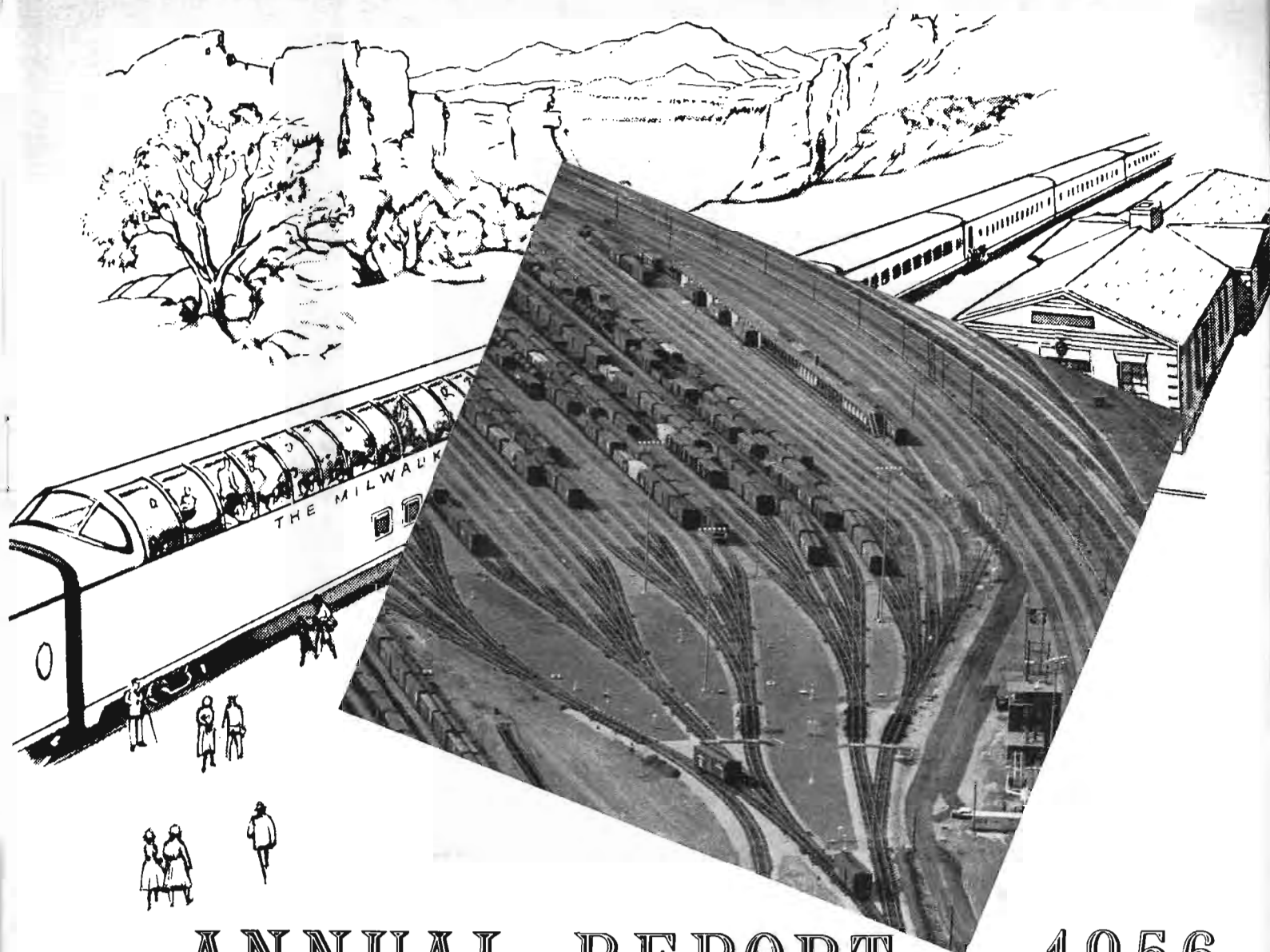
All things considered, it is probably just as well, but the fact remains that there are certain things we would very much like to remember better. I believe it would be helpful to us if we had facts about our own railroad at the tip of our tongues, or at our fingertips, simply because people ask us about such things and it puts us in a better light if we can provide the answers.

That is one reason The Milwaukee Road publishes each year a briefed annual report for employees in addition to the detailed one which goes to the stockholders. For the past several years it has been run as a special feature of the April issue.

A wallet reference card folded into the report this time represents still another attempt to simplify the matter of remembering some of the more important facts about our railroad. It is designed to slip easily into a man's wallet or pocket, or into a woman's handbag. Even if we don't happen to get into discussions calling for reference to the card, I believe it may prove to be an interesting conversation piece.

Aside from our actual work, perhaps the most important thing any of us can do for our railroad is to speak knowingly about it when opportunity arises. In most cases this can best be done by merely providing people with the facts—simply and with certainty. I am confident that the capsuled information in the wallet card will help.

J. P. Kiley



ANNUAL REPORT

1956

a brief account of the highlights of the Milwaukee Road's operations in 1956 prepared as information of special interest to employees.

**THE
MILWAUKEE
ROAD**

RESULTS OF OUR OPERATIONS IN 1956

- We took in \$253,860,566, an increase of \$8,362,356 over 1955.
- We paid out \$210,746,299, an increase of \$6,104,957.
- The return on our investment was 2.19% as compared with 2.07%.
- We carried 7,417,279 passengers an average distance of 107 miles.
- We carried 45,351,213 tons of freight an average distance of 344 miles.
- We paid an average of \$4,909 per year to 27,408 employees.

April, 1957

1956 IN BRIEF . . .

RATE increases authorized as an offset against mounting expenses did not result in increasing our revenues sufficiently to equal the added costs brought about by the wage increases in effect and imposed during the year, the increased costs of health and welfare benefits, higher payroll taxes on account of the wage increases, a higher rate for unemployment compensation insurance, and increases in costs of materials and supplies used. These added expenses amounted to approximately \$13,189,000 during the year, while our gross operating revenues increased only \$8,362,356. Our net increase in operating expenses amounted to \$6,104,957, while we handled 36,469 fewer cars.

During 1956 there were on the average, 27,408 people employed on the trains, and in the road's offices, shops, yards, terminals and freight houses; their wages and salaries amounted to \$134,657,974. In addition, the company's contribution on account of Railroad Retirement taxes and Unemployment Insurance amounted to \$8,581,092. Employee Health and Welfare benefits added another item of \$1,403,449.

During 1956 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounted to \$790,332,144, representing an investment of \$28,836 in each employee's job.

The railroad company's return on its investment during 1956 amounted to 2.19 per cent. Net income after fixed charges and contingent interest amounted to \$8,485,914, which was \$1,046,368 less than the previous year.



in 1956 our money came from . . .

ITEMS	AMOUNTS
Hauling Freight	\$209,719,695
Carrying Passengers	17,173,709
Other Passenger Train Revenue, including Dining and Buffet Car Service	2,616,205
Transporting Mail and Express	12,435,403
Switching	6,423,837
Other Operating Revenues	5,491,717
Total Operating Revenues	253,860,566
Other Income—Net	2,533,394
TOTAL	256,393,960

SOURCES OF REVENUE



from freight and passenger services

Services and Classes of Traffic	Revenue	% Grand Total
FREIGHT TRAFFIC		
Manufactured articles	\$ 95,746,796	37.7%
Wheat, grain, products of agriculture	36,163,989	14.2
Coal, ore, products of mines	24,570,215	9.7
Lumber, products of forests	29,834,480	11.8
Livestock, products of animals	14,018,072	5.5
L.C.L. traffic	4,542,951	1.8
Forwarder Traffic	4,811,503	1.9
Total Freight Traffic	209,688,006	82.6
OTHER FREIGHT SERVICE		
Switching	6,423,837	2.5
Joint facility—Net Cr.	2,145,762	.8
Demurrage	895,244	.4
All other	1,390,991	.6
Total Other Freight Service	10,855,834	4.3
Total Freight Service	\$220,543,840	86.9
PASSENGER TRAFFIC		
Passengers in coaches	\$ 11,914,165	4.7
Passengers in parlor and sleeping cars	5,251,330	2.0
Total Passenger Traffic	17,165,495	6.7
OTHER PASSENGER SERVICE		
Mail	8,472,064	3.3
Express	3,974,303	1.6
Dining and buffet	2,220,675	.9
All other	1,484,189	.6
Total Other Passenger Service	16,151,231	6.4
Total Passenger Service	33,316,726	13.1
FREIGHT PASSENGER & OTHER SERVICES	\$253,860,566	100.0

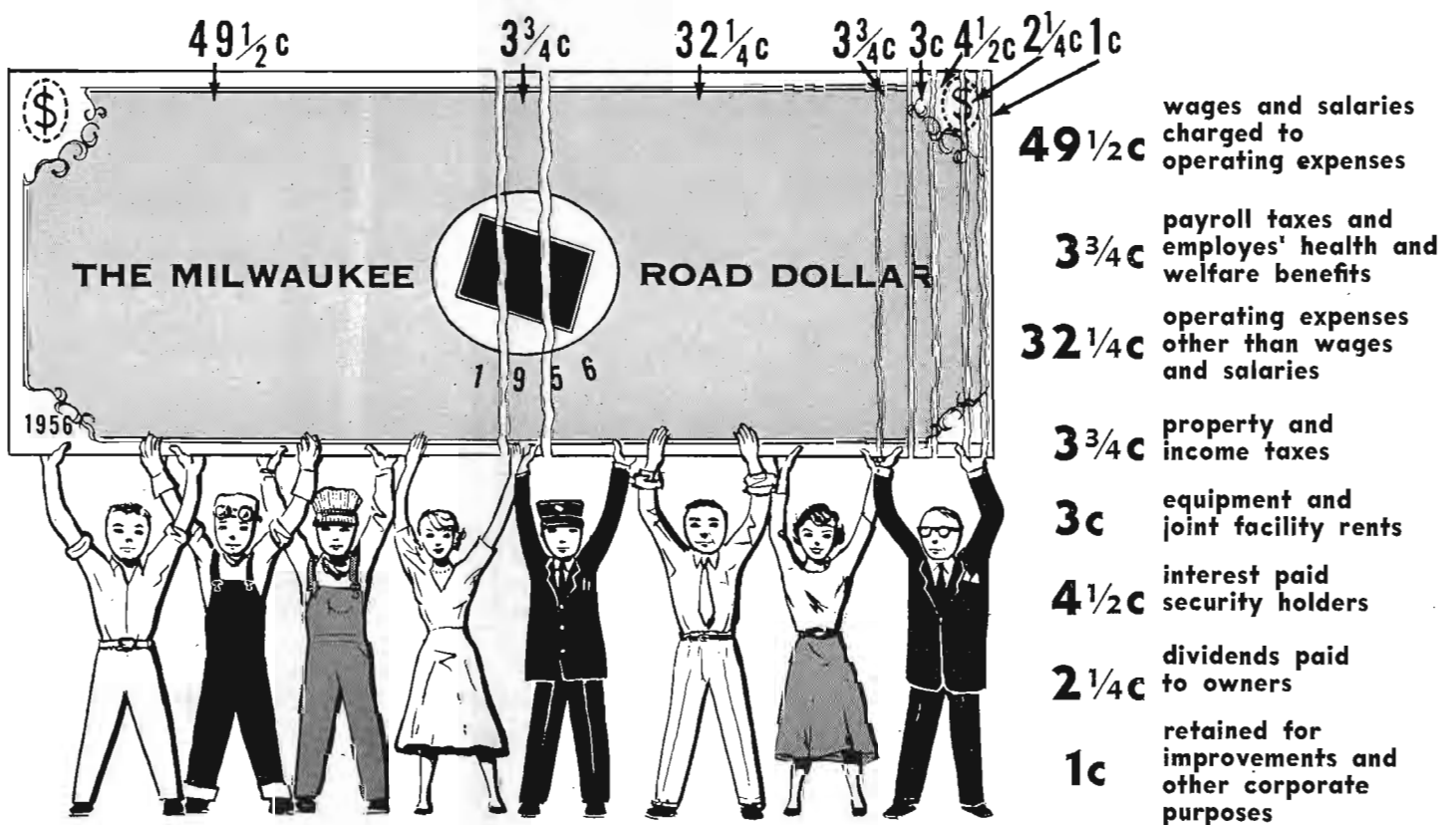
The Milwaukee Road Magazine



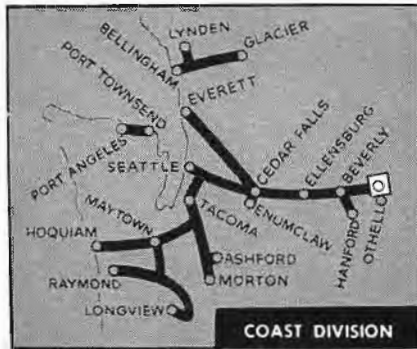
in 1956 our money went to . . .

ITEMS	AMOUNTS
Materials, contract work, depreciation, etc.	\$ 82,690,703
Property and income taxes	9,705,908
Rental of equipment and joint facilities	7,482,333
TOTAL	99,878,944
*For wages and salaries of employees charged to operating expenses	*126,652,147
Payroll taxes for benefit of employees	8,581,092
Health & welfare benefits for employees	1,403,449
TOTAL for EMPLOYEES	136,636,688
Interest paid SECURITY HOLDERS	11,392,414
Dividends on preferred stock	2,593,256
Dividends on common stock	3,184,820
TOTAL to OWNERS	5,778,076
Payments into sinking funds required by mortgages	2,564,216
Remainder for improvements to property and other corporate purposes	143,622
TOTAL	256,393,960

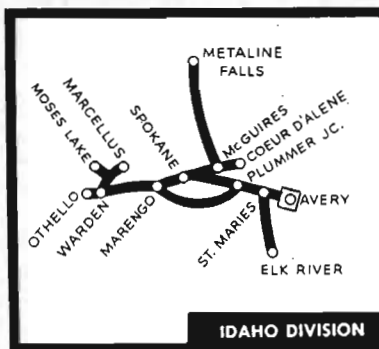
*Compensation of all employees totals \$134,657,974 as shown in table on page 6 and includes such items as wages charged to capital improvements, and manufacturing material.



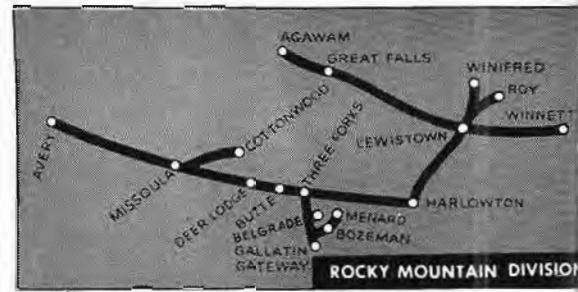
THE MILWAUKEE ROAD'S OPERATING



COAST DIVISION



IDAHO DIVISION



ROCKY MOUNTAIN DIVISION

the MILWAUKEE ROAD in the states it served in 1956 . . .

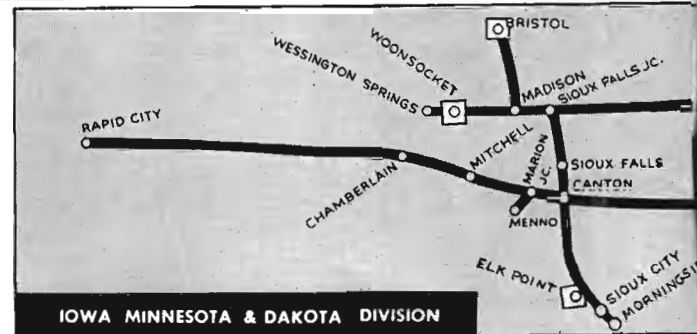
	Miles of Road Operated 12-31-56	* Average Number of Employees	† Total Compensation All Employees	Property Taxes
Idaho	232.70	169	\$ 763,052	\$ 223,681
Illinois	686.48	7,134	35,773,574	1,685,646
Indiana	193.36	347	1,947,826	171,969
Iowa	1,792.23	2,818	13,469,871	1,321,968
Michigan	180.40	169	887,122	92,682
Minnesota	1,346.83	3,613	17,967,886	1,731,313
Missouri	154.56	442	2,102,431	125,838
Montana	1,251.27	1,766	9,218,481	1,334,977
Nebraska	5.62	17	94,309	1,568
North Dakota	366.89	143	622,278	221,221
South Dakota	1,734.63	1,263	5,937,311	607,255
Washington	1,066.96	2,034	10,742,733	652,169
Wisconsin	1,609.08	7,344	34,244,457	1,398,098
All Other	7.05	149	886,643	11,234
Total	10,628.06	27,408	\$134,657,974	\$ 9,579,619

System Payroll Taxes \$ 8,581,092
System Income and Misc. Taxes 126,289

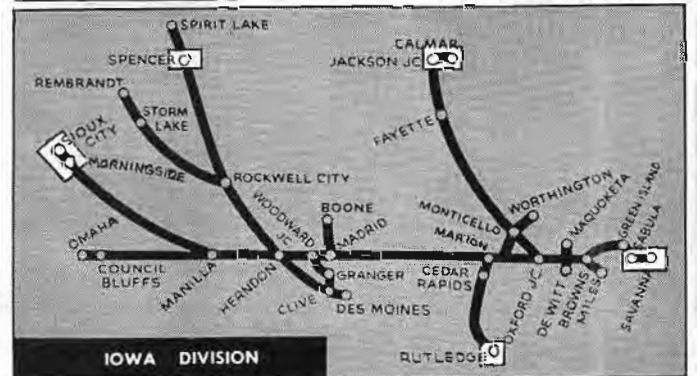
Total System Taxes \$18,287,000

† Includes compensation of part time employees.

* Does not include count of part time employees.



IOWA MINNESOTA & DAKOTA DIVISION

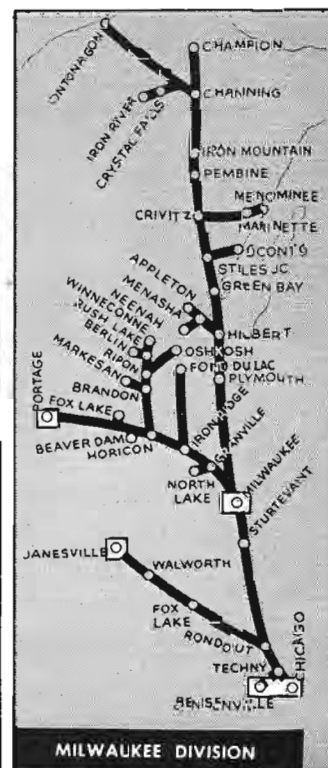
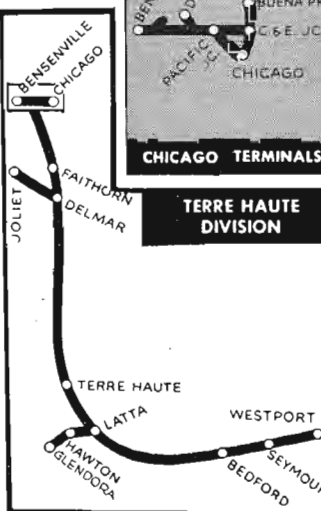
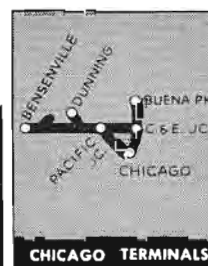
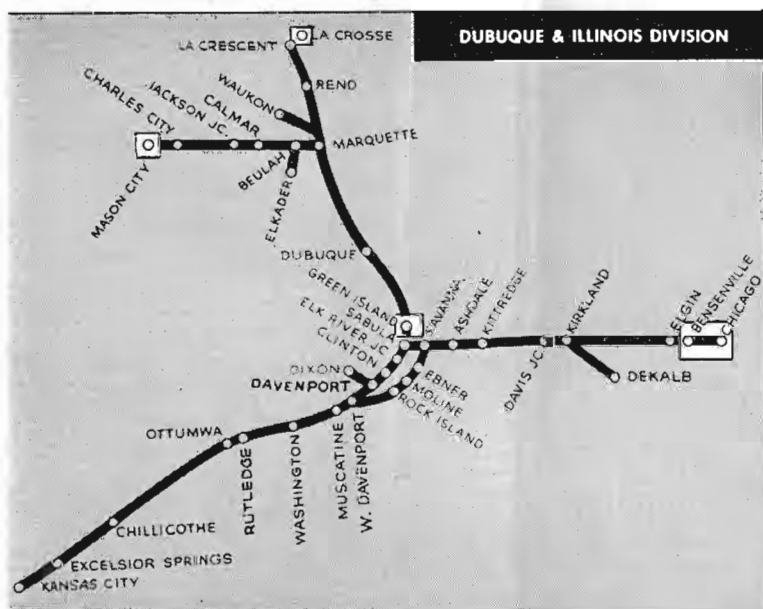
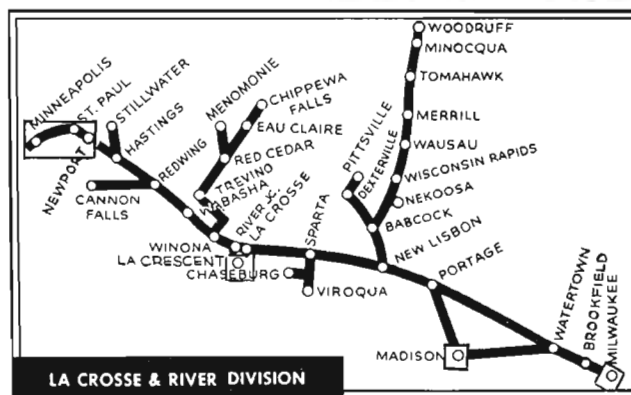
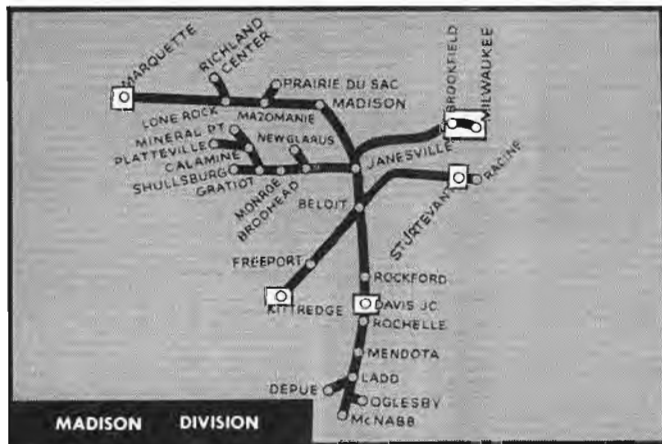
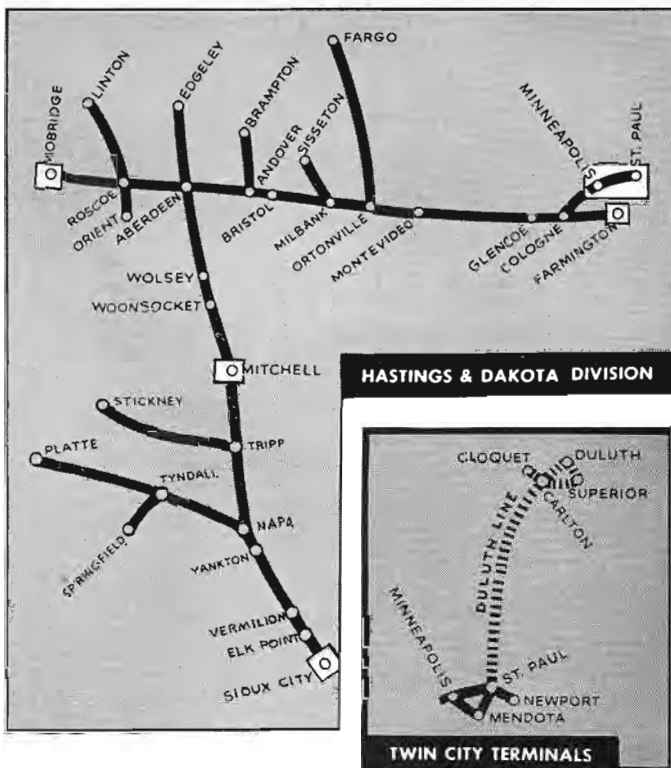
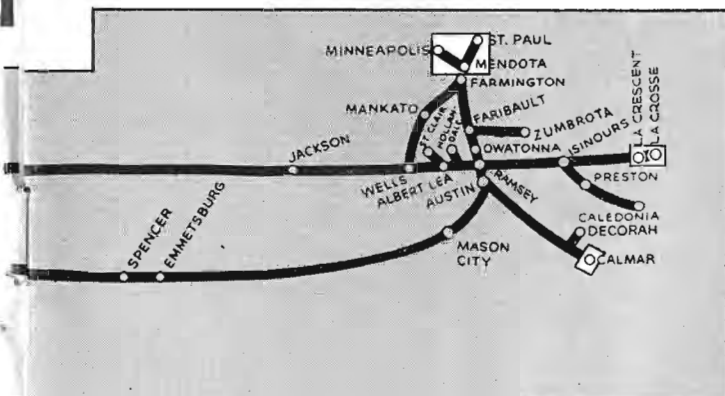
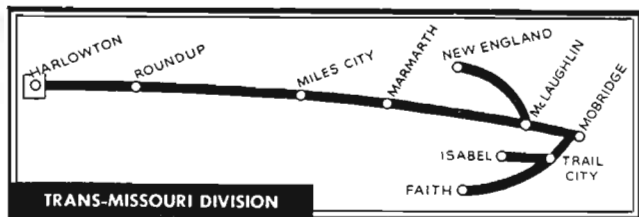


IOWA DIVISION

THE 1956 DIVISION OPERATING RECORD

Operating Divisions	Miles of Road Opr.	Miles of all Tracks Opr.	No. of Open Stations	Average No. of Employees	Loaded Freight Car Miles (1000's)	Passenger Car Miles (1000's)	Avg. Gr. Tons Per Frt. Trn.	Avg. Pass. Cars Per Pass. Trn.	Yard Switching Hours	President's Safety Award Standing
	12-31-56									
Terre Haute	393	672	21	482	23,394	2	4,319	1.02	30,105	15
Chicago Terminal	38	390	7	3,766					243,870	12
Dubuque and Illinois	908	1,613	94	2,148	94,341	10,822	3,430	8.67	94,540	10
Iowa	967	1,321	107	1,546	57,563	18,624	3,074	12.44	59,034	2
Milw.-K.C.S. Joint Agency									40,988	
Milwaukee Terminal	23	318	3	3,786					236,677	5
Milwaukee	808	1,147	101	1,297	43,581	13,446	3,172	7.86	45,395	6
La Crosse and River	756	1,381	69	2,118	76,077	22,949	3,613	11.13	64,394	7
Madison	601	837	55	904	16,319	1,471	2,048	6.84	62,549	8
Twin City Terminal	42	257	7	2,026					187,813	3
Duluth	210	424	5	17	6,854		4,228			
Iowa and Dakota					16,015	1,903	1,663	5.73	30,953	
Iowa, Minnesota-Dakota	1,649	1,932	167	1,676	10,265	470	1,084	4.70	26,332	1
Hastings and Dakota	1,184	1,504	111	975	46,922	5,428	3,216	7.62	19,245	11
LINE EAST—Total	7,579	11,796	747	20,741	391,331	75,115	2,997	9.53	1,141,895	
Trans-Missouri	831	1,017	53	878	51,855	4,533	4,081	11.63	10,607	9
Rocky Mountain	943	1,182	38	1,267	42,849	3,706	3,261	11.55	27,722	4
Idaho	580	727	17	537	20,026	1,934	2,994	11.57	6,814	14
Coast	695	1,085	34	1,419	19,434	1,911	2,396	11.46	64,582	13
LINE WEST—Total	3,049	4,011	142	4,101	134,164	12,084	3,259	11.57	109,725	
GENERAL OFFICES				2,566						
SYSTEMS—Total	10,628	15,807	889	27,408	525,495	87,199	3,060	9.77	1,251,620	

DIVISIONS



Note: In the individual divisional maps, lines and towns enclosed in box  are not part of the divisions with which they are shown.

April, 1957



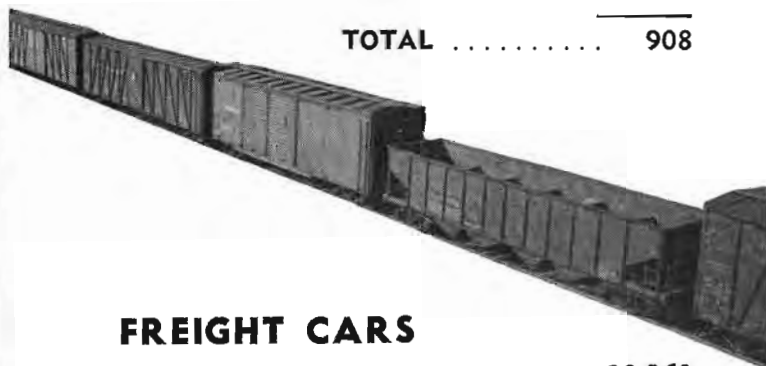
EQUIPMENT STORY for 1956

At the close of 1956 our railroad owned a total of 55,218 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars, as follows:



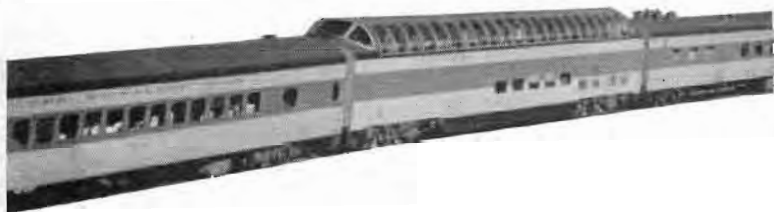
LOCOMOTIVE UNITS

Diesel—Freight	212
—Passenger	88
—Multiple purpose	221
—Switch	286
Electric	100
Steam	1
TOTAL	908



FREIGHT CARS

Box and auto	28,361
Gondola and hopper ..	14,191
Flat	4,650
Others	6,250
TOTAL	53,452



PASSENGER CARS

Sleeping	60
Coaches	320
Baggage, mail and express	378
Parlor	20
Others	78
TOTAL	856
Rail Motor Cars	2

The cost of new equipment and the improvements made to existing equipment during 1956 amounted to \$16,207,873.

purchased and delivered in 1956 . .

- 18—2400 H.P. Diesel-electric passenger locomotive units
- 10—1750 H.P. Diesel-electric road switching units
- 16—1600 H.P. Diesel-electric road switching units
- 100—70-ton steel covered hopper cars
- 50—50-ton steel box compartmentizer equipped cars
- 50—70-ton mechanically equipped refrigerator cars
- 100—all steel cabooses

on order for 1957 delivery . . .

- 1,000—50-ton steel box cars
- 100—70-ton steel covered hopper cars
- 35—50-ton airslide steel covered hopper cars
- 2—Diesel-electric pile driving locomotive cranes
- 15—70-ton airslide steel covered hopper cars



1956 Road Property Improvements

The cost of improvements made to road property during 1956 amounted to \$20,707,967.

employees

Transportation Forces: Train and
Engine Men, Yard and Station

10,455



Maintenance of Equipment and Stores

6,079



Maintenance of Way and Structures

5,321



Professional, Clerical and General

5,164



Executives, Officials and Staff Assistants

389



TOTAL 27,408 employees

each  = 2,000 employees

job value

During 1956 The Milwaukee Road's investment in the tools of railroad transportation amounted to \$28,836 per employee as demonstrated in the following by dividing the company's net investment by the average number of employees:

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$790,332,144.

This amount: $\frac{\$790,332,144}{27,408 \text{ employees}} = \$28,836$ Invested in Each Employee's Job.

10 year payroll summary

YEAR	*TOTAL PAYROLLS	COMPANY CONTRIBUTIONS		TOTAL	AVERAGE PER EMPLOYEE	Straight Time Rate	
		RETIREMENT AND UNEMPLOYMENT TAXES	HEALTH & WELFARE BENEFITS			AVERAGE PER HOUR	% INC. OVER 1935
1947	\$124,724,548	\$10,095,938	—	\$134,820,486	\$3,552	\$1.166	60.8
1948	138,490,345	7,707,579	—	146,197,924	3,820	1.297	78.9
1949	133,117,567	7,421,152	—	140,538,719	4,000	1.442	98.9
1950	128,201,025	7,234,363	—	135,435,388	4,023	1.580	117.9
1951	143,260,363	7,774,582	—	151,034,945	4,463	1.754	141.9
1952	145,397,263	7,696,578	—	153,093,841	4,703	1.852	155.4
1953	138,117,562	7,441,326	—	145,558,888	4,675	1.895	161.4
1954	126,272,397	7,035,232	—	133,307,629	4,768	1.945	168.3
1955	126,447,937	7,276,300	\$ 624,381	134,348,618	4,809	1.959	170.2
1956	134,534,522	8,581,092	1,403,449	144,519,063	5,273	2.130	193.8

*Does not include compensation of part-time employees

An employee casualty rate of 4.47 was established in the year 1956. This was a 10% increase over the rate for the previous year. The trend in the year 1956 was unfavorable and is particularly noticeable when comparing the figures for both years. In 1956 there were 7 employees on duty who lost their lives. This compared with four the previous year. There were 234 employees who received disabling injuries as compared with 221 the

previous year. While this record was not as good as the employees could have produced, nevertheless, it is felt that they will come through in the new year with an improvement.

The leading division among the 15 operating divisions was the Iowa, Minnesota & Dakota Division which established an all-time record casualty rate of 0.83 as a result of no fatalities and 2 reportable injuries.

1956 SAFETY STORY



April, 1957



S. M. YATES . . . whose territory is the Chicago Terminal area, closely inspects a paper grain door as the carload of grain stands on the inspection track at Bensenville.

DAVE WILLIAMS was up at 4:30 that morning. Whenever a day showed promise of being a long one, he always fortified himself with a good breakfast, but as he helped himself to a second egg and a third piece of toast, it was with a hint of explanation.

"It's going to be a busy one today", he remarked to his wife. "That big shipment of machinery I told you about is going to be loaded early this morning, and the plant traffic manager asked if I'd show the boys how to brace it on the flats".

It wasn't really necessary to explain. Mrs. Williams had done the early shift at the breakfast table before, and she knew as well as Dave did that it was necessary for him to be at the loading dock early. Not that she especially enjoyed getting up at that hour of the morning, but she had been a kind of "freight service inspector's assistant" long enough to know for a certainty that the railroad's income, and *their own income* in the long run, depended on how much business stayed on the railroad. She knew, too, that it wouldn't stay there indefinitely unless shippers and receivers of freight were satisfied with the service they were getting.

She watched Dave as he finished his hearty breakfast. It was good to see him so interested in his job, and so intent on doing it right. She wondered what it would be like to be married to a man who was bored with his work, who didn't see the real importance of it.

Her husband's interest in seeing that the machinery rode through to destination without damage reminded Mrs.

their job — **PERFECT SHIPPING**

on the payroll they are freight service inspectors, but perfect shipping is their business, which makes them salesmen of railroad service.

All of the men whose names are shown in capital letters in the picture captions are freight service inspectors. Twelve of the Milwaukee's 14 FSI's are pictured on these pages and the front cover. Not shown are C. E. Mahaffey of Madison, Wis., and R. I. Miskimins of Butte, Mont., whose assignments did not afford them an opportunity to be photographed.



E. S. CHRISTENSON . . . of LaCrosse, Wis., demonstrates the application of a particular type of paper grain door for M. E. Cedarblade, manager of Central Grain Co., and employees of that company in Red Wing, Minn. Standing alongside Mr. Christenson are Mr. Cedarblade (second to his right) and H. F. Lindrud, Milwaukee Road agent at Red Wing.



F. K. DORGAN . . . assigned to the Chicago Terminal area, discovers a "leaker" in a carload of drums containing latex. Careful scrutiny of this kind serves the best interests of both the shipper and the railroad.

Williams of something the woman down the street had told her a few days before about the "wonderful bargain" she got in a new refrigerator. There was just a small dent in the door and a piece of the finish was off near the back, but she was sure that it was as good as new, and the dealer had reduced the price by \$35.

Mrs. Williams hadn't mentioned it to Dave, since "their" railroad wasn't involved, but she knew just about what he would say if she told him about it:

Maybe it was a bargain for the buyer, and maybe it wasn't. But it certainly hadn't made the dealer any happier to receive that shipment of refrigerators in

damaged condition and then have to sell them at a reduced price. When a thing of that kind occurs, some of the appliances may be damaged to the point where they can't be sold at all, which means that the dealer must re-order, and while he is at it he may consider using a different carrier.

Certainly the damaged refrigerators hadn't been much of a bargain for the shipper or the railroad or the trucking firm or whoever was responsible for the damage and had to cover the loss.

"Taken all in all", Dave would have said, "damage like that is just wasted motion. It creates dissatisfaction on every hand and in the long run increases the

cost of both refrigerators and transportation".

"It seems such a shame", Mrs. Williams added half aloud.

Dave was just leaving the table.

"What did you say?" he asked, turning and looking at her with a puzzled expression.

"Oh, nothing. I guess I was just thinking out loud about what a shame it is that things which people have worked

Below: **E. H. HOUSTON . . .** (right) and Car Foreman Carl Reuter inspect a carload of scrap at Cedar Rapids, Ia. One of the principal reasons for giving very close inspection to shipments of this kind is to avoid the danger of material falling to the track and causing a derailment.

Right: **C. J. WELIK . . .** explains the operation of an impact recorder to Mr. Tondreau, material handling engineer of the Ben Hur Manufacturing Company in Milwaukee, prior to installing the recorder in a carload of freezers.



THE COVER

Freight service inspectors and the men with whom they work are at the heart of the Milwaukee's selling effort. The front cover of this issue—April being Perfect Shipping Month—appropriately pictures some of them in action:

1. At Aberdeen, S. D., Freight Service Inspector F. L. Bender (left) holds a brief on-the-job claim prevention meeting with Car Foreman Oscar Hendrickson (right) and Carmen John Kelly and Richard Conley. Open-top loads such as this one are carefully inspected to lessen the possibility of shifting.
2. J. T. McDougall, FSI, halts in his rounds of inspection at Seattle to use a flat car as a desk.
3. At the Milwaukee Road fruit house in Milwaukee, M. P. Drager, FSI, (right) is shown with R. Kenies, chief yard clerk at the house, during inspection of an inbound load of celery to determine whether it has been properly loaded and protected. Such commodities are shipped in refrigerator cars and protected by snow ice blown into the body of the car.
4. S. M. Yates, FSI, inspects blocking and application of bulkheads in a load of l.c.l. merchandise at Galewood freight house in Chicago.
5. R. E. Melzer, FSI, checks waybills at Bensenville yard office to determine what cars in the yard may require inspection.



R. H. STEWART . . . demonstrates to Mr. White, a checker in an unloading crew at Hopkins, Minn., how an impact recorder operates. It shows both the time and approximate place where a damaging impact occurs.

R. E. MELZER . . . who covers special assignments in the Chicago Terminal area, in addition to working on adjoining divisions, is shown going over perishable freight records with E. A. Valerugo, perishable freight inspector, in the latter's office at Bensenville, to check on heating and icing service.



to grow, or package, or manufacture, sometimes are ruined before they even get to the place where people can use them."

She cut her remarks short, realizing that the subject was much too big for the time they had to discuss it. After all, Dave had a job to do.

"Yes, that just about describes it", he said. "It is a shame, but that's what they have people like me around for. And some day I'll bet you we find a way to lick it."

Mrs. Williams watched as her husband drove down the street toward his

day's work. Far in the distance she could hear the faint rumble of the diesels and the squeal of wheels as the cars moved about the yard. Humming a tune, she turned back to the kitchen and the dishes.

* * *

Dave Williams and his wife are fictitious, of course, as are the damaged refrigerators and the flatcar loads of machinery, at least in a manner of speaking. But there is nothing fictitious about the importance of the work done by the Milwaukee's freight service inspectors, and there is never a day goes by that



F. R. HOUSTON . . . inspects a carload of automobile body units to eliminate any possible source of damage. Mr. Houston headquarters in Milwaukee.

they can't take credit for many carloads of machinery and refrigerators and a great many other things which get through to destination *without* the slightest damage of any kind.

For these men the improving of railroad-shipper relations through the lessening of loss and damage to lading is a full time job. In so doing they also keep the railroad's loss and damage bill in check, although that has proved to be a difficult thing in the face of rising prices which automatically increase the dollar amount of any given claim. Their work is done under the supervision of

The Milwaukee Road Magazine

L. V. Anderson, assistant to vice president, and R. J. Kemp, manager—claim prevention, refrigeration and merchandise service.

Commenting on the fact that April is marked each year as Perfect Shipping Month, Mr. Anderson recently pointed out that the staff of freight service inspectors, perishable freight inspectors, and other employees in the department have a continuing perfect shipping program afoot, although during April a special effort is made through on-the-ground meetings with employees.

He reminds employees in all occupations that perfect shipping is *everybody's* business. During 1956, he points out, The Milwaukee Road paid claims for loss and damage equal to about \$100 for each employee. It stands to reason, he says, that the railroad can deliver still more satisfactory service if it is relieved of even a portion of that heavy loss.

"Our FSI's work pretty much behind the scenes", Mr. Anderson remarked recently. "In fact, I doubt very much whether most people on the railroad know much about what they do, but I will say in all honesty that I think they are doing a really first class job of keeping the traffic on our rails. You might say that they are the watchmen of the shipper, the receiver and the railroad. They are goodwill ambassadors to the shipping public."

L. A. MOSTROM . . . (left) with J. D. Wohlberg, (right), Milwaukee Road general agent at Sioux Falls, S. D., and Donald Decker, telegraph operator. Mr. Mostrom headquarters in Sioux Falls.



April, 1957

Henry A. Scandrett

HENRY ALEXANDER SCANDRETT, remembered with respect and affection by a great many employees as president of The Milwaukee Road, died in Chicago's Wesley Memorial Hospital on Mar. 20. His death, occurring only a few days before his 81st birthday, followed a short illness. He retired in 1947.

Mr. Scandrett, a lawyer with a national reputation as a traffic expert, was the Milwaukee Road's mentor through two critical periods of its history—the industrial depression of the '30s and the turbulent years of World War II. He was born in Faribault, Minn., on Apr. 8, 1876, the son of the town's leading insurance man and grandson of Minnesota's first Episcopalian bishop. He graduated from Shattuck Military Academy in Faribault in 1894. Going on to the University of Minnesota, he captained the football team in 1898, the year he graduated with a B.L. degree. He received an LL. B. degree in 1900.

Rail Career Began on Union Pacific

Upon leaving the university, Mr. Scandrett entered railroad service as a claim adjuster for the Union Pacific. A few months later he transferred to the law department of that company at Topeka, Kans., as assistant attorney for Kansas and Missouri, and at about the same time became a member of the law firm of Loomis, Blair & Scandrett, later known as Blair, Scandrett & Scandrett.

In 1911 Mr. Scandrett was appointed assistant interstate commerce attorney for the Union Pacific-Southern Pacific with headquarters in Chicago, and in 1912 was promoted to interstate commerce attorney for those lines. Two years later, when the UP-SP merger was dissolved, he stayed with the Union Pacific and in 1918 was made assistant director of traffic for that system. Later, when the railroads were placed under federal control, he was appointed traffic assistant of the Central Western Region of the United States Railroad Administration and served in that capacity until Oct. 1, 1919, when he returned to the Union Pacific as valuation and commerce counsel at Omaha. On May 1, 1925 he was appointed vice president in charge of valuation, commerce, land matters, and public relations.

When in 1928 Mr. Scandrett resigned from the Union Pacific to accept the presidency of The Milwaukee Road, he was one of the youngest railroad heads



H. A. Scandrett

in the country. Four years later the depression struck hard at the industry. In 1935, when the Milwaukee went into receivership, Mr. Scandrett continued to direct operations as a federal court trustee, and when the company was reorganized in 1945, he was again elected president.

His administration was marked by a farsighted program of improvements which have been responsible in no small way for the Milwaukee Road's present day standing in the industry. One of the outstanding accomplishments of that period was the inauguration of Hiawatha service.

During his years as president, Mr. Scandrett earned the affectionate regard of a great many employees with whom he had contact. He took a particular interest in those Milwaukee Road men and women who were in military service, not only during the war, but following their return to the railroad.

After his retirement in 1947, Mr. Scandrett continued his lifelong interest in the advancement of the railroad industry. He was also active in fund raising drives for the University of Minnesota, and at the time of his death was serving as a director of the Continental Illinois National Bank & Trust Company of Chicago.

Funeral services were held in St. Mark's Episcopal Church in Evanston, Ill., where he and Mrs. Scandrett made their home. In addition to his wife, he is survived by a son, Henry A. Jr. of Bloomington, Ill., and a sister, Mrs. Jane Burt of Milwaukee.

Meet the Man Who Originated Perfect Shipping Month

T. Chase Burwell, recently elected president of the National Association of Shippers Advisory Boards, displays a model railroad tank car, an exact replica of one of the railroad tank cars he directs for the A. E. Staley Manufacturing Co. of Decatur, Ill., where he is vice president of traffic. The Staley company operates the largest non-petroleum tank car fleet in the nation. Mr. Burwell is the originator of the Perfect Shipping Month idea.



IT WAS 21 years ago that the idea of designating April as Perfect Shipping Month came into being. During the years since, nothing has emphasized the idea of shipper-carrier cooperation in the program more effectively than the fact that the man who originated the idea was not a railroad man but a shipper.

He is T. Chase Burwell, vice president of traffic for the A. E. Staley Manufacturing Co. of Decatur, Ill., who started his working career as an agent-operator with the Wabash and Michigan Central Railroads, and who has been aptly characterized as having worked for or with the railroads all of his life. He was the first national chairman of the Perfect Shipping Month campaign.

Mr. Burwell, who has been with the Staley company almost 40 years, was recently elected president of the National Association of Shippers Advisory Boards. His part in the creation of the Perfect Shipping Month idea came to light in connection with activities sponsored by the Transportation Club of Decatur on Mar. 12, with more than 40 railroad freight claim agents and damage prevention officers as special guests. R. T. White, Milwaukee Road division freight agent; R. J. Kemp, manager-claim prevention, refrigeration and merchandise service; and A. H. Ducret, assistant freight claim agent, all from Chicago, were among those present for the day-long meeting which included a visit to the Staley company plant. There they observed packing, loading and shipping operations of the large corn and soybean processing plant.

During the tour the visiting specialists had an opportunity to note some of the methods which have made it possible for that company to reduce its freight claims while the damage figure for industry in general was on the increase. In 1955, the last year for which complete figures were available at the time of the meeting, the Staley company's ratio of claim losses to shipping charges was only about half as high as the national average.

Among the various methods demonstrated was that of applying strips of glue to the undersides of bags of starch as a means of holding them together as a unit on pallets. Only enough glue is used to keep the bags from shifting; it does not prevent their being lifted off the pallet at destination. This procedure is referred to in the Staley operation as "unitizing" the load, and today 40 per cent of that company's total shipments are handled in this manner.

C. A. Naffziger, freight loss and damage prevention director of the Association of American Railroads, who addressed the guests at a dinner given by the transportation club, pointed out that while claim payments for freight loss and damage declined about five per cent from 1954 to 1955, payments for the first 11 months of 1956 showed an increase of 16.3 per cent compared with the same period of 1955.

Citing the "excellent record" of the Staley company in shipping control, Mr. Naffziger said, "It emphasizes the vigorous activity and intense interest on the part of Mr. Burwell in the prevention of loss and damage to freight."

Road's Trucking Service Cited for Safe Driving

THE Milwaukee Motor Transportation Company, a subsidiary of The Milwaukee Road, last month received a second place safe driving award for 1956 from the safety division of the Motor Vehicle Department of Wisconsin. The award was presented for maintaining a record of 0.55 accidents per 100,000 miles of travel, compared with a group ratio of 1.38.

The transport company, whose headquarters are in Portage, maintains a fleet of 19 tractors and 42 trailers in the state. The 21 drivers employed by it had only three minor accidents while traveling 545,000 miles during 1956. Individual "no accident driver" awards were presented to 16 who had accident-free records of from one to six years, and R. R. Miskimins, manager of the company, receiving an engraved plaque. The company also won a second place award in 1951, 1952 and 1955, and a first in 1954.

F. A. Shoulty

FRANK A. SHOULTY, who was superintendent of the car department at Milwaukee Shops when he retired in 1954, died Mar. 31 at Deaconess Hospital in Milwaukee. He was 67 years of age and a veteran of 48 years in railroad service.

Mr. Shoulty, who was a native of Indiana, started railroading there with the Monon. In his early years he also worked for the Illinois Central, the Southern Indiana, and the Chicago, Terre Haute & South Eastern. He was with the latter line when the Milwaukee acquired it in 1921. Through a long apprenticeship in the operating and mechanical departments, he was promoted to car foreman, and later to wrecking foreman and general foreman. He was appointed assistant superintendent of the car department in Milwaukee in 1937, and promoted to superintendent in 1953.

As an active committee worker for the A.A.R., he served 17 years on the Loading Rules Committee and for seven years as chairman of the Special Committee on Forest Product Loadings.

Funeral services were held for Mr. Shoulty in Bedford, Ind. Surviving him are his wife Sallie and three brothers, Otto of Bedford, Claude of West Lafayette, Ind., and Lloyd of Louisville, Ky.



Chief Dispatcher C. D. Emerson (right, center) and Ruby Eckman, chief dispatcher's clerk (far right) conduct a group of visitors through the building. Approximately 500 attended the open house event. (Perry Chief photo)

New Office Building at Perry

by Ruby Eckman

Magazine Correspondent,
Perry, Ia.

A PREVIEW of new Milwaukee Road operations in Perry, Ia., was offered to the public on Mar. 30 when the office building which has been under construction there since last fall was opened for inspection. More than 500 people looked in on the open house, and local business firms sent flowers.

The building, which was designed by the Road's architectural staff, is a fireproof brick structure 66 by 29 feet. The inside walls are finished in glazed tile. Floors in the offices are asphalt tile, and those in the corridors and rest rooms are terrazzo. Ceilings are suspended and covered with acoustical tile of fibre glass. The doors and window sash are steel and aluminum, and illumination is furnished by recessed fluorescent fixtures. Heat will be supplied by two gas-fired forced air furnaces in the basement.

The first floor of the building provides offices for the train dispatchers, the chief dispatcher, and the relay and communications office. The CTC equipment has been installed in an office at the east end of the building. The telephone switchboard will be located in the chief dispatcher's office, and the teletype machines and operator's desk in the relay office. A complete duct system below the floor conceals all communications and power wiring.

Offices of the division superintendent and assistant superintendent will be at the east end of the second floor. The clerical forces will also be housed on the second floor, together with the men's and women's rest rooms. Records and supplies will be stored in the basement area. It is expected that the building will be ready for occupancy May 1.

At the open house, James McClellan, local lineman, explained the operation of various machines, and Assistant Superintendent L. H. Walleen, Chief Dispatcher C. D. Emerson, Agent Bruce DeVoe and Chief Dispatcher's Clerk Ruby Eckman conducted the visitors through the premises. Milwaukee Road souvenirs were distributed to the visiting guests.



Exterior of the new office building at Perry, Ia., which is located east across Second Street from the passenger station. Fireproof construction includes interior walls of glazed tile and fibre glass roof insulation.

• APPOINTMENTS •

Law Department

Effective Apr. 1, 1957:

J. E. Goggin, assistant general solicitor, is appointed general attorney, with offices in Chicago. Mr. Goggin is a native of Chicago who entered Milwaukee Road service as an assistant general attorney in 1946 upon returning from military service. He has been assistant general solicitor since June, 1948.



J. E. Goggin

Operating Department

Effective Apr. 16, 1957:

G. J. Barry is appointed assistant superintendent of the Milwaukee Division First District with headquarters in Milwaukee, succeeding F. E. Devlin. Mr. Barry, who started with the Road in Milwaukee in 1948, has served as trainmaster in Milwaukee and Davenport. Since 1955 he has been assistant superintendent of the Madison Division.

W. F. Plattenberger is appointed assistant superintendent of the Madison Division with headquarters at Beloit, succeeding G. J. Barry. Since starting as a switchman at Savanna in 1941, Mr. Plattenberger has served as trainmaster at Terre Haute, and of the Twin City, Milwaukee, and Chicago Terminals Divisions. He was promoted to assistant superintendent of the Dubuque & Illinois Second District in February, 1956.

K. O. Schoeneck is appointed assistant superintendent of the Dubuque & Illinois Division Second District with headquarters at Dubuque, succeeding W. F. Plattenberger. Mr. Schoeneck has been with the Road since 1937, starting as a switchman in Chicago, where he was later general yardmaster and trainmaster. Since July, 1955 he has been trainmaster of the Idaho Division.

R. L. Martin is appointed trainmaster of the Idaho Division with headquarters at St. Maries, Ida., succeeding K. O. Schoeneck. Mr. Martin, who entered service in 1942 as an operator at Ottumwa, was formerly a train dispatcher and special assistant to general manager Lines East. Most recently he has been trainmaster of the Twin City Terminals.

E. P. Bunce is appointed trainmaster

of the Twin City Terminals with headquarters at St. Paul, succeeding R. L. Martin. Mr. Bunce has been with the Road since 1948, serving as fireman, engineer and special representative to general manager in Chicago. He was appointed trainmaster of the Milwaukee Terminals in March, 1955.

F. W. Deutsch is appointed trainmaster of the Milwaukee Terminals with headquarters at Milwaukee, succeeding E. P. Bunce. Mr. Deutsch started with the Road as secretary to assistant general manager in Chicago in 1953 and most recently has been special assistant to general manager there.

Dividend Paid on Common Stock

A DIVIDEND of \$1.50 per share on the common stock of The Milwaukee Road was declared out of the 1956 earnings at a board of directors meeting in Chicago Mar. 21. The dividend is payable at the rate of 37½ cents per share on Apr. 25, July 25, Oct. 24 and Dec. 24, in 1957, to holders of record at the close of business on Apr. 5, July 5, Oct. 4 and Dec. 6, 1957, respectively, according to an announcement by Leo T. Crowley, chairman of the board.

At a meeting on Feb. 21, the board declared a dividend of \$5 per share on the company's series A preferred stock, payable at the rate of \$1.25 per share on Mar. 28, June 27, Sept. 26 and Nov. 27. A dividend of \$1.50 per share on the common stock was paid Apr. 6, 1956.

ROCKY MOUNTAIN HEADQUARTERS TO DEER LODGE

Plans to consolidate the operations of the Rocky Mountain Division by moving the headquarters offices from Butte to Deer Lodge, as announced in this magazine last November, were completed early in March. Pictured here after the transfer are some of the newly modernized offices in the Deer Lodge passenger station. Above, the general office and its staff, consisting of, from left: Harry Hoyer, chief clerk; Miss Kay Stafford, chief clerk's stenographer; Mrs. Ralph Hodgins, steno-clerk; Gary Broom, secretary to superintendent; Miss Sally Butler, trainmaster's stenographer; Kenneth Dennis, time revisor; Robert Barger, load dispatcher; Mrs. Leonard Courtney, time revisor; and Miss Betty Rice, steno-clerk. At the right, Superintendent S. E. Herzog is shown directing operations from his office; and below, Dispatcher W. F. Stetzner is pictured starting the flow of traffic immediately after the cut-over. Trainmaster G. W. Mealy (center) is shaking hands with Mayor Jens Hanson, who welcomed the new railroad people. The office of the general foreman of substations is also located in the station. Newly constructed quarters at the Deer Lodge shops house the chief engineer, roadmaster, supervisor of signals, general foreman for electrification and chief carpenter and their staffs. (Deer Lodge Silver State Post photos)



QUIZ



(Answers on page 25)

- How many bolts are there in a rail anchor—four, two or none?
- What is a TTX car—a refrigerator car, a trailer train car, or a car fitted for the transportation of automobiles?
- What is the maximum length, height or width allowed for a piece of baggage checked by a passenger for transportation in a baggage car?
- In railway accounting what do the abbreviations "YT" and "WT" stand for?
- What is the length of the new trailer train car designed and built especially for carrying two highway trailers in piggyback operations—55 feet, 65 feet, or 75 feet?
- What is trimmer engine movement—a deadhead trip to the shop, a fast mainline run between terminals, or locomotive switching in a freight classification yard?
- In what time zone is the city of Tampa, Fla.—Central or Eastern?
- How frequently is the Pocket List of Railroad Officials issued—monthly, quarterly, or annually?
- What state has the greatest mileage of narrow-gauge lines—Pennsylvania, Colorado, or California?
- Is a weight detector a device used in freight houses for weighing packages, an instrument applied to locomotives to record impact, or an instrument placed in a hump yard to record the weight of passing cars?

The sign on the door of the dentist's office said, "Be back in a minute, gone after a drink. Dr. Jones."

Directly under it was another sign. It said, "Please take a seat, gone after him. Mrs. Jones."

WITH A "WOODEN LUNG" AND A PRAYER

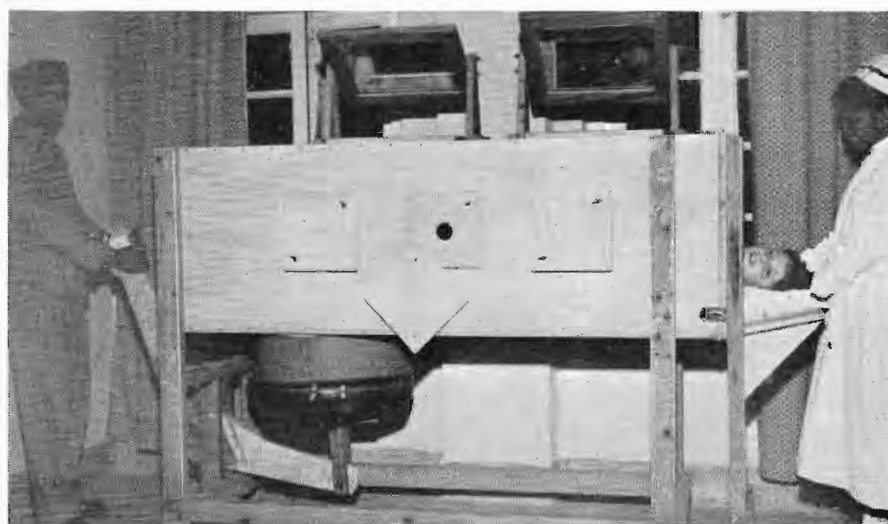
IN A village hospital in northern India, a young American missionary who had been stricken with polio lay fighting for his life. Every breath was measured by a chest respirator flown by the United States embassy from Pakistan, a thousand miles away. Then suddenly a nurse noticed that the patient had stopped breathing—the respirator had failed!

It was a crisis calling for emergency measures, and this is how it was met at Landour Community Hospital on the Tibetan frontier: After the stricken man had received artificial respiration he was placed in a "wooden lung" which Dr. A. Zerine Chapman, resident internist specialist, had improvised from a steel packing drum and other commonplace materials. For the next 12 hours, then, nurses and orderlies took turns hand-pumping the respirator, while Doctor Chapman performed a tracheotomy on the patient and a vacationing physicist from Bombay repaired the commercial apparatus. This took place last summer. Today the polio victim is not only alive, but planning to resume work in the evangelistic field.

Son of Retired Engineer

Doctor Chapman, the medical missionary whose improvised wooden "iron" lung has been saving lives on the Indian mission front, is a son of A. B. Chapman of Seattle, a retired engineer whose long career with The Milwaukee Road included service as office and bridge engineer, engineer and superintendent bridge and buildings, and assistant chief engineer. The 38-year-old physician, who served seven years as a specialist in internal medicine at Hines Veterans Hospital in Chicago after graduating from the University of Illinois medical school in 1943, also worked for the Road during college vacations. His wife is a teacher in the Landour mission school.

The wooden lung was born of necessity in 1954 when three polio patients were admitted to the Landour hospital. At the start it was obvious that one, a young boy, would need a respirator and that precious time must elapse before one could be brought from Delhi many



The wooden lung has to be hand-pumped. The problem of performing a tracheotomy while the last patient was in it was solved by removing the head panel and fashioning a rubber hood to keep the compression consistent.

miles away. Fortunately Doctor Chapman remembered a medical journal article which had described briefly how to build an iron lung, from instructions published in a 1952 *Popular Mechanics*. A prayer was answered when a local school library yielded the issue which contained the complete plans.

In the race with time, Doctor Chapman and two other missionaries, one a former cabinetmaker and the other a physics teacher, worked day and night. The only materials at hand were the steel drum and several planks of green lumber. The large inner tractor tube was a problem, but this they fashioned from two inner tubes vulcanized together. For sponge rubber gaskets they substituted crepe soles from shoes, and in lieu of sash locks or hinges, panels were fastened with screws and wing nuts. In the last five hours before the boy was placed in the lung they worked frantically putting up cracks in the green lumber to make it airtight. After the emergency was over, a lumber firm turned out some plywood for the hospital and the machine was rebuilt.

Since then the lung has been pressed into service many times, for the hospital still does not own a respirator. On a recent trip home, though, Doctor Chapman expressed the hope that it could soon buy one. The cost is about \$2,000, which would cover the purchase price and 100 per cent import duty.



Mr. and Mrs. A. B. Chapman and their sons Kyle W., Vaughn V., and A. Zerine (left to right), pictured when Mr. Chapman retired in February, 1955.



Dr. and Mrs. A. Zerine Chapman

The Chapmans have two other sons in the medical field, Dr. Kyle W. and Dr. Vaughn V. The latter serves as president and director of the World Wide Dental Service while working to establish missionary dental clinics in outposts of the world.

retirements

during March 1957



General Offices—Chicago and Seattle—Including System Employees

BUELTING, JOHN J.
Trav. Accountant Chicago, Ill.
CARROW, WALTER J.
Clerk Chicago, Ill.
NASHEIM, ANNA B.
Clerk Chicago, Ill.

Chicago Terminals

BOROSKI, TOM
Snow Shoveler Chicago, Ill.
BUCHHOLZ, ERNEST
Genl. Car Supvr. Chicago, Ill.
DELANEY, JOSEPH F.
Yard Clerk Bensenville, Ill.
HARWARDT, EMIL J.
Machinist Chicago, Ill.
HERKLOTZ, RICHARD H.
Crossingman Chicago, Ill.
KEATING, CHARLES E.
Spl. Officer Chicago, Ill.
KNAACK, EDWARD J.
Clerk Galewood, Ill.
ROBERTS, WM. R.
Clerk Chicago, Ill.
VALDERAZ, JUAN
Sec. Laborer Chicago, Ill.

Coast Division

BORSHEIM, LOUIS
Sec. Laborer Tacoma, Wash.
CLARKE MELVIN L.
Boilermaker Tacoma, Wash.
COYNE, PAT
Ex. Gang Laborer Seattle, Wash.



"It's from the Treasury Department. They want to know where we got the money to pay our taxes!"

HANSEN, ALBERT B.
Sec. Laborer Tacoma, Wash.
NUNNALLY, LEON E.
Sec. Laborer Beverly, Wash.
RAEDISCH, WALTER J.
Loco. Engineer Tacoma, Wash.
WARREN, JAMES F.
Loco. Engr. Tacoma, Wash.

Dubuque & Illinois Division

AVERY, SIEGEL H.
Crossing man Dubuque, Ia.
CHRISMAN, FRANK
Loco. Engineer Ottumwa, Ia.
DAHMEN, ANDREW B.
Mach. Helper Marquette, Ia.
FREIBURGER, FRANK S.
Crane Operator Dubuque, Ia.
LEWIN, JOHN A.
Crossingman Flagman Dubuque, Ia.
LINK, ANDREW F.
Welder Dubuque, Ia.
PHILLIPS, LINNIE F.
Sec. Foreman Newtown, Mo.
ROBINSON, LLOYD V.
Loco. Engineer Dubuque, Ia.

Hastings & Dakota Division

ANDERSON, HENRY
Loco. Fireman Montevideo, Minn.
DUNLAP, WAYNE D.
Telegrapher Montevideo, Minn.
FLAHAVEN, EDWARD J.
Inspector Aberdeen, S. D.
FOSNES, SIGURD E.
Agent Groton, S. D.
SMITH, ROY H.
Switchman Aberdeen, S. D.
SOPOCI, STEVE
Sec. Foreman Parkston, S. D.
TICKNER, MARTIN E.
Conductor Minneapolis, Minn.

Idaho Division

AMICK, CLYDE
Conductor Spokane, Wash.
HOEHN, IRENE E.
Clerk Othello, Wash.
STAIGER, CHARLES F.
Ex. Gang Laborer Othello, Wash.

Iowa Division

BOYLE, JOSEPH C.
Local Storekeeper Cedar Rapids, Ia.
DRAKA, MIKE
Ex. Gang Laborer Cambridge, Ia.
KENDALL, RALPH J.
Trainman Marion, Ia.
LOPER, HOWARD J.
Yardmaster Council Bluffs, Ia.
PEARCE, OLIVER W.
Loco. Engineer Savanna, Ill.
VRBA, JOHN J.
Stower Cedar Rapids, Ia.

Iowa, Minnesota & Dakota Division

ALBRECHT, GEORGE W.
Loco. Fireman Sioux Falls, S. D.

DAGEL, EARL A.
Sec. Laborer Sanborn, Ia.
HAUGLUM, CARL
Mach. Helper Austin, Minn.
LEWIS, HUBERT S.
Agent & Tel. Madison, S. D.
McMONAGLE, PETER R.
Clerk Sioux Falls, S. D.
STOOPS, LESTER D.
Switchman Sioux City, Ia.
WHITE, ORVILLE R.
Conductor Sioux City, Ia.

La Crosse & River Division

BARTLETT, EDWARD E.
Brakeman Milwaukee, Wis.
CRONIN, MARK C.
Conductor Minneapolis, Minn.
EDWARDS, WM. T.
Engine Watchman Red Wing, Minn.
FREDERICK, PERCY J.
Sec. Laborer Harshaw, Wis.
GRODEVANT, WILLIAM R.
Crossingman La Crosse, Wis.
MOEN, WILLIAM E.
Sec. Laborer Coon Valley, Wis.
RUNO, FRED W.
Sec. Laborer Babcock, Wis.
SAUNDERS, JEWELL B.
Sec. Laborer Sparta, Wis.
SELCHOW, ERNST R.
Sec. Laborer Wisconsin Dells, Wis.
VALIQUETTE, HENRY C.
Conductor La Crosse, Wis.

Madison Division

CONLIN, JOHN F.
General Agent Madison, Wis.
DOOLEY, ARTHUR S.
Loco. Engineer Janesville, Wis.
MORGAN, WILLIAM T.
Crossingman Madison, Wis.
MORICK, WILLIAM W.
Inspector Rockford, Ill.
SNYDER, FLOYD E.
Sec. Laborer Freeport, Ill.

Milwaukee Division

BOWMAN, OTTO Z.
Sec. Laborer Hilbert, Wis.
BREITZKA, PAUL
Loco. Engineer Milwaukee, Wis.
CHAPMAN, WILLIAM C.
Sec. Laborer Sidnaw, Mich.
LUBIN, CHARLES J.
Telegrapher Menominee, Mich.
REFFKE, EDWARD E.
Ex. Gang Laborer Porter, Wis.

Milwaukee Terminals & Shops

DOERING, CHARLES H.
Machinist Milwaukee, Wis.
HAFERBECKER, ERNEST F.
Carman Milwaukee, Wis.
HAWTHORNE, WM. D.
Laborer Milwaukee, Wis.
HEISING, CHARLES A.
Welder Milwaukee, Wis.
JACKSON, FRANK W.
Boilermaker Milwaukee, Wis.

The Milwaukee Road Magazine

KNACK, HARVEY F.
CabinetmakerMilwaukee, Wis.
KRANICH, JOHN
Loco. EngineerMilwaukee, Wis.
KUSSROW, WM. F.
HelperMilwaukee, Wis.
MAHONEY, JOHN J.
SwitchmanMilwaukee, Wis.
MATHISON, SIGWARD
SwitchmanMilwaukee, Wis.
PAPPAS, ANDREW
LaborerMilwaukee, Wis.
SHALLANDA, HENRY F.
CashierMilwaukee, Wis.
SZYMANSKI, STANLEY J.
LaborerMilwaukee, Wis.

Terre Haute Division

GAITHER, BENJ. H.
Loco. EngineerTerre Haute, Ind.
INMAN, MARTIN H.
Loco. EngineerTerre Haute, Ind.
MYERS, JAMES W.
Sec. LaborerTerre Haute, Ind.

Trans-Missouri Division

DAVIS, FRED W.
Train Baggage-manMiles City, Mont.
DUFFIELD, JOHN A.
HostlerBaker, Mont.
LARSON, LOUIS H.
ConductorMobridge, S. D.
LYNAM, JAMES A.
SwitchmanMiles City, Mont.

Twin City Terminals

ANDERSON, FRANK M.
ElectricianMinneapolis, Minn.
GOTTAS, THOMAS J.
SwitchmanSt. Paul, Minn.
GRELL, FRANK
Ex. Gang LaborerSt. Paul, Minn.
HOLDEN, OLE
CarmanMinneapolis, Minn.
MARSH, VYRLE F.
Chf. Sta. Engr.Minneapolis, Minn.
POLLOCK, VICTOR F.
Ex. Gang LaborerSt. Paul, Minn.
RITTER, GUS
B&B CarpenterMinneapolis, Minn.

"ALL ABOARD, get your gang together and let's be off", suggested an article about the current popularity of group travel in a recent issue of "Woman's Day", the A&P monthly. "The kids . . . have been going in for travel outings for a long time", it said. "Seniors in some high schools plan a class trip as the first order of business, hoping money-making projects will have the excursion paid for by Commencement Day. A school band which does well may be rewarded with a trip. In the Midwest, maybe one of the Milwaukee Road's popular 'mystery trips'. The destination is absolutely top-secret, as far as the students are concerned, until the train is rolling."

The group referred to is the 100-piece Blue Island Community High School Band of Blue Island, Ill. As a graduation treat in 1955, members had a two-day outing at the Wisconsin Dells and last year a four-day trip to Sault Ste. Marie and Mackinac Island.

April, 1957



SONS of Milwaukee Road employes
may apply now for the

1957 J. T. GILLICK SCHOLARSHIPS

• • •

1st AWARD

entitles the qualified and accepted applicant to a

\$600.00 ANNUAL SCHOLARSHIP

for four years, or a full tuition scholarship, whichever is greater, in an undergraduate school at an accredited university or college of his choice.

2nd AWARD

entitles the qualified and accepted applicant to a

\$300.00 ANNUAL SCHOLARSHIP

for four years in an undergraduate school at an accredited university or college of his choice.

These scholarships are sponsored by THE MILWAUKEE ROAD.

Sons of Milwaukee Road employes and sons of deceased or retired Milwaukee Road employes are eligible to apply for a J. T. Gillick Scholarship, provided the parent did not receive in excess of \$7,200 as compensation from the railroad company in the 12 months last past, and has worked for the railroad for two (2) years.

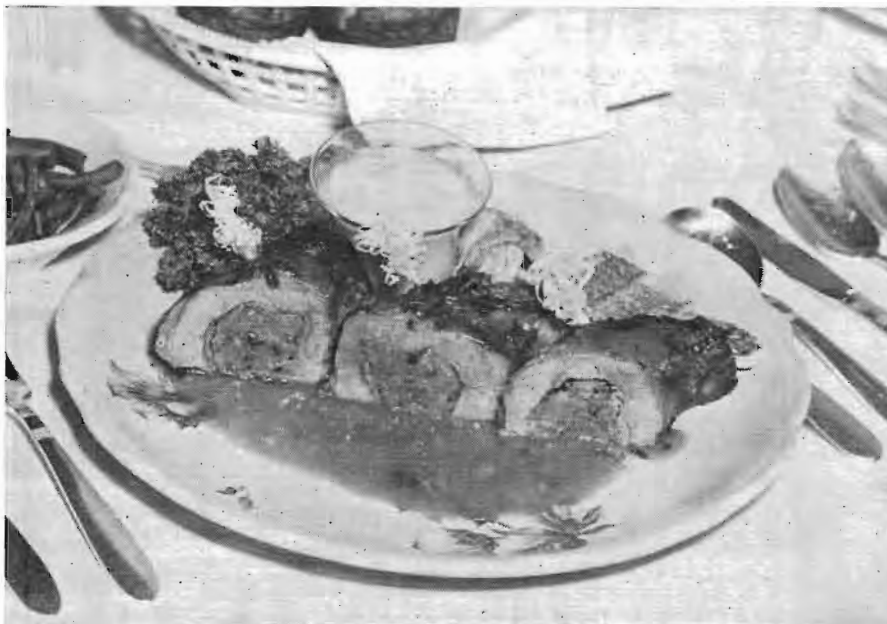
Applicants for a J. T. Gillick Scholarship who plan to enter college as freshmen for the fall 1957 term must have their completed applications filed not later than **June 30**.

APPLY NOW for application forms.

Full details about eligibility requirements and conditions under which the award will be granted will be furnished to each applicant. All requests for application forms should be addressed to:

MR. C. WM. REILEY, Chairman
J. T. Gillick Scholarship Committee

356 Union Station Building • 516 West Jackson Blvd. Chicago 6, Illinois



Stuffed pork tenderloin roll, tenderly crusted and served with Swedish applesauce; incredibly good with young stringbeans, potato baked in foil, and muffins. There is a choice of salad.

A DINING CAR TREAT TO MAKE AT HOME

Stepping out of their customary roles, Marie Hotton, who edits the Magazine's "All Around the House" department, and Photographer Lou Bryk of Chicago pose as travelers, approving dinner orders of baked pork tenderloin being served by Waiter A. J. Cole aboard the City of Portland. (The approval, incidentally, was not a pose.—Ed.)



MILWAUKEE ROAD dining car chefs have a tantalizing way with pork tenderloin. They slit and flatten it with a cleaver, stuff it with a dressing of bacon, vegetables and crackers, and serve it forth with a fillip of applesauce seasoned daringly with horseradish. During the roasting, the juices of the meat are captured and held suspended in the season-rich dressing. The blend of flavors produces a state of harmony that appears to be almost every traveler's idea of the sublime in dining car food.

"Baked Stuffed Pork Tenderloin with Swedish Applesauce" has been popular with travelers on "City" trains ever since it was introduced by the Road's dining car department on the City of San Francisco late in 1955. Stewards report that many women ask for the recipe. Hearty and filling, it has a great appetite appeal for people who relish good "meat and potato" fare. The recipe was a culinary inspiration of Dining Car Inspector H. H. Ruble. Mr. Ruble, who served a long apprenticeship with the dining car and hotel department of the Union Pacific before joining the Milwaukee Road staff, has trained under many fine chefs and hotel stewards.

The dish has a distinctly "party" look which makes it a good choice for a company dinner. To duplicate it at home, some time can be gained by preparing the dressing the day before and refrigerating it in the foil in which it is baked until ready to use. The recipe is then quick to follow, and a cinch to provoke compliments for the cook. The sauce, incidentally, is good with game as well as pork. Here's how to make both:

Trim the outer membrane of a 3 to 4-pound pork tenderloin and split it lengthwise, cutting almost entirely through. Spread

open and flatten lightly with a mallet.

The Dressing: Dice 4 strips of bacon very fine and sauté (do not brown) in a heavy pot. Next, put through a meat grinder 1 medium green pepper, 1 medium onion, $\frac{3}{4}$ cup of celery and $\frac{3}{4}$ cup of carrots, and 1 tbsp. chopped parsley. Sauté the vegetables in the bacon until they are tender. Then put through the meat grinder 4 cups of saltine crackers, to which add 2 cups of milk and 2 eggs. Season to taste with salt, pepper and poultry seasoning and add to the vegetable mixture. Mix well, wrap in aluminum foil and bake 45 minutes. (The preliminary baking makes the meat easy to slice.)

Now place the dressing in the center of the flattened tenderloin and shape into a roll, securing it with toothpicks. Place in a roasting pan with a bouquet of vegetables—carrots, onion and parsley stems. Dust with salt and pepper, baste with butter and brown quickly. Then reduce the oven heat and roast slowly.

When the meat is done, remove it from the pan and proceed to make the gravy thus: Add flour to the pan roux of vegetables and meat drippings, cook for several minutes, and thin with a good stock or bouillon. Taste for seasoning, and strain.

To serve, cut the tenderloin crosswise in slices about $\frac{3}{4}$ -inch thick. Place on a hot plate and top with gravy. Remove the toothpicks, replacing them with toothpick frills, and garnish with toast triangles and sprigs of parsley. Serve with Swedish applesauce.

Swedish Applesauce

- 1 cup strained applesauce
 - 2 tbsps. prepared horseradish
 - $\frac{1}{2}$ cup ready whip cream
- Mix well and chill before serving.



FOR THE CHILDREN, MAY BASKET COOKIES. The hanging of May Day baskets on the doors of friends' homes is an age-old custom that children today continue to enjoy. Filling them will be a treat for youngsters who make these CHOCONUT TURTLES—no fussy baking is required of the young cooks. Take 2 (5 oz.) bars milk chocolate, 100 pecan halves and 25 vanilla wafers. Melt the chocolate to a smooth paste. For each cookie arrange 4 pecan halves, rounded side up, on waxed paper in a four-leaf clover pattern. Place a teaspoon of chocolate in the center and top with a vanilla wafer. Frost with another spoonful of chocolate. The baskets may be small cartons covered with colored paper, left-over wall paper or fancy wrapping material. (American Institute of Baking)

For Garden Success, Apply Plant Food Early



FEW GARDENS have soil so rich that no added plant food is required, but with the improved plant foods now available, fertility need not be a problem.

The heaviest application of plant food should be made at the beginning of the season, and here commercial plant food has a distinct advantage. It is available to plants at low temperatures and will stimulate growth during the cool weather. Organic plant food has to be broken down by bacteria before the plants can use it, and this requires a temperature of at least 70 degrees.

Four to six pounds of balanced plant food mixture to each 100 square feet of area is sufficient for most gardens. If during the growing season plants show signs of deficiency, this can be corrected. Deficiency symptoms include the following: When leaves turn light green or yellow, but do not fall off, nitrogen is lacking. When leaf margins brown, es-

pecially the lower leaves, potash is needed. Plants stunted in growth generally need more phosphorus.

To get the most out of plant food, the following methods of application are recommended: (a) On soils which are acid, testing below pH6, plant food should be concentrated in bands or pockets, not touching plant roots but within easy reach. (b) On sweet soils, testing above pH6, spade plant food thoroughly into the soil, evenly and deeply.

To apply the first method, stretch a line to mark the row in which seeds are to be planted. Then, not less than two inches away on either side, make a furrow four inches deep. Pour plant food into each furrow at the rate of one pound (or pint) for 50 feet, and cover it with earth. Then proceed with planting as usual.

Backyard gardeners, whose enjoyment of their hobby is tempered by their sus-

ceptibility to insect bites, will be interested in the news that the best all purpose insect repellent yet to be developed will be put on the American market this spring. The lotion, a product of research by the United States Department of Agriculture, successfully defends against attacks by mosquitoes, chiggers, ticks, biting flies and fleas. In addition to providing long-lasting protection for outdoor laborers and sportsmen, its pleasant feel should recommend it to picnickers.

The repellent is an organic chemical, diethyl toluamide. While the chemical is not new, its promise as a repellent was unknown until recently. It can be applied safely to the skin or to any animal fiber. "Wipe tests" show it to be at least twice as long-lasting as the next best repellent. Under normal conditions, one application should give protection for several hours.



An embroidery hoop is useful to hold stained fabric taut when water must be poured from a height. Place it over a bowl.

Stain Removal—from A to C

KNOWING how to remove stains from clothing and furnishings, *and tackling them promptly*, can save many budget dollars. Most stain removal formulas apply to white cottons or linens and must be tempered for delicate or synthetic fabrics, or for colors that require warm, rather than hot, first aid. Common sense, however, is the best guide. Fabrics that are sensitive to hot temperatures should not be treated with boiling water, even when that is the specified remedy.

Here is a chart to serve as an alphabetical guide through the most usual stain crises. Concluding directions will appear in the May issue of the Magazine.

Adhesive Tape: Apply kerosene, then wash in hot suds.

Alcoholic Beverages: Sponge with cool water promptly, then wash in hot suds. For old stains on white cotton or linen which have turned brown, use a weak solution of household bleach and re-laundry.

Ballpoint Ink: Remove stain with carbon tetrachloride, wash immediately in warm suds.

Blood: Sponge with cold water while fresh, or soak in cold water until stain is light brown. (Hot water sets the stain.) Wash in warm suds and rinse. If it persists, soak briefly in a weak solution of household bleach and re-laundry.

Candle Wax: Scrape off excess. Place spot between white blotters and press with a hot iron. Then rub with cold

lard or turpentine and wash in warm suds.

Cheese: Scrape off excess. Then sponge with cool water and wash in hot suds.

Chocolate and Cocoa: Wash in hot suds. Treat any remaining stain with a weak solution of household bleach or hydrogen peroxide and re-laundry.

Cod-Liver Oil: Sponge with glycerine or carbon tetrachloride, rub lightly and rinse well. Then launder in warm suds. Old stains are almost impossible to remove.

Coffee and Tea: Pour boiling water from a height of 3 or 4 feet through stained fabric stretched taut over a bowl. Wash thoroughly in hot suds.

Egg: Scrape off excess; soak in cool water, then wash in warm suds.

Fruits: Methods are the same for cooked and fresh fruits. Dry stains are hard to remove, so get at them quickly. Sponge peach, pear, cherry and plum stains with cool water and rub lightly with glycerine. After a few hours apply a few drops of vinegar, rinse away after a few minutes, then launder in warm suds.

For other fruits, stretch the stained fabric taut over a bowl and fasten with an elastic band or string, or place it in an embroidery hoop. Next, pour boiling water through the stain from a height. Then launder in suds as usual. (*The Cleanliness Bureau*)

... HANDYMAN HINTS

FRESH outside paint jobs sometimes attract flies and other insects which leave their marks on the new surface. To help curb specks on fresh paint, add two tablespoons of oil of citronella to each gallon of house paint. The oil makes an excellent repellent.

Sponges will do a multitude of household jobs, and with proper care will give good service. When buying sponges, check the label and make a note of the kind you get. If cellulose, avoid using bleach, and wash often. To sterilize, boil three to five minutes in a solution of one quart of water and one tablespoon baking soda. Clean vinyl sponges by squeeze-rinsing in a solution of mild

soap, synthetic detergent, bleach or household ammonia.

To repair a loose rung, slat or leg in a rickety chair or table, remove from the socket and sand or file off the glue on the end and in the socket. Apply new glue to the end of the rung and in the socket, then reassemble. Using heavy cord, loop a tourniquet clamp around the legs and cinch it tight until the glue dries. Folded newspaper placed between the cord tourniquet and the legs protects the finish from scratching.

WHEN planning a kitchen remodeling job, estimate the space for a table and six chairs as an area six-and-a-half by



eight feet. A four by five-and-a-half foot area is needed for built-in benches or a table to seat four persons.

Keeping paint off the glass is hard when painting windows or storm sash. A good glass guard is a piece of slat cut from a venetian blind. It hugs the glass, preventing the brush from splattering and dragging paint on it. Always run paint about one-eighth inch onto the glass to seal the glazing from moisture.

(*Better Homes & Gardens*)

The Milwaukee Road Magazine

Off Line Offices

WINNIPEG, MANITOBA

Ray West, chief clerk in the office of the general agent at Winnipeg, has been elected president of the Winnipeg Passenger Club. He is the third member of the Road's Winnipeg staff to be named to the post. The others who have served in that capacity are J. H. Bradley, general agent (1938), and Robert Moreland, traveling freight and passenger agent (1947). Mr. West started his service with the Road in the Winnipeg office as a steno-clerk in 1947 and was promoted to chief clerk in October, 1948.



Ray West

Milwaukee Division

SECOND DISTRICT

F. F. Gotto, Correspondent

Traveling Engineer W. A. Hisman and Mrs. Hisman are the parents of a girl born Mar. 2. Conductor R. W. Cariveau and wife also welcomed a daughter recently.

Emil Amenson of the car department retired Mar. 29 after 40 years of service.

John Landry, night yardmaster, has taken a leave of absence because of his health and has gone to California. His job is being filled by Roland Tracy, former switch foreman.

Fred Lemerond and Stanley Cieslewicz of the car department are back on the job after vacationing in Arizona. Engineers Elmer and Lud Hansen are working again after taking a trip to Texas and other points south.

On Mar. 25 the annual safety meeting for all railroad men in the Green Bay area was held at the Green Bay Vocational School. R. Shauvel, chief rules examiner of the North Western Railway, was the principal speaker. J. Arnold Long, chairman of the Brown County-Green Bay Safety Council, also gave an interesting talk. A film, "One Minute Past Four", supplied by The Milwaukee Road, was shown.

At a luncheon of the Green Bay Traffic Club on Mar. 26, J.A. Jakubec, general superintendent, Milwaukee, was on hand to explain the operation of the Air Line Yard in Milwaukee, and a film of the

yard was shown. It was very interesting, and we received favorable comments from the various industries in Green Bay who attended.

John F. Fredrickson, former telegraph operator, passed away Mar. 19.

Word has been received here that Retired Superior Division Conductor Wallace W. Pritchard passed away in his sleep at his home in Sumner, Wash., on Feb. 20. He was 86 years old. Mrs. Pritchard died on Mar. 24. The Pritchards lived at Channing, Mich., for many years before moving to the west coast in 1949.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Agent A. D. Campnell of Morton Grove has returned to the North after a winter in the Florida sun and expects to resume work this month.

We hear that Agent Doris Oskins of Caledonia has resumed work after recovering from an operation.

Assistant Superintendent F. E. Devlin has been transferred to Des Moines as general manager of the Des Moines Union Railroad.

Operator L. D. Gildon of Glenview, who is on vacation this month, planned a trip to New Orleans with his wife.

William C. Selig, second highest engineer in length of service on the Milwaukee Division, celebrated his 70th birthday on Mar. 8. He started with the Road in 1902, shortly after his 15th birthday, working as an engine watchman at Deerfield. In 1905 he became a fireman and in 1909 was promoted to engineer. He will celebrate his 55th anniversary of service on May 15. At present he is the regular engineer on the Healy switch job. Mr. Selig is an active brotherhood member and has held office as first chief engineer of Division 575 of the Brotherhood of Locomotive Engineers. He and Mrs. Selig have five daughters and nine grandchildren.

Madison Division

FIRST DISTRICT

J. W. Lofton, Correspondent
Yard Office, Janesville, Wis.

H. A. Brice, conductor on the R.S.W. extra, and wife are home after a six-week tour of the Southwest. En route to Los Angeles they saw the Grand Can-



IN THE NAME OF BROTHERHOOD. H. E. Little, retired Milwaukee Division conductor, shown last month at a meeting of Green Bay Lodge No. 44 of the Brotherhood of Railroad Trainmen as he received a 50-year membership pin from F. S. Shutuck, secretary of the general Chicago committee. Others are, from left: Manuel Falk, switch foreman at Green Bay Yard, who is president of the local lodge; Ed Millard, way freight conductor, who received a 15-year pin; Al Jeffers, Milwaukee Second District conductor, who was also presented with a 50-year pin; and (at rear) C. W. Hull, retired Green Bay & Western conductor and former secretary of the local organization. Mr. Little, who was 75 last month, has served the B. of R.T. in many local offices. (Green Bay Press-Gazette photo)

H. E. Niksch

HAROLD E. NIKSCH, who was a well known member of the mechanical department when he left this road in 1947 to enter the employ of the Elgin, Joliet & Eastern, passed away on Mar. 11, following a short illness. At the time of his death he was superintendent of motive power and equipment for the latter company. Mr. Niksch was born in Harvey, Ill., in 1903 and entered Milwaukee Road service shortly after graduating from the Armour Institute of Technology in 1923. Starting in the test department, he spent his early years with the Road in the office of the superintendent of motive power and later on the force of the auditor of investment and joint facility accounts. He had been promoted to special representative to chief operating officer when in 1943 he was appointed master mechanic of the La Crosse & River Division. He was later master mechanic of the Chicago Terminals and the Terre Haute Divisions, and was serving in that capacity on the Hastings & Dakota at Aberdeen, when he resigned in 1947 to go with the EJ&E. As a member of various locomotive maintenance and mechanical societies, Mr. Niksch was chairman of the nominating committee of the Chicago Railway Diesel Club and of the executive committee of the Western Railway Club. He was also active in civic and fraternal work at Joliet, Ill., serving as social chairman of Kiwanis and first vice president of the Joliet Shrine club.

yon, the Painted Desert and the Petrified Forest. They didn't enjoy much of the California sunshine though, as they were there when that once-in-a-lifetime snowstorm blew into L. A. Their return trip included Phoenix, Tucson, Yuma and the Imperial Valley.

Stan Hanson, yard clerk, along with his wife and two daughters, visited Mrs. Hanson's parents in St. Petersburg, Fla. A nice tan was evidence of the 70 and 80 degree temperatures they all enjoyed. The beautiful Cypress Gardens were included in their tour of interesting sites, along with some of the training games of the Braves, Cardinals and Yanks.

Sympathy was extended to Raymond Dowd, demurrage clerk, on the death of his sister, with whom he had made his home for many years.

At this writing Al Hunter of the car department, who has been ill for several months, is still away from the job.

Conductor Jesse G. Taylor of Madison last month received his Silver Pass.

John L. Bauer, retired Elkhorn, Wis., dispatcher, died Feb. 4 in a hospital at Kenosha, Wis., following a heart seizure. He was stricken while driving to Kenosha to visit a granddaughter. Mr. Bauer

was born in Juneau on Dec. 12, 1881 and spent his youth in Watertown. He began his apprenticeship as a telegrapher in 1900 with the Milwaukee and St. Paul Railroad at Petersburg, N. D., and later worked at Northbrook, Des Moines, Sioux City, Chicago, Beloit and Janesville. He had been retired since Aug. 1, 1950. Surviving are his wife Jennie, two daughters, Mrs. John Connolly of Chicago and Mrs. Leonard J. Lightfield of Elkhorn, the latter the wife of the Road's former city passenger agent in Beloit; nine grandchildren and 17 great-grandchildren.

Milwaukee Shops

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

H. J. Montgomery, Correspondent

On Mar. 27, Lou Howell, steamfitter foreman of the locomotive department, was the honored guest at a retirement party tendered by some 100 active and retired officials, fellow steamfitters, and other associates in various departments at Milwaukee Shops and on the railroad. The party was held at the Ambassador Hotel and supervised by a committee composed of G. V. Ireland, C. E. Wellnitz and W. J. Weingart. Featured were magic tricks by Moco the Great—C. F. Wellnitz, electrical foreman of the locomotive department—who held the group spellbound as he performed the great needle and thread trick made famous by Harry Houdini. Master of ceremonies was F. W. Bunce, chief mechanical officer, and speakers were John Bjorkholm, retired superintendent of motive power; Ralph Hempstead, retired master mechanic; Glen V. Ireland, general storekeeper; and F. A. Upton, superintendent of motive power.

During his career, Lou Howell worked for 15 different railroads, for a total of 49 years and nine months, of which 44 years were spent with the Milwaukee. He has been steamfitter foreman since 1929, during the period which witnessed the turnover from steam to diesel. J. C. Soltis, lead foreman from Seattle, was introduced at the party as his successor. Retired officials who were present included, among others, A. G. Hoppe, H. G. Miller, Oscar Finley, Walter Bates, E. Muster, N. Nielson, E. L. Grote, S. Einarson and E. Peters. A substantial purse and a scroll bearing the names of all present were presented to Mr. Howell. Mrs. Howell, the former "Mert" Pershing, is retiring on Mar. 29, after 39 years of service with the Road's telephone switchboard department. The couple's plans call for an extended tour to the west coast.

Mr. and Mrs. H. W. Klatte were among the first local people to go on a railroad tour from Milwaukee to Mexico

this spring. The tour was arranged by Agent Grenning of Rondout. L. P. Tarrence of the mechanical engineer's office, and Mrs. Tarrence took the same trip a week later and verified its wonders. Their "glow" was not from a sun lamp, either.

"Cal" Witter, machinist apprentice, has returned to the diesel house after spending three months learning the tricks of the drafting trade.

The Bentz Tavern team leads the Marino 900 league at this writing, by seven and a half points, with three nights to go. Your correspondent is No. 3 man on the squad, holding a 182 average.

A Gold Pass has been issued to Arthur Lang, machinist in the locomotive department. J. F. Kornfehl, machine shop foreman, and J. J. Rewolinski, car inspector, were presented with Silver Passes.

Coast Division

TACOMA

E. L. Crawford, Division Editor
c/o Agent

Tacoma is celebrating the 24th annual Puyallup Valley Daffodil Festival—Parade Day—Apr. 13. Theme of the 1957 festival is "Melodies in Daffodils." Ed Sullivan advised the committee that he would be happy to give the event recognition on his Apr. 21 show. The estimated number of viewers is 30 million.

Chief Dispatcher N. C. Grogan, who recently underwent surgery, is reported to be doing very well.

Mrs. Ruby Tiffany, stenographer in the chief dispatcher's office who has been absent on account of illness, is being relieved by Mrs. Caroline Jensen.

Mrs. Helen Ivory, outbound revising clerk, is the newly elected president of the Tacoma Women's Traffic Club.

Mr. Dolle is proud of another new grandson "Dennis Michael," born Mar. 18 to Mr. and Mrs. Theodore Johnson. He was welcomed by a brother, Tommy, and a sister, Darlene.

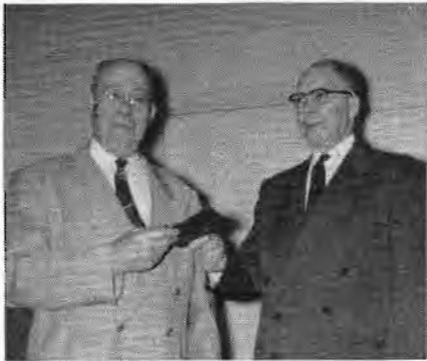
Alexander W. Gair, retired conductor, passed away Feb. 21. Mr. Gair started with the Road in 1906 as a brakeman and was for many years a conductor on the National Park Line, formerly the old Tacoma Eastern. He retired Apr. 29, 1944.

Mrs. Henry Steimann, wife of Engineer Steimann, passed away last month.

A Certificate of Recognition was presented Mar. 27 to Conductor G. L. Cross in acknowledgment of his retirement after 47 years of service with the company.

Nothing deteriorates a car as fast as a neighbor's buying a new one—Changing Times

The Milwaukee Road Magazine



FOR A HALF A CENTURY. Yard Conductor A. C. Palmer of Tacoma (left) accepting from Idaho Division Superintendent J. T. Hansen the Gold Pass issued to him last month in recognition of 50 years of service. Mr. Palmer was born in Doland, S.D., in 1888 and started his service with the Road on Lines West in 1907. He has four sons and six grandchildren. Son Harold is also a yard conductor.



FAMILY VACATION. A tourist party composed largely of Milwaukee Road people in the vicinity of Milwaukee, visits the great cathedral of Mexico City, second largest Catholic church in the world. The Milwaukee Road contingent consisted of Miss Irma Knoll, secretary to assistant superintendent of the Milwaukee Division; Mrs. John Morrissey, wife of goggle repairman; Marshall Borchert, retired engineer, and wife; Engineers Walter Bergemann and Tony Lukes and their wives; Herman Klatte, assistant AAR lead clerk, and Mrs. Klatte, switchboard operator; W. C. Lummer, district storekeeper, and wife; Edward TeBrake, retired shop employe, and wife; sisters Maleta and Ruth Brimmer, clerks at Milwaukee Shops; and Matt Grenning, agent at Rondout, and wife. Agent Grenning served as tour director. The party's itinerary included, in addition to the Mexican capital and its environs, stays in Cuernavaca, Taxco, Puebla and Acapulco.



KOREA SAILING. Against the backdrop of a Tacoma skyline, Clayton Severson, relief clerk at Montevideo, Minn., wishes his son James Godspeed as the latter embarks for military service in Korea. James is known in Milwaukee Road golfing circles as low score man of the employes tournament held last September at the Mohawk Country Club near Bensenville, Ill. Not being an employe, though, he was not eligible for the trophy.



RECEIVES SILVER PASS. The March meeting of the Railroad Agents and Station Employees Association, which was held at the Swedish Glee Club in Waukegan, Ill., was eventful for the presentation to C.A. Kranz, yard clerk at Rondout, Ill. (second from left), of his Silver Pass as a memento of 45 years of service. His comrades in arms here are, from left: L.R. Rosenbaum, agent at Sturtevant who is president of the employes association, H.L. Martin, chief train dispatcher, Milwaukee, and Agent M.A. Grenning, Rondout.

QUIZ answers

1. None.
2. Trailer train car.
3. 72 inches.
4. Yard switching track; way switching track.
5. 75 feet.
6. Locomotive switching in a freight classification yard.
7. Eastern Standard Time.
8. Quarterly.
9. Colorado.
10. An instrument in hump yards to record the weight of passing cars.

FIFTY YEARS AT MILWAUKEE SHOPS. Two veterans of 50 years of service at Milwaukee Shops are congratulated upon receiving the Gold Passes which marked their half century anniversaries. From left: Carman Ben Lapama, J.J. Drinka, shop superintendent of the car department, Carman John Orgon and Tinshop Foreman John Duty. Both men have worked side by side throughout their long service.



L & R Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

On Mar. 23, Agent W. J. (Babe) Hayes of Portage was honored at a retirement party given at the Elks Club. The features were a turkey dinner and entertainment by the Sweet Adeline singers. Speeches were in order from our mayor, Arthur Swanson, Doctor Henney, Babe's family physician, and John Elfelson, retired signal supervisor; also from Martin Garelick, superintendent of the Milwaukee Division, Chief Rules Examiner A. J. Farnham of Milwaukee, and many other friends of long standing. R. R. Miskimins of the Milwaukee Motor Transportation Company was toastmaster. Railroad associates and friends presented Babe with a wrist watch, and the Manley Sand Company, one of our local industries, gave him an electric drill outfit. A brief sketch of Babe's 44 years of service shows that he started as a telegrapher in 1913 and continued in various capacities such as clerk, ticket seller, cashier and train dispatcher until he became agent at Portage 10 years ago. Serving in World War I with our Portage Company F, Third Regiment, he saw a good deal of action as a liaison officer in the Signal Corps. Willard R. Smith is the new agent at Portage, coming from Rio, Wis.

After a long illness, Section Foreman Val Bescup, 55, passed away at Portage

Mar. 23. Surviving are his wife; three sons, William and Robert of Portage, and Kenneth, who is with the Air Force; three sisters, two brothers and five grandchildren. Val was noted for his good nature and his readiness to go over his section at any time, day or night. Burial was at Portage.

Conductor Lester H. (Heinie) Reif, 57, passed away suddenly at Portage Mar. 23. He was a 32-year veteran in train service, and we will miss his energetic manner and able handling of his work. Surviving are his wife; two sons, Reverend Gordon Reif of Mediapolis, Ia., and Stanley, who is with the Army at Fort Bliss, Tex.; a daughter, Mrs. Lange Spicer of Marcellon; and his mother at Portage.

Locomotive Engineer Edward Bartlett, who makes his home in Milwaukee, was presented last month with a Gold Pass. A Silver Pass was issued to Albert Tickler, machinist at the Tomah shops.

THIRD DISTRICT

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

Conductor Bert Leney is in line for congratulations—a granddaughter, Sara Ann.

Percy J. Fredrick, section laborer at Tomahawk, retired Mar. 29. He and Mrs. Fredrick will continue to make their home at Harshaw, where they operate a small farm. Raising rabbits is a hobby of Percy's, and he is looking forward to more time for his favorite sport—fishing.

The March meeting of the Women's Club, held at the YWCA in Wausau, featured decorations in keeping with St. Patrick's Day. Mrs. Norman A. Krueger was welcomed into the membership.

Conductor William P. Fredrick, a veteran with 49 years in train service on the Third District, died suddenly Mar. 18 at New Lisbon, while preparing to go out on his run on the Valley Hiawatha. Funeral services were held in the Methodist church at Minocqua, with Masonic graveside rites. Immediate survivors are his widow, two sons and a daughter, the latter the wife of Conductor Clyde Bosacki.

The vacation of Conductor and Mrs. Vic Robison was a leisurely trip to California, with Tucson one of the prolonged stops.

I M & D Division

MASON CITY AREA

Contributed by Sophia P. McKillip

R. J. (Bobby) Graen, for several years agent at St. Olaf, took up duties at Parker, S. D., on Mar. 15. His wife and three sons moved there Apr. 1.

Henry Kruse, retired B&B foreman on the former I&D Division, died Mar. 5 at Prairie du Chien. He made his home at Farmersburg and was 78 at the time of death. He was the father of H. H. Kruse, formerly of the I&D and now chief carpenter in Minneapolis.

A Silver Pass was issued last month to Elias Kelroy, Mason City engineer, for 45 years of service.

Mason City Chapter of the Women's Club has elected the following new officers: Mrs. Al Kirby, president; Mrs. Otto Werner, first vice president; Mrs. Herman Quandahl, second vice president; Mrs. W. K. Peterson, recording secretary; Mrs. Dick Postma, assistant recording secretary; Mrs. R. L. Goltz, corresponding secretary; Mrs. C. S. Pack, treasurer; and Mrs. Ralph Joynt, historian.

The club has been holding potluck suppers every month and, after the business meeting, playing bridge, canasta and whist. Good crowds are attending and having a fine time.

Agent A. M. Choate of Nora Springs, who was in a Mason City hospital, has returned home and is progressing well. E. L. Pommer is relieving at Nora Springs at this writing.

Agent P. G. Bowers of Clear Lake and his wife have returned from a vacation in New Orleans.

C. E. Hallman, conductor on Nos. 163-164, Austin-Mason City, retired Mar. 30.

E. F. Young checked in last month as agent at St. Olaf.

Conductor J. P. Hogan of Mason City was presented last month with a Gold Pass.



A group of celebrants at the retirement party held last month at Portage, Wis., in honor of Agent W. J. Hayes. From left: Milwaukee Division Superintendent Martin Garelick; A. J. Farnham, chief train rules examiner, Milwaukee; Mr. and Mrs. Hayes; and R. R. Miskimins, manager of motor transport for The Milwaukee Motor Transportation Company, a Milwaukee Road subsidiary. For details, read the column of Magazine Correspondent K. D. Smith

H & D Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

"Debra Kay" arrived at the home of Louis Mack, swing assistant chief operator, on Mar. 18. This makes the third daughter for the Mack family.

A daughter, "Cindy Sue", was welcomed last month at the home of Ray Ellsworth, claim adjuster at Aberdeen. She has two brothers.

D. F. Fredenbach has bid in the second trick dispatching job at Montevideo. Don has worked at Monte on the Aberdeen-Monte swing job, and more recently at Perry.

Engineer John Weist and wife have returned to Aberdeen after spending about three months in Florida to escape the South Dakota winter.

At this writing Mrs. Mervin Nimbar, wife of first assistant chief operator, is in St. Luke's Hospital in Aberdeen. The wife of Conductor Carl Oswood is also ill.

Scoop! Dispatcher Fred Harvey has been elected commander of the local American Legion Post for the second consecutive term.

Assistant Engineer F. L. "Ted" Striabel was appointed assistant engineer at Deer Lodge effective Apr. 1. He was honored at a farewell dinner and presented with a deer rifle.

John Achtein, train baggageman at Aberdeen, has been presented with a Silver Pass for 45 years of service.

EAST END

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

Engineer George Sproat and his wife have been enjoying a wonderful vacation in Bradenton, Fla., as guests of John J. Quinn, general manager of the Milwaukee Braves. Some years ago the two men became acquainted due to a mutual interest in baseball and the friendship has grown through the years. After seeing over 20 exhibition games, George is now able to talk baseball with gusto.

The Lawrence B. Reeves are back from a visit in St. Petersburg with all of the transplanted H&D folks in that southern city.

Brakeman Tom Darrington reports the arrival of his first youngster, Shayne Marie. Clerk J. B. McKeown at Milbank has a new son.

L. E. VanHorn has bid in the position of agent at Wegdahl, Minn.

Brakeman Micheal Darrington, who is serving in the Navy, was married recently to Bettilou Holian while he was home on leave.

Fireman Henry Anderson and Operator W. D. Dunlap have retired.

HALF-CENTURY STATUS



Four Mason City engineers who have reached the 50th anniversary of Milwaukee Road service display the Gold Passes presented to them in recognition of their half-century status. E. A. Walter (left), who is new to the ranks of the 50-year vets, is comparing the score with W. E. Barr (center) and Louis Walter, a brother; and W. T. Blackmarr is showing his pass to Mrs. Blackmarr, who is also a beneficiary of the "lifetime" pass privilege. Mr. Barr, a former engineer on The Sioux, is retired. The Walter brothers are still going strong on Nos. 62 and 63 west of Mason City, and Mr. Blackmarr, a veteran of the construction of the Black Hills line, is currently in Mason City yard service. (Mason City Globe-Gazette photos)



Fred Burdick, retired engineer, and his wife have sold their home in San Diego and bought a smaller one up the mountain at Alpine. It sounds mightily restful when they tell how the rabbits and squirrels and quail come to feed in their back yard.

Louis Fillmore, engineer who retired in 1937, died recently at the age of 91.

Conductor John Sedgwick was hit by an auto recently while crossing a street in Minneapolis, and suffered several broken bones in the mishap.

Chippewa Lodge No. 764 of the B. of R.T. celebrates its 50th anniversary on Apr. 7 with a dinner and program. This column is being written before the event, so we can't give you coverage.

Mark Sutton, former dispatcher at Montevideo, has bid in at Dubuque, and Paul Haling has transferred to the Terre Haute Division.

We regret having reported in the March Magazine the death of Emil Baun, as section foreman at Granite Falls. Since then it has come to our attention that the section foreman at

that point who passed away was Emil Anderson.

Two of our retired employees passed away recently, Anton Nelson, former baggageman, and Victor Anderson, former engineer.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Superintendent, Spokane

R. E. Joiner, retired chief dispatcher, and Mrs. Joiner have moved to Worley, Ida., and are enjoying country life. Painting and fixing up their house has kept them busy. On the night of Mar. 25, a fire destroyed the Worley general store, which also housed the post office and lodge rooms for various groups. Mr. Joiner said it kept them up all night. Incidentally, the store was operated by the Lilliwitz' son and daughter-in-law.

John H. Bowen, son of Conductor J. A. Bowen, who is attending the University of Washington, won the school's middleweight boxing title. John worked

here's how we're doing



	FEBRUARY		TWO MONTHS	
	1957	1956	1957	1956
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.....	\$19,329,303	\$19,359,693	\$39,284,916	\$38,725,584
PAID OUT IN WAGES	9,503,714	10,185,383	20,061,476	20,884,921
PER DOLLAR RECEIVED (cents).....	49.2	52.6	51.1	53.9
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.	705,199	692,732	1,414,657	1,396,795
PER DOLLAR RECEIVED (cents).....	3.6	3.6	3.6	3.6
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest.	9,005,383	9,084,750	18,405,626	18,394,950
PER DOLLAR RECEIVED (cents).....	46.6	46.9	46.9	47.5
NET INCOME	\$ 115,007			
NET LOSS		\$603,172	\$596,843	\$1,951,082
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	98,997	107,429	207,071	218,931
Decrease 1957 under 1956.....		-8,432	-11,860	

with the B&B crew last summer on the Othello ice dock. Perhaps that is where he built up some of his muscle.

The Women's Club had a potluck supper last month with an interesting program consisting of music, readings and song-and-dance numbers. Carman J. Moore surprised us with several piano selections, Mrs. Moore sang, and little Mary Smith did a song and dance. About 75 attended.

Mary Smith, who is the daughter of Chief Dispatcher W. A. Smith, is waiting for a try at the finals in a local TV competition. She recently won first place in the semifinals for her age group, receiving a trophy and a check for \$25. She says she is saving up her money to buy an accordion.

Mrs. John Johnson, widow of section foreman, passed away recently at Coeur d'Alene.

Mr. and Mrs. Lee Carver and son Lee have returned from Rochester, Minn., where they sought a consultation about injuries which Lee received in an automobile accident.

The following folks have been in and out of hospitals within recent weeks: P. D. Wood of Malden, Mrs. Robert Leyde, Engineer F. W. Krebs and John

Theoharis.

Conductor C. H. Burton has returned from a trip to Indiana to attend to an interest in some property.

Yard Conductor L. J. Engle, who has been off since last fall due to a heart condition, is expected to return to work shortly. He has been recuperating at the home of his daughter at Redwood City, Calif.

Chester Watts, Spokane freight house employe, retired Mar. 15. He was presented with a gift by fellow employes.

J. F. Donahue, former freight house janitor, has retired after being off several months on account of an eye operation and later a broken leg. Freight employes remembered him with a gift.

D & I Division

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

R. M. Dugan, retired conductor, passed away in the Hillcrest Rest Home in Elgin Mar. 6, after a long illness. Funeral services were held in St. Laurence Catholic Church, with burial in Bluff City Cemetery, Elgin. Mr. Dugan entered service as a brakeman in January, 1902, was promoted to freight conductor in

April, 1905, and to passenger conductor in July, 1937. He retired Aug. 1, 1951. Surviving are his widow, a son, Robert, and four sisters.

Sympathy was extended to Mrs. L. C. Nast (Esther Nast, assistant time revisor) and Mrs. Phillip DeSpain, wives of Savanna switchmen, on the death of their father, Elmer Heath, who passed away Mar. 2 after a long illness. Funeral services were conducted in the Hunter-Fuller Funeral Home, with burial in Mt. Carroll.

Mrs. George Hummel, wife of retired switchman, passed away in the home of her daughter in Rockford, Mar. 26. Surviving besides her husband are five daughters and a son. Funeral services were held in the Catholic church in Savanna with burial in St. John's Cemetery.

Robert Cush, son of Yardmaster Arthur Cush, Savanna, re-enlisted in the Air Force recently and is now at Randolph Air Base, San Antonio, Tex. Bob served four years in the Air Force after graduating from high school, during which he was attached to the medical division in surgery, and was discharged in 1955 at Chanute Air Force Base, Rantoul. He has been re-assigned to his

The Milwaukee Road Magazine

former work.

A son, Marlin Joe, arrived recently at the home of Mr. and Mrs. L. E. Brown of Chadwick, Ill., which makes a grandson as well as a granddaughter for Yardmaster A. Cush of Savanna.

Miss Darlene Cross, daughter of Iowa Division Brakeman Marion Cross of Savanna, who has been training at the Moline Public Hospital School of Nursing, was capped in a ceremony at the First Methodist Church in Moline Mar. 21.

G. M. Griswold, secretary to chief clerk in the superintendent's office at Savanna, and family vacationed in Baton Rouge, La., the early part of March, then visited points in Texas, Oklahoma and Kansas.

Mr. and Mrs. Glennard Haugen (engineering department, Savanna) vacationed in Los Angeles last month. The Haugens are moving to Deer Lodge,

Mont., as Mr. Haugen has been transferred to the engineering department at that point, reporting there Apr. 1.

In an art contest sponsored by the Savanna Junior Woman's Club, Pat Sevedge, son of Trainmaster Sevedge of Savanna, won second place. The entries were to be judged in a competition at the 13th district convention in Erie on Apr. 4.

The Edward A. Rogers (mechanical department, Savanna) welcomed their first daughter at Mercy Hospital in Clinton on Mar. 19. The little lady has twin brothers, Michael and David.

Mr. and Mrs. Henry B. Winkler (Savanna mechanical department) observed their 48th wedding anniversary Mar. 31. They have two sons, one a First District engineer, Earl; a daughter, Mary, who is employed in the car department at Savanna; and a foster daughter in Bellevue.

Charles Miller, Savanna car department employee, bowled a 3-game series of 694 Mar. 11. This is believed to be the highest series ever bowled in league competition at the local alleys.

Iowa Division Conductor Max Cottrel, who underwent observation at the Veterans' Hospital in Iowa City last month, has returned home.

Locomotive Engineers John Lexsa and and L. R. Dyer of Savanna and Conductor F. J. Wang, Chicago, received their Silver Passes last month.

Milwaukee Terminals

FWLER STREET STATION

Pearl Freund, Correspondent

New York City is the lure which drew the Barney C. Nowickis eastward on their vacation. Alice Sobczak, rate clerk in the inbound department, and Geraldine Hartner, claim clerk, em-

Milwaukee Road Carloadings



MARCH 1957 compared with MARCH 1956

% of total revenue obtained from commodities shown	loading of these commodities INCREASED in March 1957 over March 1956	NUMBER OF CARLOADS			
		MARCH		INCREASE	
		1957	1956	1957 over 1956	% of increase
9.4%	Grain and Soy Beans.....	9,931	5,741	+ 4,190	+ 73.0%
7.2	Iron and Steel.....	7,446	6,768	+ 678	+ 10.0
3.4	Automobiles and Parts.....	3,327	2,813	+ 514	+ 18.3
3.4	Agri. Impl., Machinery & Parts.....	2,867	1,406	+ 1,461	+ 103.9
2.4	Forwarder Traffic.....	3,426	2,154	+ 1,272	+ 59.1
2.0	Liquors, Malt.....	2,647	2,374	+ 273	+ 11.5
1.8	Gravel, Sand & Stone.....	3,377	2,769	+ 608	+ 22.0
29.6%		33,021	24,025	+ 8,996	+ 37.4%
	loading of these commodities DECREASED in March 1957 under March 1956				
		MARCH		DECREASE	
		1957	1956	1957 under 1956	% of decrease
12.6	Forest Prod. (Excl. Logs & Pulpwood)...	8,788	9,504	— 716	— 7.5%
6.6	Coal and Coke.....	10,671	11,700	— 1,029	— 8.8
3.6	Meat & Packing House Prod.....	4,043	5,182	— 1,139	— 22.0
3.4	Oil and Gasoline.....	4,527	4,717	— 190	— 4.0
2.5	Merchandise.....	6,600	8,709	— 2,109	— 24.2
2.3	Fruits & Vegetables (Fresh).....	2,113	2,407	— 294	— 12.2
2.1	All Other Prod. of Mines.....	1,369	1,948	— 579	— 29.7
2.0	Grain Products.....	4,279	5,190	— 911	— 17.6
1.9	All Other Animals & Prod.....	1,034	1,590	— 556	— 35.0
1.8	Logs and Pulpwood.....	4,426	5,426	— 1,000	— 18.4
1.7	All Other Prod. of Agri.....	1,897	2,205	— 308	— 14.0
1.4	Cement, Lime, Plaster & Stucco.....	1,423	1,590	— 167	— 10.5
1.0	Livestock.....	1,427	1,733	— 306	— 17.7
27.5	All Other Mfgs. & Miscellaneous.....	25,493	27,534	— 2,041	— 7.4
70.4%		78,090	89,435	— 11,345	— 12.7%
100.0%	Total Loadings and Net DECREASE	111,111	113,460	— 2,349	— 2.1%

barked Apr. 5 for the wide open spaces, stopping at El Paso, Phoenix and the Grand Canyon. Phoenix was the No. 1 spot on the itinerary.

John Peterman, C&O rate clerk, inbound department, wound up his duties Mar. 28 to take a position in the traffic department of the A & P Tea Company here.

Holiday House was the setting for a wedding shower given by the office girls in honor of Geraldine Fourchette, now Mrs. Robert Neuman. She was presented with gifts for her home.

Lois Scott, a member of the Ramblers who bowl weekly at the new YMCA, reports that the team is in first place at

this writing. It is composed of railroad girls.

Many Fowler Street employes enjoyed the pancake supper served Mar. 16 by members of the R.B.W.A. An apron booth and bake sale, along with the serving of good Milwaukee brew, made the event a success. Geraldine Hartner and her committee were in charge.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MUSKEGO YARD

Switchman Sherman Hirschmann and wife are vacationing in Florida at this writing.

Switchman William Hughes' wife is recuperating after surgery.

C&M Division Brakeman W. D. Schultz and Mrs. Schultz announced the birth of a boy on Mar. 22, "Danny Ray."

Wallace Bigelow has returned to work after a leave of absence.

The Harry Gore family really celebrated the arrival of twin girls on Mar. 10, Jane Marie and Jean Ann, 7 pounds 11 ounces and 5 pounds 15 ounces, respectively.

The family of Caller Larry LaRue is also proud of a new arrival, Linette Marie.

Vacation reports have it that Joe Alberts had a Florida trip this year while John McLaughlin spent his in California.

The following job changes have been made to fill the vacancy left by the death of Train Clerk Everett Callahan: Richard Baxter, transferred to manifest clerk; Bob Gast, relief chief clerk; Henry Norwick, returned to the second shift teletype position; and Joe Wuerl, chief clerk on the second shift.

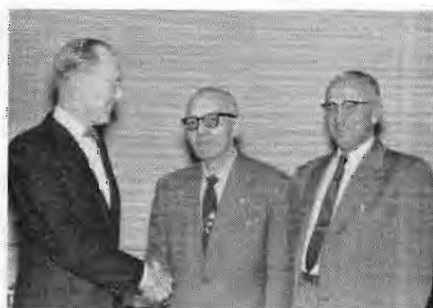
Robert Fowler, 19, son-in-law of Switchman Robert A. Krause, who also serves as relief stationmaster, was fatally injured in a two-car collision in Milwaukee on Mar. 31. He was the son of John W. Fowler, store department lumberman at Milwaukee Shops.

UNION STATION

On Mar. 29 Mrs. Myrtle Pershing Howell was honored at a cocktail party held in the Bamboo Room of the Medford Hotel by some 200 friends who extended good wishes to her and her husband, Lou, on their retirement. Myrtle (Mert as we all know her) started with our railroad as a telephone operator, and on Sept. 9, 1943 transferred to our passenger department as reservation and information clerk, in which capacity she continued until her retirement. She was presented with a huge orchid. After the party she and her husband were entertained at dinner by a



MEMBERS OF THE WEDDING. Many Milwaukee Road employes witnessed this wedding in the Westwood Lutheran Church at Elmwood Park, Ill., which united Miss Elaine Bahns and LeRoy Freitag. The groom is a Chicago Terminals fireman, his father, Arthur, is a veteran employe of the auditor of passenger accounts office in Chicago, and as Miss Edvarda Benson, his mother was also employed in the latter office before her marriage.



CLOSING THE BOOKS. The conclusion of 43 years of service in the office of the auditor of passenger accounts office in Chicago shows Bookkeeper Walter J. Carrow being congratulated upon his recent retirement. His well wishers are A.M. Dryer, auditor of passenger accounts (left), and A.B. Montgomery, assistant auditor, passenger accounts. Mr. Carrow launched his retirement with a trip to Florida.

group of friends, at which time she was presented with a wallet and a scroll.

Gold Passes were issued in recent weeks to Walter E. Wilson, chief train caller, Raymond J. McGrath, a member of the Milwaukee Terminal's clerical force, and Locomotive Engineer Joseph R. Mooney. Silver Passes were presented to E. J. Scofield, district adjuster who retired last month, Captain of Police William H. Block, Car Inspector George Schwei, Switchman James E. Schmitz and Locomotive Engineers V. Ureda and W. Kaddatz.

Milwaukee Chapter of the Women's Club will hold its annual birthday dinner for members at the K.P. Hall, 20th Street and National Avenue, on May 20; dinner at 6 p.m. This is also a reminder that voting members who are remiss in their dues for 1957 should please remit.

The Milwaukee Road Magazine

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OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Evelyn Mazier, typist in the central typing bureau, is a Gray Lady at the West Side Veterans Hospital. Her duties are to write letters, play cards, run a movie projector for bed-ridden patients, and



Evelyn Mazier

most of all, be a good listener. Gray Ladies are volunteer workers trained by the Red Cross for hospital service. They are selected for ability, loyalty and responsibility. In addition to relieving overburdened hospital staffs, they are trained to assist in time of disaster.

The Rinaldis and the Gavins went to Fort Wayne when Bob and Tom bowled in the railroad bowling tournament. While there, they visited Loretta and Jack Spring. George Wiegref's team walked off with high series in the Swedish bowling league. George was high man with 692.

Margaret O'Rourke is back after a tonsillectomy. Larry Grudziecki is also back after his operation. Gertrude Walsh returned after a furlough. Ray Hackel is getting along fine after his operation. Wanda Wlos has taken a furlough, due to illness.

Howard Smith spent three weeks seeing Florida. Orris and Ethel Brodbeck went to Ohio to attend their nephew's wedding. Evelyn Gunnell went to Florida for a week.

Rita Madden was taken out for an evening on the town in lieu of a bridal shower.

The new gal in the typing bureau is Betty Schreiber.

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

B. J. Ornburn is back with us, looking very fit after basking in the Florida sunshine.

Grandfatherhood sits easily upon the shoulders of H. F. Lucas, assistant engineer, with a daughter born recently to his son's wife. Henry has four grandsons, but this is the first granddaughter.

John L. Kampwirth and wife are the proud parents of a girl, Mary Joanne, born Mar. 19. She was welcomed by five brothers.

Joan Ellen Zechlin, six-month-old daughter of Helen Suerth Zechlin, former secretary to E. E. Burch, bridge

engineer, recently made her initial visit to the engineering department, where she was greeted by an admiring cohort of her mother's former co-workers.

Mrs. Patricia J. Spaulding was assigned last month to the position of steno-clerk in the office of E. E. Burch. Pat came to us from the sleeping and dining car department at Western Avenue.

Recent additions to our draftsmen's roster were Kurt Koster, who started Dec. 4, 1956; Art Jakl, Feb. 4, 1957; and T. J. Paul, Mar. 25, 1957.

William Belter, draftsman, was married recently to Marilyn Priola. They met while attending St. Michael's High School, and started "going steady" after his return from Army service.

F. L. "Champ" Clark is strutting proudly these days. Reason—a new granddaughter; born to his daughter Mary Ellen on Mar. 7. Charlie Bredfeldt is also beaming happily, having become a grandfather for the seventh time. Latest addition is a little lady named Christine, born recently to his daughter Mary Lee.

"Mike" Bost, retired assistant engineer from Mason City, was a recent office visitor as he and Mrs. Bost were en route to Indianapolis.

Lyle E. Fisher, son of Don Fisher, supervisor bridge maintenance, returned from Korea Mar. 23 and was separated from the service Mar. 26. He will work this summer in the engineering department.

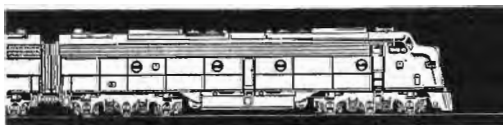
Mrs. William R. Powrie, wife of a former Milwaukee Road engineering department employe and mother of W. G. Powrie, chief engineer with headquarters in Chicago, died in St. Paul on Mar. 27. Her death concluded a long illness. In addition to her husband and son William

G., she is survived by sons Glen P. of Minneapolis and Malcolm G. of Los Angeles; a daughter, Mrs. Harold (Iantha) Le Vander of South St. Paul; a sister, brother, ten grandchildren and seven great-grandchildren. Funeral services were conducted in St. Paul. The senior Mr. Powrie was with the engineering department from 1898 to 1918, his last position being district engineer with headquarters at Minneapolis.

W. H. (Howard) Donald, retired motor car inspector, died Apr. 1 at St. Elizabeth's Hospital in Chicago. Funeral services were held at the Ringa Funeral Home on Grand Avenue, and burial was in Mt. Emblem Cemetery. He was a brother of L. F. Donald, retired vice president-operations. Mr. Donald was born July 21, 1894 in La Crescent, Minn. From 1908 until 1910 he was employed as a bill clerk at Savanna, and from 1922 until 1925 as chief clerk to assistant superintendent of the Chicago Terminals. He returned to the Road again in 1934 and served in the work equipment department until his retirement on account of failing health in April, 1947.

TREASURER'S OFFICE

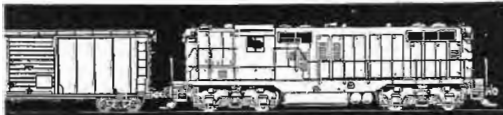
Thomas A. Reid, an employe of the treasury department for 57 years, died suddenly Mar. 5. He would have been 83 years of age on Apr. 2. Funeral services were conducted at the Ewald Funeral Home in Chicago. He is survived by a brother, Henry Bayard Reid of Washington, D. C. Mr. Reid was a native of San Francisco. He started in the treasurer's office in 1900 as a clerk. He was a bachelor, and known among his associates for his interest in charitable and philanthropic work.



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OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

On Mar. 15 Helen Ewald, of the foreign car record bureau, marked her 30-year anniversary with the Road. She was presented with many lovely gifts by co-workers.

Viola Asa and Arline Roggow spent a glorious vacation in the South. Mardi Gras attracted them to New Orleans, and they also visited Biloxi.

Maura Boyle received a lovely diamond Mar. 8 from Mike Fahey.

Dorothy Robertson is back to work, feeling up to par again after her illness.

George Kullowitch, of the reclaim bureau, has left to take another position. He was with the Road eight years.

Ruth Bruner is on sick leave at this writing.

New clerks here are Patricia Byler, Marjorie Dubas and Barbara Warren.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

Through the efforts of President Phil McDonald and Vice President Harry Wallace, club members participated in an enjoyable evening on Mar. 9. Starting with dinner served in one of the dining rooms of Greater Chicago Lodge No. 3 of the Loyal Order of Moose, we went on to Medinah Temple to see the Shriner's circus. Phil and Harry arranged this pleasant outing.

The club will give a concert at Mount Calvary Lutheran Church, 2820 West Ardmore, on May 10, at 8:15 P.M. This concert is sponsored by the altar guild, and will be held in the church social room.

Hedwig C. Bromm, program chairman of Friendship Circle, Bethlehem Evangelical Church, wrote anent the recent concert we gave there: "The program was very well planned, and so diversified that it satisfied everyone's taste in music. The group is so well trained that I am sure everyone who was fortunate enough

to hear it enjoyed every minute. The Milwaukee Road should be very proud of its Choral Club."

Completely new and interesting music is now being rehearsed, and for people who are musically inclined, this is an opportune time to become associated with the club. Rehearsals are held every Monday evening at 5:30 P.M. in the Woman's Club room at Fullerton Avenue.

Please note that the new arrival at the home of Jim and Vivian Olson is a daughter, instead of a son, as your correspondent was informed for the last issue of the Magazine. Dad was formerly a member of our bass section, and the proud grandmother is soprano Lucy Martin. The baby, named "Victoria Candace," has a little sister, "Penny."

OFFICE OF FREIGHT AUDITOR

Betty Chiolak, Correspondent

New faces to be seen around the office are those of Madelyn Smith, Gerry Leonard, Carol Yurchik, Irene Collech and Tom Boyd.

It's a boy, "Gary Allen," born Mar. 11 to Juanita and Larry Peters.

Jean Ritzinger and her husband Louis announced the arrival of "Corinne Kathy" on Mar. 7.

Betty Lindmark, who has been on a sick furlough for four months, returned Mar. 1.

Carl Kemnitz, review clerk, who has taken a three-month illness furlough, wishes through the Magazine to thank his many friends who have been sending him cards and messages of cheer, adding that mail will continue to be welcome. This correspondent will be glad to furnish his address.

With spring in the air, thoughts turn to vacations and travel, and some of our employees did just that. Sherman Arpp went down to Florida and thence to Cuba, where he ran into the middle of the revolution. Marion Slepceovich and her mother had a four-week stay in Miami, and returned with beautiful tans

which will probably last for the balance of the year. The Mardi Gras took Jo Ann Polo and her mother to New Orleans, and Walter Mazur also decided to travel down there for the week of pre-Lenten festivities. Jack Nava decided on Texas, where he visited his daughter's family, George Markall went to Hot Springs, Ark., and Larry Regan and two of his old Navy buddies visited another Navy buddy in Boston and then spent a week in New York City.

An office visitor on Mar. 22 was Otto Reinert, retired review clerk. Otto now lives in St. Petersburg, Fla.

Some of our bowlers—Stanley Pufundt, Charlie Becker, Grant Miller and Al Gerke—went to Fort Wayne Apr. 6 for the American Railway Tournament.

Alberta Curtin received our sympathy on the death of her mother, Evelyn Phillips, on Mar. 17.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Marie Horatt, who was hospitalized for surgery, is home at this writing and progressing nicely.

Ethel Haynes has taken a sick leave to convalesce from a back injury.

Sally Devitt has left to join Don in Giessen, Germany. The trip will be by air via London. Sally says there are few conveniences in Giessen and in all probability she will acquire a deep appreciation for those in this country by the time she returns. Clara Meyer, Virginia Kuhrt, Josephine Nicioli and Eleanor Meyer helped Sally celebrate her departure.

Mabel Viscarra has taken a maternity leave. The baby is due in August, and Mabel says she and Alfred have ordered a boy. The girls in the office presented her with gifts.

Condolences were extended to Gladys Hehl on the death of her father, Charles Koop, Mar. 3.

Mal Spurling has been hospitalized again. I am sure a note will be appreciated.

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

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

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month for \$500.00 policy for each.

First Name Age Date of Birth

.....

.....

.....

(If additional children add attachment)

Signature

Date

Mr. and Mrs. Bob Schlueter will be moving into their new home on the southwest side of Chicago soon. Bob is looking forward to having a garden.

Mr. and Mrs. Howard Balow and family expect to move shortly into their new home in Grayslake, Ill. If everything goes well they may even be in at the time this is published.

Ed Marciszewski received his "greetings" and is now a full-fledged soldier.

WE REGRET. The March issue of the Magazine was in error in reporting the death of Dick Abrams. As correctly reported to the Magazine by Mr. Lykken, it was Mrs. Abrams who passed away. Death occurred on Jan. 24. We regret that this error was made.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

The Harry Zender farm home is to have a modern built-in kitchen soon. Harry, yard clerk, and Martha are doing a lot of the work themselves, and we've been promised pictures of the start and finish of the project.

Noreen Phillips, daughter of Yardmaster Glen Phillips, has presented your correspondent and "Uncle Joe" Camp (phone director) with her first recording

made with the Leyden Community High School choral group, on which she is the featured soloist; an Easter gift to be treasured.

We are glad to report that Switchman Gene Youngberg is again driving his car after recuperating from the accident he had some time ago.

The Yardmasters of America had the use of the Women's Club meeting house in Bensenville for a meeting recently, and wish through the Magazine to express their appreciation to the members. (The meeting was a big success with a large turnout, due in part to the fact that the club house is so centrally located.)

Leon Scholl, clerk, and his wife Marge welcomed their second son, Robin Kerry, at the Elmhurst hospital on Mar. 23. Their other son is named "Terry Lee".

At this writing the males at Bensenville are exchanging plans for vegetable and flower gardens as housewives trade cake recipes. Some report healthy young tomato plants already well along the way.

Locomotive Engineer C. W. Wolf of Bensenville (D&I engineer) was presented last month with his silver pass.

Mrs. Ruth M. Lawrence, wife of Howard Lawrence of the general car supervisor's office, passed away Feb. 19 after

a long confinement in Memorial Hospital in Elmhurst. Her death is mourned by a host of friends. The Lawrences were married shortly after World War I and became residents of Itasca in 1940. Mrs. Lawrence was well known throughout the district for her work in community affairs. She was president of the Itasca Women's Club for two years, held office in the garden club, was active in North DuPage County chapter of the hospital guild of Memorial Hospital, and was a member of Bensenville Chapter of The Milwaukee Road Women's Club. She was also the first president of the Women's Evening Guild of Itasca Bethany Church, which she was serving as treasurer at the time of her death, and had done a great deal of conference and committee work for the church. Memorial services were conducted in the church's sanctuary.

What do you do with your old glasses, those you discard for new lenses? Here is an opportunity to put them to good use: **NEW EYES FOR THE NEEDY**, a volunteer organization which outfits with glasses children and adults who cannot afford to buy them, recently made a radio appeal for discarded glasses which can be reclaimed for their lenses and frames. Employees who wish to support this work may leave their glasses with Howard Lawrence of the general car supervisor's office, who will forward them to the headquarters of **NEW EYES FOR THE NEEDY** at Far Hills, N. J.

GALEWOOD

Norma Gunderson, Correspondent

Emily Young, bill clerk, is under a doctor's care in California while on a leave of absence with her husband, who is retired. They visited Ellen Woods, who sends regards to her former co-workers. Emily also plans to visit Charlie Schultheiss, retired monthly statement clerk, when her health permits.

Pauline Wamsley, ticket stamper, was hit by a car Feb. 28 and was confined to the Sydney R. Forkosh Memorial Hospital for a few days. At this writing she is recuperating at her son's home in North Lake, Ill.

Stanley Boyle, bill clerk, returned to work Mar. 12 after a long illness.

Lottie Lackage, former miscellaneous clerk, visited the office with her six-month-old baby, Robert, on Mar. 11.

Sympathy was extended to Mechanic Andrew Vicent and to Lucian Marut, whose wives passed away in March.

The reason for the big smile on Chief Seal Clerk Joe Waiter is due to becoming a grandpa. Edward J. Jr. was born Mar. 29.



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TRAVEL-MINDED. Miss Alice Gould, stenographer in the Seattle local freight office, admires the luggage case presented to her by fellow employes as she retired Mar. 15 after 14 years of service. Travel plans are on Miss Gould's retirement agenda, together with working in her garden and on a stamp collection which has been her hobby for many years.

Agent A. E. Ward, who underwent surgery at Edgewater Hospital Mar. 19, is recuperating at home at this writing. Auto Mail Clerk Robert D. McCutcheon is ill with pneumonia.

The May meeting of the Women's Club, Fullerton Avenue Chapter, will feature a program on interior decorating. Come and see how your favorite color reveals personality traits and how you can create a new mood in your home with color, testing your talent for decorating. The Illinois Bell Telephone Co. will provide the settings and fabrics.

Miss Anna Anderson of the freight auditor's office at Fullerton Avenue has consented to fill the position of treasurer which has been vacant since the recent retirement of Clara Cush. The latter is now living in her home town of Savanna.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

The Seattle-Tacoma Milwaukee Road Retired Employees Club, which alternates meetings between Seattle and Tacoma on the second Thursday of each month, will hold its May meeting in Seattle on the 9th at 11:00 A.M. in the Milwaukee Club Rooms at the Union Station. An interesting program is always on tap, with luncheon following. All retired Milwaukee employees are invited to attend and meet their former co-workers.

W.L. Sarakenoff was appointed assistant agent at the Seattle freight office on Mar. 15. T. R. Quinn succeeds him as chief clerk. W.F. Fogelstadt was appointed chief car distributor. His former position of assistant chief car distributor has been filled by Dan Cartwright, who

April, 1957

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formerly worked in the local freight office.

The stork was very busy around The Milwaukee Road last month, showing up Mar. 15 at Passenger Agent F. J. (Jack) Foerster's home with "Rosemary Patricia". Mrs. Foerster will be remembered as Betty Jackson who before her marriage was employed in the freight claim department. On Mar. 26 he next visited the Robert Normans (assistant tax agent). "Frederick Ward" is another 100 per cent Milwaukee Road baby, as Mrs. Norman was until recently employed in the auditor's office in Seattle. Then on Mar. 27 the same stork brought "Margaret Mary" to the home of W. F. Bannon, assistant general manager. The little lady joined two brothers. The Foersters' and the Normans' new arrivals are their first.

Twin City Terminals

**SOUTH MINNEAPOLIS CAR DEPT.
AND COACH YARD**

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

Ole Stenseth, retired carman, and wife recently celebrated their golden wedding anniversary with an open house at their home.

Clerk Einar Hauger is convalescing in the Veterans Hospital in Minneapolis at this writing. Machine Operator Adolph Wetterberg, who was hospitalized, is convalescing at home. Emily Hiddleston is at Swedish Hospital, getting about on crutches.

Karl Karlberg, locomotive power house laborer, suffered a broken ankle Mar. 25 when he was struck by a car while en route to visit his wife in General Hospital.

Sympathy was extended to John G. Carlson on the death of Mrs. Carlson, who passed away Mar. 14 following a long illness.

The Charles H. Skruppys have a new baby girl, born Mar. 15.

George Ward, retired store department clerk, sustained a broken leg in a fall on an icy walk and at this writing is confined to Northwestern Hospital.

Mrs. Myron Gibbs, wife of store department crane operator, is in Asbury Hospital, following surgery.

C. C. Yost, locomotive department machinist who retired many years ago, passed away Mar. 19 at the age of 102 years.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

**G. V. Stevens, Correspondent
Agent's Office**

We are sorry to report the recent death of J.P. Fahey, retired local freight agent.

Condolences were extended to Chet Cody on the recent death of his wife.

At this writing Mr. Davies is hospitalized with a broken hip, resulting from a fall.

Last Call, Milwaukee Puget Sound Pioneers

THE Milwaukee Puget Sound Pioneers Club, founded in 1915 by veterans of the Road's Lines West construction period and still functioning as a "last man" group of hardy pioneers, will hold its annual meeting in Spokane on June 15. The affair will feature an afternoon business session, and a dinner for the members and their wives and guests.

The club, which is unique in railroad circles, is composed of persons who worked on the Milwaukee's main line between the Missouri River and Butte prior to June, 1908, and between Butte and the coast in the period ending in May, 1909. Time having thinned its ranks, this year's meeting is being publicized in newspapers and railroad journals, so as to draw out old-time engineering and maintenance-of-way men who can still qualify for membership. The business session will be for members only, but others may attend the get-together and dinner. Persons who are interested should contact the club president, C. F. Allen, at Box 8043, Manito Substation, Spokane 36, Wash., or C. H. Coplen, Milwaukee Road agent at Coeur d'Alene, Ida., club secretary.

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COUNCIL BLUFFS TERMINAL

Frank P. Fischer, Correspondent
Perishable Freight Inspector, Council Bluffs

The organization of two bowling teams representing The Milwaukee Road is now under way directed by Switchman Percy DeVol. The teams will bowl in the summer league at Anderson's Bowl.

Martin Conway, who transferred from Sioux City, is a new clerk at East Yard. The welcome mat is also out for Harry Elliott, who previously was employed by the Omaha Grain Exchange. Harry is a son-in-law of Chief Clerk Sid O'Brian.

A.C. Skelton has been appointed yardmaster of the Council Bluffs Yard on the 3 P.M. to 11 P.M. trick.

Jack Rhodes and Virgil Taylor, P. F. I.'s, attended the retirement dinner in honor of Dave Westover, supervisor of refrigeration service in Chicago Mar. 27.

Willard J. Cook, chief clerk on the second trick, was recently given F.C.C. authority to join the ranks of ham radio operators. His assigned call letters are KIQB.

Gene Wilber, brakeman on Nos. 19 and 20, passed away suddenly at his home in Marion Mar. 25. He had many friends at Council Bluffs.

Second Trick Operator Bill Hamilton, who recently moved to an acreage, has gone in for raising goats. He says he has three new kids, but not the kind to claim on his income tax report.

A new girl has arrived at the home of Johnnie Adkins.

Ted Schmidt has been promoted to car foreman at Ottumwa.

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

The Women's Club held a family picnic supper on March 15 at Mac's Party House in Marion. There was a good attendance, and delicious food was served, all prepared by the club. Mrs. Wilbur Hughes, chapter president, introduced the guest speaker, Miss Bea Coini, a Marion high school foreign exchange stu-



"As a matter of fact, I did list him as a dependent. Any objections?"

dent from the Netherlands who is living with the Merwyn Taylors. Bea spoke of the customs of her countrymen, of their industries and agriculture, and of her impressions of America. A gift was presented to her. Present from out of town were Agent D. E. Gustafson and wife of Anamosa.

Trainman Fred G. Holsinger was honored at a dinner at the Masonic temple in Marion on Mar. 2, served by the Order of the Eastern Star. Mr. Holsinger is junior grand steward of the Grand Lodge of Iowa. Twenty-five Grand Lodge officers were present and 45 Iowa lodges were represented. He was presented with a gift by Earl Welscher, past deputy grandmaster.

Mrs. Charles T. Rowe, wife of retired agent of Marion, was hospitalized at St. Luke's last month. Mrs. Walter Stobaugh, wife of conductor, was also hospitalized for several weeks.

Passenger Brakeman Ralph J. Kendall retired on Feb. 28, with nearly 48 years of service. He and Mrs. Kendall will continue to live in Marion for the present.

John J. Vrba, stower at the Cedar Rapids freight house, also retired Feb. 28. He had been with the Road since June, 1926.

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Veteran Employees' Association Members

THE ANNUAL dues of \$2.00 were payable Jan. 1. Members who have not as yet remitted them are reminded to settle their accounts as soon as possible.

Members are also urged to return membership buttons for which they have no further use. Remittances and buttons should be sent to the secretary of the association, Miss Florence M. Walsh, at Room 383 Union Station, Chicago 6, Ill.

A daughter, Pamela Jean, was born recently to Mrs. J. J. Trimble, wife of a yard clerk at Cedar Rapids.

On Mar. 3, a daughter, Maureen Ann, was born to Mrs. Robert Connolly of Cedar Rapids. The mother is the former Joan Gavin, a daughter of J. J. Gavin who, before his death several years ago, was roundhouse foreman at Cedar Rapids.

Susan Lynn Thompson, born on Mar. 8, is the first grandchild of the Warren C. Thompsons of Marion. The parents are Mr. and Mrs. Harold L. Thompson of Cedar Rapids.

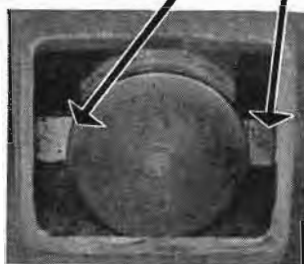
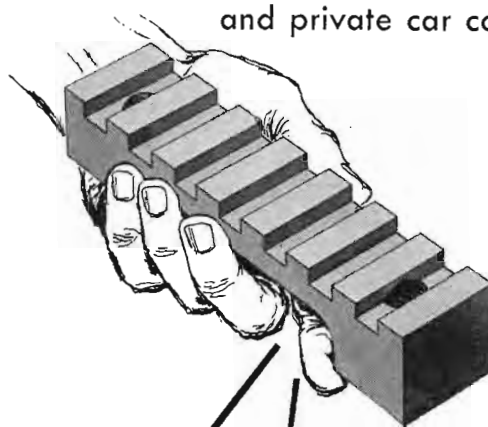
The death of Mrs. L. E. Mathes occurred on Mar. 12 in a San Francisco hospital. She and Mr. Mathes, a retired trainman, lived in Marion before moving to California. Burial services were held in Marion. She is survived by her husband and a son, James H. Burke, of San Francisco.

Arthur C. Foreman, retired Marion section laborer, 88, died on Feb. 26 in a Cedar Rapids hospital. He had retired in June, 1937 with 39 years of service in the track department. He is survived by two sons, Loyce of Rock Island and Frank of Naperville, Ill., and a daughter, Mrs. Peter Steffen of Bullhead City, Ariz.

Joseph Metela, retired receiving clerk, 66, passed away on Mar. 9 in a Cedar Rapids hospital. He had retired in 1955. He is survived by his wife, Martha, and two daughters, Mrs. Lula Feiereisen and Mrs. Jerald Michalicek; also a brother, William, and a sister, Mrs. Sadie Bulicek. Burial was in Cedar Rapids.

Passenger Conductor H. L. Mellish and wife spent a five-week vacation in the West which included a stay with their granddaughter, Mrs. Guy Hartnett, in Garden City, Calif., and at Long Beach, and a trip by air to Honolulu. Returning they were passengers on the rocket-firing Sabre Clipper which set a time record from Hawaii to the Pacific coast. Mrs. Frank Cleveland spent two months in

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*This figure based on detailed studies of AAR solid Journal Bearing operating costs.

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Bellflower, Calif., with her daughter, Mrs. Elizabeth Killen, and Trainman and Mrs. John G. Larkin visited in Fort Myers, Fla., where Retired Trainman Glenn A. Larkins and wife now make their home.

An open house at the home of Glen Hempy, retired car department employe, and Mrs. Hempy in Marion, in celebration of their golden wedding anniversary, was attended by many relatives and friends, including some from out of town. Their son Donald and their daughter, Mrs. James Fitzgerald, assisted in the receiving line.

MIDDLE AND WEST

Ruby Eckman, Correspondent
 Dispatcher's Office, Perry

Darrell Porter, son of Don Porter, caller at the Perry roundhouse, has become a member of Jan Garber's dance band. He is a vocalist. While in Perry High School, from which he graduated in 1954, Darrell had the honor of being the first student to receive a Division One rating in voice and instrumental work for all four years. He auditioned for the band when it was in Des Moines last October, and joined last month while it was

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playing an engagement at the Roosevelt Hotel in New Orleans. While there the band broadcast over station WWL.

General Yardmaster J. A. Snyder and wife of Perry have made reservations on the Queen Elizabeth, sailing from New York Aug. 14 for a month's tour of Europe.

Mrs. C. E. Robbins, wife of retired Perry switchman, was hospitalized in Des Moines last month for a heart ailment.

Milwaukee Road folks at Perry who returned last month from winter vacations in Florida were Conductor and Mrs. Raymond Reel, Retired Yard Conductor Charles Hannegan and wife, and Retired Water Service Engineer Everett Evans and wife.

Francis Reel, son of Retired Conductor J. M. Reel of Perry and himself a former Iowa Division conductor, was injured in an auto accident last month at Galena, Ill., when the car in which he was a passenger skidded on the ice and turned over. He suffered a broken neck and other injuries. His brother-in-law and sister, Yard Clerk and Mrs. Ray Murphy of Perry, spent some time with him in the hospital in Dubuque.

Mrs. B. H. Olson left last month for a visit with her son La Vern in Alaska. La Vern and his wife operate a fishing boat in Alaskan waters. They were in Seattle during the winter to have their boat serviced for the summer, and Mrs. Olson joined them there, planning to return after the boat gets as far north as Ketchikan.

Mrs. C. R. Kassel, widow of deceased agent and mother of Conductor Robert Kassel, died in the Dallas County Hospital in Perry on Feb. 27, following a short illness. Burial was at Collins.

Mrs. William Rogers, widow of an engineer, was in Chicago last month to make the acquaintance of a new great-grandson, James Allen Cox, and to attend the No Jury Art Show at Navy Pier. Her daughter, Mrs. Isabel Kraus, was an exhibitor. One of Isabel's themes is the Mississippi River as it appears

around Savanna, and at the recent Chicago show her painting entitled "Swamps-Savanna" was chosen by a jury of art critics to add to the collection in one of the galleries in the Chicago Art Institute. She sold one of her paintings the first time she entered them in an exhibit last summer.

Captain Jack Ranes and family, who have been making their home in Washington for several years, were in Perry last month to visit Jack's mother, Mrs. Viola Ranes, clerk in the assistant superintendent's office. Jack has been transferred to Camp Holabird near Baltimore, and assigned to Intelligence Service. He was in that branch of service during a tour of duty in Japan a few years ago.

Operator Larry Fister, who has been working a trick in the Perry office, has been granted a two-year leave of absence for army duty.

Night Chief Dispatcher John Galiher and wife welcomed a son on Mar. 9.

Chief Dispatcher C. D. Emerson entered one of his boxers, "Alistar of Pix a Dix" in the dog show in Des Moines last month and was awarded a blue ribbon and a silver cup. The dog answers to the name of "Duke". Mr. Emerson has papers on the dog for five generations back, all ribbon winners.

Conductor A. E. Peterson, who has been handling a passenger run between Marion and Chicago for several years, underwent an operation at the University of Iowa Hospital last month.

Archie Lafferty, for many years a fireman and engineer on this division, died late in February at Lakeland, Fla., where he had been living since leaving Perry.

Retired Conductor and Mrs. John Narver who made their home in California the last few years, have disposed of their fruit ranch near Paradise and returned to Perry.

Engineer George Balsbaugh recently underwent eye surgery at a Marshalltown hospital.

Engineer and Mrs. Harley Woods have announced the engagement and approaching June marriage of their daughter.

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GOLDEN ANNIVERSARY COUPLE. M.F. Ernhart of St. Bernice, Ind., a retired Terre Haute Division conductor, and Mrs. Ernhart are observing their 50th wedding anniversary this month with an open house at the home of their son Kenneth in Clinton, Ind. They were married on Apr. 18, 1907 in their home town of Brazil, Ind., and have two sons and six grandchildren. Mr. Ernhart retired in January, having completed 41 years of service.

ter Janet to Michael Kanealy. Janet is employed by the Equitable Insurance Company of Des Moines and the groom-to-be is in the signal department. He is the son of the late Brakeman Edward Kanealy.

Engineer Fred Wagner exchanged the Silver Pass he and Mrs. Wagner have enjoyed for five years, for a Gold Pass last month, after completing 50 years of service in the locomotive department.

Arthur Cleve Nelson, a former Perry roundhouse employe, died suddenly in Perry last month. After a force reduction, Mr. Nelson took up painting and paper hanging.

Brakeman and Mrs. Gene Orman are the parents of a girl born last month at the Perry hospital. "Francis Ann" is the name which Mr. and Mrs. F. D. Rado-sevich gave to the daughter born to them at the Spencer hospital on Mar. 4. The father is agent at Milford.

W. J. Swenning, an Iowa Division employe for many years before his retirement, passed away on Mar. 27. He was an operator in the office of the general western agent in Omaha when he retired in 1945. He moved to California soon afterward.

Alex Young, who worked in the locomotive department for many years, died at his home in Chicago last month. He was a master mechanic at the time he left the Road to take a position as engineer with the city of Chicago. He was a major during World War I and had been an active member of the American Legion and Veterans of Foreign Wars for many years.

Mrs. E. L. Peters, wife of the traveling engineer at Council Bluffs, died last

month following an illness of several weeks. She had previously suffered a heart attack but was thought to be improving. Funeral services were held in Council Bluffs and burial was in Mason City.

Terre Haute Division

Christine Reichert, Correspondent
Superintendent's Office, Terre Haute

The February meeting of Terre Haute Chapter of the Women's Club, which was held in the auditorium of the Y.W.C.A. on the 21st, was a cooperative dinner followed by a business session. A special musical program was conducted by James Vanlandingham, the performers being Bill Volkers, Jim Carter and Jim Fishman of Wiley High School. Mrs. Thomas Mulvihill and Miss Betty Mulvihill were the social hostesses.

Mrs. George Freeman, wife of Brake-man Freeman, died recently of a heart seizure while en route to a hospital where Mr. Freeman was taken when he received serious injuries in an accident at a filling station in Terre Haute. At this writing Mr. Freeman is recuperating at home.

Locomotive Engineer Frank E. Richard passed away suddenly on Mar. 11. He had been a Terre Haute Division employee since June 6, 1905.

Recent retirements on the division were: Engineer M. H. Inman, with 43 and a half years of service; Engineer Theodore Springer, with 41 years in engine service; and Engineer Ben Gaither, with 49 years of service.

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OPTICAL MAGIC. In the new exhibit hall of the New York Stock Exchange, where display privileges are enjoyed by some of the nation's leading industries, the Association of American Railroads exhibit shown here attracts throngs of sightseers. The industry's display is a two-part show in which can be seen in succession, from one focal point, three third-dimensional dioramas with sound effects—a frontier settlement of the 1860's with a train of that period passing

through, a modern passenger train traveling through a present day scene, and a train of tomorrow moving rapidly against a city-of-the-future background. On a separate panel the railroads tell of their work load and contributions to the national economy "since this time yesterday." A legend under the diorama points out that 157 railroads are listed on the New York exchange board, several for a century or more.



REUNION. Industrial Appreciation Week, observed recently at Muscatine, Ia., closed with a banquet at the Elks Club at which Governor Herschel C. Loveless, a former employee of The Milwaukee Road, was the principal speaker. He is shown here on that occasion greeting the Milwaukee Road's division freight and passenger agent at Davenport, R. J. Casey. Governor Loveless, who was inaugurated Jan. 17, is the first Democrat to fill the Iowa gubernatorial post in 18 years.



MATHFEST WINNER. Gloria Adams (left), daughter of E. C. Adams, chief clerk to general manager Lines East, was the star performer on this panel of high school brain trusters who won the top awards in a mathematics tournament held last month at Mundelein College in Chicago. The others are Ellen Cunningham (center) and Marilyn Prost, tied for second place, all admiring the trophy held by math department chairman Sister Mary Vera, B.V.M. Participants in the math-fest are three students from each of 25 Catholic high schools in the Chicago area. Gloria, who celebrated her 17th birthday the day before the tournament, represented Immaculate Conception High School of Elmhurst, Ill., where she is a junior. (Chicago Sun-Times photo)



SURE SIGN OF SPRING. In Milwaukee last month, the scene above nosed out the first robin as the infallible omen of spring. As another baseball season was ushered in, fancies turned to thoughts of love—"We Love Our Braves"—and of the home town team undergoing the rigors of spring training minus the encouraging presence of its loyal rooters. Devotion burned brightest in this

group of some 140 loyal fans who are shown taking off Mar. 10 at the Union Station, on a Milwaukee Road special, to watch the team work out at Bradenton, Fla. The wielder of the outsize bat at the right is Jim Bird, general chairman of the boosters' organization (Milwaukee Sentinel photo)

RAILROADS ARE HARD TO KNOCK OUT

In a massive attack Nov. 14, 1940, four hundred German bombers made 122 hits on British rail lines at Coventry. But two days later the lines were back in operation.



American railway troops landing at Naples Oct. 7, 1943, found rail lines to the north completely demolished by the retreating Germans. With the enemy only 15 miles away, they restored the lines and were running supply trains up to the front three days later.



PLEASE, NO PEANUTS. Milwaukee Division Conductor Fred C. Mittlebach finds Pete, a squirrel monkey he acquired on a recent vacation trip to Florida, an entertaining pet. Pete, who is about a year and a half old, is averse to the traditional banana-and-peanut diet, but will eat almost anything else, with the accent on drumsticks and noodles. Socially, he is an avid television fan, with a penchant for farm programs and Zoo Parade.

APRIL SNOW. It was Apr. 3, but it looked like January in Janney, Mont., where there were 10 inches of snow on the ground when this picture of the eastbound Olympian Hiawatha was taken. The scene is near The Milwaukee Road's power substation at that point. The substation operator's home is shown at left.

