

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

one of the new fleet  
THE CITY OF SAN FRANCISCO

NOVEMBER 1955

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# THE MILWAUKEE ROAD MAGAZINE

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## Partners in Service

Last month, as we made ready for the Streamliners, I offered some comments here about that service and what it can mean to us. Our joint undertaking with the Union Pacific and Southern Pacific promises to be so important to all three railroads that I would like to say something more about it, even at the risk of repeating myself.

First of all, let me say that the spirit displayed by Milwaukee Road men and women in preparing for this service, and now in operating it, has been gratifying to see.

Throughout most of October, lights burned late in many offices. Supervisors were to be seen in the yards and shops at all hours, and everyone from the men in the track gangs to employes handling paper work in the offices went at the job with a seriousness of purpose which did them credit. Everyone involved seemed to know exactly how much he was needed. I doubt whether there is another railroad in the country that could have done this job so well in so short a time.

Now there is another job we must face up to as we become partners in a new trans-continental service.

The Milwaukee Road has always taken pride in its reputation for good service. In recent years, with improved facilities to work with, that reputation has been built into something even finer. Undoubtedly our friends on the Union Pacific and Southern Pacific are equally proud of the public esteem which they enjoy. It does not necessarily follow, however, that their standards of service and their methods are the same as our own. For one thing, their experience in operating the Streamliner fleet extends over many years. At that particular task we are beginners. We have a great deal to give out of our own experience, but if we are honest with ourselves, and if we sincerely want to be partners in service, we must also stand ready to learn.

Approaching the new partnership with a give-and-take attitude can make the Streamliners the envy of the industry and infuse into all of our own freight and passenger operations an even finer spirit of service.

In a sense, the Milwaukee is a bigger railroad, operating on a broader stage under the scrutiny of a larger segment of the American public. Let's each of us be as big as the challenge.

## Milwaukee and C&NW to Continue Consolidation Study

STUDIES looking toward consolidation of The Milwaukee Road and the Chicago and North Western are being continued as a result of action taken early in November by the boards of directors of the two companies.

At a meeting on Nov. 9 Milwaukee Road directors discussed the report submitted to them by William Wyer & Company, railroad management consultants. This firm had been engaged in October, 1954, by the directors of the two roads to direct a study exploring the economies which might be realized through consolidation of the two railroads.

Upon examining that report, which embraces only the first phase of the study, it was the opinion of the Milwaukee Road board members that the possible savings are so substantial as to require entering into the second phase of the study without delay.

The second phase will include an examination of each company's maintenance standards for roadway, structures and rolling stock, a determination of the expenditures that may be necessary for deferred maintenance, for personal injury and property damage payments, and for grade separation projects, unsettled tax claims, and other items.

In a separate memorandum considered at the same meeting of the board, Wyer & Company indicated the savings which might result from *coordination* of services and facilities in certain of the more than 100 communities in which both railroads now operate. It was decided, however, that such savings would be relatively minor compared with those resulting from *consolidation*.

For that reason, the Milwaukee Road board members were of the opinion that the subject of coordination should not be considered but that the Milwaukee should press for a decision by the two companies relative to consolidation.

The board of directors of the Chicago and North Western, meeting two days later, also decided that the study should be continued.

Should a continued study result in the directors of both roads concluding that consolidation is feasible, and following approval by stockholders, the plan would have to be submitted to the Interstate Commerce Commission for approval. Representatives of communities served by the two railroads, as well as other interested parties, including labor unions, would have an opportunity to express their views before the I.C.C. prior to its passing on the plan of consolidation.

### Prizes For Best Slogans

ARE you a man, or woman, of few words? If they happen to be the right combination of words, they can be worth money.

All you have to do is enter the Loss and Damage Prevention Slogan Contest. Here is an opportunity for employes in all departments to win a prize and at the same time promote interest in the railroad's loss and damage prevention program. Slogans should be short and catchy, experience having proved that the brief slogan is the most effective.

Cash prizes of \$25, \$15 and \$10 will be awarded for the three best ones.

The contest closes at midnight, Dec. 19, so that the results may be announced before the start of the new year. Why not write a slogan today? The time is short.

Address your entry—or entries—to "Loss and Damage Prevention Slogan Contest, c/o W. L. Ennis, assistant to vice president CPR&MS, Chicago, Ill."

## Men in Engine Service Receive Wage Boost

AN agreement entered into on Oct. 14 between conference committees representing the major railroads and the Brotherhood of Locomotive Firemen and Enginemen provided for an increase of 8 cents an hour, or 64 cents per basic day, for firemen in road service, and an increase of 4½ cents an hour, or 36 cents per basic day, in the rates of pay for men in yard service, effective Oct. 1.

On The Milwaukee Road these rate changes apply only to firemen, hostlers and hostler helpers.

Four cents an hour, or 32 cents per basic day of these increases is in lieu of the railroads' offer to set up a medical and hospital insurance plan for the employes involved. The agreement also provides for a further increase of \$1.10 a day in the daily earnings minima ap-

plicable to passenger service.

Milwaukee Road employes affected by this agreement have since elected to go on a five-day work week, in line with an earlier provision. A formula is provided for adjusting their hourly wage rates as a result of working fewer hours and days each week. These hourly increases become effective Dec. 1, although the five-day week does not begin for these employes until Feb. 1, 1956.

### Engineers Receive Average 7 Per Cent Hourly Boost

In another agreement, between representatives of the major railroads and the Brotherhood of Locomotive Engineers, arrived at on Oct. 27, road and yard engineers were granted a wage increase

averaging approximately 14½ cents an hour. This increase was also effective Oct. 1.

The agreement calls for a general wage increase of 5 per cent in average basic daily rates and an additional 2 per cent increase "as an adjustment of differential inequities between locomotive engineers and employes in other classes of railroad service."

The 5 per cent increase amounts to an average hourly boost of approximately 10½ cents, and the 2 per cent averages approximately 4 cents hourly, according to C. P. Downing, Milwaukee Road assistant to vice president.

The agreement provides that if the brotherhood should later demand railroad-financed health and welfare plans on individual railroads, up to 4 cents an hour of the wage boost will be credited to the railroads for payments under any such plans.

The settlement also provides establishment of a five-day work week for yard engineers "if it is requested on all railroads which were parties to the agreement."



President J. P. Kiley and Vice President W. J. Whalen were on hand to greet Engineer B. W. Burt and Conductor Gaylord Courtney and wish them well as the Challenger—Midwest Hiawatha, first of the trains to leave Chicago on Oct. 30, prepared to pull out at 9 A. M.



Fireman Frank F. Born salutes Crossing Watchman F. R. Rees from the cab of the Challenger—Midwest Hiawatha, as the first of the Streamliners to leave Chicago crosses Canal Street, just north of the Union Station.



Hostess Betty Moss of Chicago pins a posie on little Miss Denise Ann Gossett of Potomac, Ill., as she prepared to board the Challenger—Midwest Hiawatha, en route to Long Beach, Calif.

Milwaukee Road Conductor A. J. Fuller receives the ticket pouches from Union Pacific Conductor C. H. Wolfe as the City of Denver, first of the Overland Route Streamliners to operate over Milwaukee Road rails, prepared to leave Omaha.

Milwaukee Road Engineer Bernard Olson gets the "highball" from L. O. Pope, Union Pacific terminal superintendent in Omaha, as the City of Denver, eastbound for Chicago, prepared to leave Omaha Union Station at 2:15 A. M. on Oct. 30.



More than 300 people greeted the Challenger-Midwest Hiawatha in Perry, Ia., on its first westbound run. (Photo courtesy Perry Chief.)



## A New Link in the Overland Route

AT EVERY town and city along the 488-mile line of The Milwaukee Road between Chicago and Omaha, people were reminded on Oct. 30 that the best show in town was still down at the depot. Despite wet weather, they gathered "to see the trains come in."

Their grandfathers, who initiated that fine American tradition, would have been amazed at what they saw. Ten of the country's finest passenger trains—five in each direction—either stopped and afforded the public a closer look, or zipped past to provide an even more thrilling show. For Milwaukee Road people on the sidelines the performance was more than a good show, however. It meant that their railroad had joined the Union Pacific and the Southern Pacific as the Chicago-Omaha link in the famous Overland Route.

Preparations for the operation of the City of Denver, City of Portland, City of San Francisco, City of Los Angeles, and the Challenger to Los Angeles sparked intense activity in every department of the railroad. That activity probably served even better than the trains themselves to acquaint non-railroad people with the tremendous proportions of a modern railroading job.

Besides the more obvious tasks, such as track work which made that line second to none in the country, there had been a multitude of other jobs to do. They ranged from the designing of new check-in desks for use in Chicago Union Station, to the determining of clearances for the Union Pacific locomotives which operate through to Chicago on some of the trains.

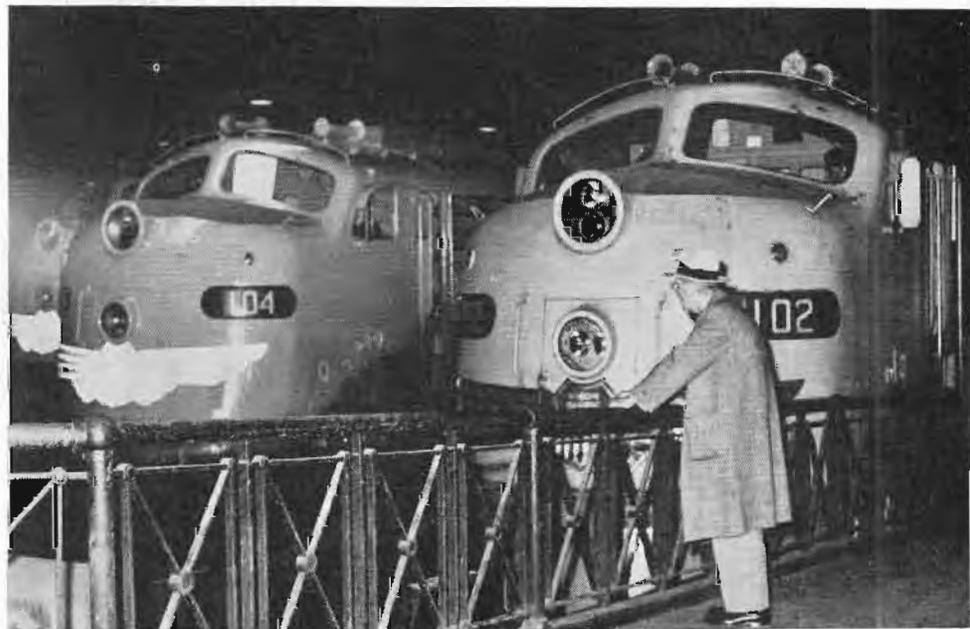
One of the most immediate effects of the service shift was the increase in employment, several hundred new jobs having been created in road and dining car service, in the car and mechanical departments and others. Railroad people were joined by local business people in hailing the new service with enthusiasm. This was particularly true in Savanna, Ill., and Marion and Perry, Ia., where all of the trains stop and where many of the men in train and engine service make their homes.

For the most part, Milwaukee Road men were promoted through the ranks and brought in from other divisions to

fill the road service positions and many others. The manner in which train and engine crews have been handling the trains since, and the diligence with which hundreds of other employes concentrated on the details of making ready for the service, brought complimentary remarks from officers and supervisors in all departments.

Among those who were most outspoken in their pride at the way the job is being done was J. J. O'Toole, Lines East general manager. Asked about the on-time performance of the trains during the first week of their operation, he said that it had been excellent—that he

General Manager J. J. O'Toole views the scene with satisfaction as the City of Portland, City of Los Angeles and City of San Francisco (left to right) pull into Chicago Union Station on-time and line up abreast on the morning of Oct. 30. The Streamliners, as well as the Arrow, carry the train number in the illuminated locomotive number box, while the engine number appears in large red figures on the side of the cab.



was proud of the way everyone had worked together to make an almost perfect record.

"During the time the trains have been on our rails," he said, "we have made running time or better about 98 per cent of the time. Even counting delays resulting from occurrences off our railroad, we still have an actual on-time record for the first week of 94 per cent."

Harry Sengstacken, passenger traffic manager, stated that the trains were well patronized during the first week, and that reservations for the Thanksgiving, Christmas and New Year holidays were already voluminous.

"Everyone involved seems to be pleased with the manner in which the operation is being carried out," he said. "Many passengers have commented on the smoothness of the ride, as well as the appointments and services of the trains and their generally pleasant atmosphere."

"These trains have been well advertised, and we are now engaged in an extensive advertising program to popularize them even further. We have been meeting with traffic representatives of the Union Pacific and Southern Pacific to work out programs for further promotion."

An unexpected development with respect to the transfer of the Streamliners from the Chicago and North Western to the Milwaukee occurred shortly before the deadline for inauguration of the service when it became the subject of action by certain railroad labor organizations before the Interstate Commerce Commission and the Federal District Court in Chicago. The action was occasioned by the expected unemployment on the North Western.

That railroad estimated on Sept. 26 that approximately 707 employes would be affected, and the labor organizations later stated that at least 1,250 employes would be involved.

On Oct. 17 a complaint was filed with the Interstate Commerce Commission in Washington, D. C., by the Railway Labor Executives Association, representing 19 standard railroad labor organizations, and the Order of Railway Conductors and Brakemen, asking that the operation of the trains over the Milwaukee between Chicago and Omaha be delayed pending an investigation by the I.C.C. of the proposed operation.

On Oct. 21 the unions filed an amendment to the complaint with the commission, and on Oct. 24, with the deadline for the start of the new service only six days away, filed suit in the Federal Dis-



P. H. Draver, vice president—traffic (left) and H. Sengstacken, passenger traffic manager, study the new timetable folder on "opening day" in Chicago.

Conductor Theodore Bieniek has a word with Fireman William Brossard and Engineer Jake Jacobson, just after their train, the City of Denver, arrived in Chicago. It was the first of the Streamliners to arrive in the city. G. F. Wilson, superintendent of Chicago Terminals, is at left.

trict Court in Chicago, seeking to restrain the cancellation of the operation over the North Western, and to enjoin The Milwaukee Road, the Union Pacific and Southern Pacific from starting the new service. The court refused, however, to issue the injunction, and the trains moved onto Milwaukee Road rails on the 30th, as planned.

It came as a surprise to many that these organizations representing employes of both lines should have attempted to prevent the Milwaukee Road from taking business from a competitor, when such business provides new employment and added job security for Milwaukee Road employes.

As this issue of the Magazine went to press the operation of the Streamliners had passed the "shakedown" stage and everyone involved in the service was settling to his new responsibilities with a kind of calm determination which seemed to promise great things for the future.



Group at the City of Denver check-in desk in Chicago on Oct. 30. Left to right: R. F. Johnston, general passenger agent; H. Sengstacken, passenger traffic manager; W. Wallace, assistant passenger traffic manager; V. C. Zachaty, reservation clerk; W. A. Keller, manager, reservation bureau (in background); and E. A. Freund, district passenger agent, LaCrosse.



The Milwaukee Road Magazine



Shown at Savanna, Ill., on arrival of the City of San Francisco Oct. 30, left to right: On ground—Brakeman H. E. Joslin, Superintendent J. T. Hayes, Charles Marth of the Marth 5 & 10 Cent Store, Russell Sharp, president of the Savanna Chamber of Commerce, Clifford Rahn, president of the National Bank, and Frank Withhart, car agent. On steps—Wayne Smith, representing the Northern Illinois Gas & Electric Company, and Paul Swanson, mayor of Savanna.



Scene at Marion, Ia., as Mayor L. A. Franke presided at a ribbon-cutting ceremony welcoming the Streamliner service. Holding the ribbon at left is P. J. Lynch, Union Pacific vice president, and at right Carson L. Taylor, former Milwaukee Road vice president and general counsel, who represented President Kiley. The ceremony followed an "appreciation dinner" at which the Chamber of Commerce was host to Milwaukee Road and Union Pacific officials. Mayor Franke was a Milwaukee employe for 30 years prior to retirement 15 years ago. (Photo courtesy the Cedar Rapids Gazette.)

Personnel who staffed the club lounge car, dining car and cafe lounge car went "into the line" on the City of San Francisco Oct. 27 and were the first employes to reach the West Coast in the new service. Shown in the Milwaukee Road diner on Oct. 30, as that train prepared to leave Oakland on its first eastbound trip via the new route are, left to right: Waiters H. J. Slaughter, Jack McDonald and C. W. Porter, Steward G. A. Myers, and Waiters C. R. Hill, Buster Gipson and Otis Osborne.



Below: Members of the San Francisco and Oakland staff alongside a Milwaukee Road dining car at Oakland Pier as the first eastbound City of San Francisco over the new route prepared to depart. Left to right: J. P. Conlin; A. S. Price, district freight and passenger agent, Oakland; W. V. Dilworth; Betty Ziegler; L. P. Freeman, general agent, San Francisco; Frances Croy, city ticket agent, San Francisco; R. G. Graham, district passenger agent, San Francisco; Marjorie Grinde; H. R. Meek; and Van Dunfee.



The end of a busy day in the Chicago Union Station, and President and Mrs. J. P. Kiley, with their daughter Jane, were present to witness the departure of the City of San Francisco (background) and City of Los Angeles on Oct. 30. "San Francisco" leaves at 6:30 P.M. and "Los Angeles" at 6:45 P.M.

# This Is How They Look...

ALL of the Streamliners which began service over the Milwaukee between Chicago and Omaha on Oct. 30 were specially designed for the service they perform and carry the very finest equipment. Three of the trains include dome cars, two of these—the City of Los Angeles and City of Portland—featuring dome diners, each with a two-level dining section, plus a beautifully appointed private dining room beneath the dome section. All of the cars, including those put into the service by The Milwaukee Road, are painted the standard Union Pacific colors—yellow with gray and red trim.



A Union Pacific dome coach. As shown below, the upper level seats are placed at an angle to provide a better view.

The popular dome diner of the City of Los Angeles (also City of Portland), showing both the "upstairs" and "downstairs" sections.

Upper and lower levels of the dome coach featured on the Challenger and City of Portland.



# ... And Here Is How They Run

**No. 107**  
Lv. Chicago  
Ar. Los Angeles

**No. 111**  
Lv. Chicago  
Ar. Denver

**No. 105**  
Lv. Chicago  
Ar. Portland

**No. 101**  
Lv. Chicago  
Ar. San Francisco

**No. 103**  
Lv. Chicago  
Ar. Los Angeles

**Domeliner CHALLENGER**  
9:00 AM  
10:30 PM 2nd Eve.

**CITY OF DENVER**  
4:30 PM  
8:30 AM Next Morn.

**Domeliner CITY OF PORTLAND**  
4:45 PM  
7:30 AM 2nd Morn.

**CITY OF SAN FRANCISCO**  
6:30 PM  
10:20 AM 2nd Morn.

**Domeliner CITY OF LOS ANGELES**  
6:45 PM  
9:30 AM 2nd Morn.

**No. 108**  
10:00 PM  
4:30 PM 2nd Afternoon

**No. 112**  
5:00 PM  
10:30 AM Next Morn.

**No. 106**  
5:00 PM  
11:30 AM 2nd Morn.

**No. 102**  
4:00 PM  
11:15 AM 2nd Morn.

**No. 104**  
4:30 PM  
11:00 AM 2nd Morn.

# appointments

## Traffic Department

Effective Nov. 1, 1955:

G. A. Henkens is appointed general agent, passenger department, at Omaha. Mr. Henkens started with the Road in the Omaha traffic office in 1923. He was in the Chicago traffic department from 1926 until 1948 when he returned to Omaha where most recently he has been district traffic representative, freight and passenger.

E. W. Mastin is appointed city freight agent at Minneapolis, succeeding D. M. Wiseman. Mr. Mastin who entered service as a clerk at Perry in 1947 has been chief clerk in the office of the general agent at Duluth since September, 1951.

G. D. W. Landahl is appointed city passenger agent, Des Moines, succeeding M. E. Julich, deceased. Starting with the Road at Minneapolis in 1947, Mr. Landahl has been ticket salesman in the city ticket office there since 1952.

Van Dunfee is appointed city freight agent at San Francisco, succeeding T. Parsons. Mr. Dunfee was formerly in the employ of the New York Central and for the past year has been with the Missouri Pacific in San Francisco.

L. R. Gates is appointed traveling freight and passenger agent at Medford, Ore. Mr. Gates started with the Road in Seattle in 1944, since when he has been with the traffic department in Tacoma and city freight agent in Butte. Since September, 1952 he has been city freight and passenger agent in Great Falls.

R. H. Holcomb is appointed city freight and passenger agent, Great Falls, succeeding L. R. Gates. Mr. Holcomb entered Milwaukee Road service at Bellingham, where since September, 1954 he has been city freight and passenger agent.

K. W. Johns is appointed city freight and passenger agent, Bellingham, succeeding R. H. Holcomb. Mr. Johns became a member of the passenger department force at Seattle in May, 1953. Since September, 1954 he has been ticket salesman in Spokane.

## Operating Department

Effective Oct. 28, 1955:

P. F. Ziegler is appointed trainmaster of the Iowa Division with headquarters at Council Bluffs. Starting with the

Road in 1937 at Aberdeen, S. D., Mr. Ziegler was appointed yardmaster there in 1944 and general yardmaster in 1952. Most recently he has been trainmaster with headquarters in Aberdeen.

## Engineering Department

Effective Nov. 1, 1955:

H. W. Wellenstein is appointed signal and communication supervisor of the Hastings & Dakota Division with headquarters at Aberdeen, S. D., following

the death of O. P. Hansen. Mr. Wellenstein who started his employment with the engineering department in 1940 has been a signal inspector since April, 1953.

J. L. Nolan is appointed signal and communication supervisor of the Madison and Milwaukee (Second District) Divisions with headquarters at Milwaukee, following the retirement of C. R. Schwarz. Mr. Nolan has been with the Road's engineering department since 1940 and has been signal inspector since 1945.

## The Unenvied Father Role

*The following is taken from an address which President J. P. Kiley delivered recently before the annual dinner of the Honorary Directors Association of Rockhurst College at Kansas City, Mo.*

I WOULD like to talk about an industry which has done such a tremendous job in the building of this country, in carrying on its commerce, and helping to fight its wars that it has earned the unhappy reputation of being completely self-sufficient. The railroads today find themselves confronted by two conflicting attitudes on the part of the government and people generally:

First, they are expected to be ready at a moment's notice with all the equipment necessary to undertake any transportation job in war or peace—no matter how big.

Second, they are expected to do this at a very low level of earnings. I have even observed a willingness to let us do it at a loss . . .

These same people understand, of course, that you can't operate an auto without gas in the tank . . . also that a horse will run a pretty poor race if he doesn't get his hay regularly and a portion of oats now and then. Yet they appear to think that the railroads can keep right on delivering maximum service even while they are kept on a low calorie diet by restrictive regulation . . . regulation, by the way,

which their principal competitors largely escape. And if railroad service is less than perfect in any particular instance, these same people are quick to criticize . . .

If an intercity trucker pleads lack of equipment to carry a load which he figures he can't make enough money on, he doesn't come in for public criticism. If an airline cancels a flight five minutes before departure time because of mechanical trouble or bad weather, there's no rush to call up the newspapers and complain. No, the passengers just save it for the conductor of the overcrowded train they take instead.

Less-than-perfect service seems to be expected of our competitors.

I am sometimes amused when I realize that in the family of transportation agencies the railroads occupy the unenvied role of father. Daughter is a glamour girl, popular and strictly dependent, but who besides Dad really cares? Sonny is a great athlete. What if he is chronically in need of a hand-out? He's everybody's hero.

And what about the old man? Well, I'm afraid he is just expected to produce!



Ralph Gantenbein knows that safety is compounded of many things, two of the most important of which are peace of mind and a happy home life. Here Mrs. Gantenbein hands him his lunch, and with daughter Mary Kay and son Lee, sends him off to work with a smile.

A workman who really understands safety practices it all the time—not just on the job. Having gotten off the bus on the 35th Street Viaduct, Machinist Gantenbein keeps one hand on the railing as he descends the long stairs to the shop area shown in the background.



One safety shoe on and one to go. In the locker room, Machinist Gantenbein takes off his soft oxfords and gets into sturdy safety shoes before going onto the job.

*4th of a series*



**A**sk your seat mate on a smooth-running passenger train if he doesn't think the torque value on the diesel cylinder head assembly has been well adjusted, and your conversation is likely to stop right there.

He wouldn't know what you were talking about. Nor would most people on the railroad.

But the diesel machinist knows. Like every man in the shop, whether he be an expert in the mechanics of locomotives or cars, he exercises a skill which rides with every passenger and with every carload of freight. And he knows that the quality of his work, as well as the morale of the men he works with, depends to a large extent on how well they succeed in preventing accidents.

Working constantly with machines,

Never a day goes by that Ralph Gantenbein doesn't devote at least a little time to a discussion of safety, either with men in his department, or with M. E. Stewart, district safety engineer. Here Mr. Stewart discusses the handling of materials with Mr. Gantenbein.



# A SAFE DAY IN THE SHOP

ladders, scaffolds, hand tools, heavy parts, and steam, air and electrical lines, shopmen have found that safety, like peace, can be had only at the price of eternal vigilance.

Of all the injuries which railroad men are subject to, those involving the eyes have perhaps received more attention than any other. Since shopmen are exposed to this danger more than other employes, they can take a great deal of the credit for the heartening reduction in this type of injury on The Milwaukee Road in recent years.

Throughout the railroad, in all departments, there were only three reportable eye injuries in 1954, and thus far this year there has been only one.

Because of the mounting interest in safety and the use of more and better safety equipment, there has been a steady improvement in the prevention of all types of accidents in Milwaukee Road shops in recent years. That is particularly true in locomotive shops, which showed a casualty rate improvement of 60 per cent in 1954, compared with 10 years earlier, and a still better record appears to be in the making for 1955.

Ralph J. Gantenbein, a machinist in the assembly section of the locomotive machine shop in Milwaukee, is typical of the careful workmen who have made

Working at such jobs as checking the torque value on a diesel cylinder assembly, where both strength and careful observation of the gauge are called for, has taught him the importance of safe teamwork. Shown with Mr. Gantenbein is Albin Schnabl, machinist helper.



this record.

Mr. and Mrs. Gantenbein and their two children, Mary Kay, 17, and Lee, 15, live in an attractive white bungalow in the Milwaukee suburb of West Allis. The house is rather new, but they have already enlarged it with the addition of a family room at the rear. Despite this testimonial to his ability as a carpenter, however, Ralph Gantenbein is quick to explain that he prefers the thing he knows best—machinery and his work as a machinist.

He started with the Milwaukee as an apprentice in the old Dubuque shops back in 1929 at the age of about 18. A brother, Chris, was a machinist there at the time, and an uncle, Jake Gantenbein, was a Dubuque carman before his death. Another uncle, Frank Gantenbein, retired a few years ago as a machinist at St. Paul.

Mrs. Gantenbein also comes from a Milwaukee Road family, her father, A. J. Zimmerman of Mayville, Wis., having been a conductor on the old Northern Division.

Mr. Gantenbein went to Milwaukee in 1934 and has been in the locomotive shop there since. For some time he has been in charge of a small crew which reclaims and reassembles diesel parts. Throughout more than 26 years of shop work, he has maintained an excellent safety record and is known as one of the most careful and dependable workmen in the locomotive department.

The pictures on these pages show some of the precautions which Ralph Gantenbein and other safe workmen have found to be essential to a safe day in the shop.



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▲ A firm believer in good house-keeping, he sees to it that material and tools are kept out of passageways and that such things as the diesel cylinder assemblies shown in the foreground are arranged in an orderly manner. "I not only like to see things properly arranged", Mr. Gantenbein says, "but I know that careless house-keeping is an invitation to accidents."

► The rule when working around the shop is to refrain from wearing finger rings. He is shown here assembling rocker arms on a diesel cylinder head.



◀ Having given the emery wheel a quick check to make certain it is running properly, he adjusts the shield and brace before starting to grind a tool. Mr. Gantenbein never fails to wear his prescription-ground goggles. He wears them continuously on the job and encourages his fellow employes to do the same.



Time to relax after a day in the shop is important to the next day's safety, and the family knows it. Many of their evenings are spent in this room which Mr. and Mrs. Gantenbein added onto the house themselves. Mary Kay watches television while Dad, an avid baseball fan, enjoys another look through the "Milwaukee Braves Yearbook".

## "...eye protection is a must"



Mr. Bunce, chief mechanical officer (center), is shown holding a pair of safety goggles during a recent visit to the diesel back shop in Milwaukee. With him are E. G. Kiesele, superintendent of safety (left) and F. A. Upton, superintendent of motive power.

"On visits through the various shops, particularly at Milwaukee," Frank W. Bunce recently said, "it is not unusual to hear of a near-serious eye injury due to some object striking the protective lens of the goggles, and in many instances with sufficient force to shatter the protecting glass, with no injury to the employe's eye.

"It certainly is a good feeling to note the many employes who have determined that eye protection is a *must* for their own safety and who make use of the different types of eye protection during their daily work day."

# QUIZ



## test your knowledge of railroads and railroading

(Answers on page 28)

1. In what city are the main offices of The Pullman Company—New York, Philadelphia, Cleveland or Chicago?
2. Which of these commodity groups produces the most traffic based on carloadings — products of farms, products of forests, or products of mines?
3. What government agency passes upon the reasonableness of railway freight rates—the Federal Trade Commission, the Senate Interstate and Foreign Commerce Committee, or the Interstate Commerce Commission?
4. How many operating railroad companies are there in the United States—about 560, 660, or 760?
5. Which is the master retarder in a freight hump yard—the first, second, or third retarder through which a car must pass before reaching its designated track?
6. Is a railroad allowed to charge a higher or a lower freight rate than the published tariff provides?
7. What color label must be used in shipment of inflammable liquids—yellow, green or red?
8. What do four short blasts of the locomotive whistle mean — approaching meeting place, a call for signals, or apply brakes?
9. Are brake shoes used on diesel locomotives?
10. How much do the railroads pay out each year for the settlement of freight loss and damage claims—less than \$25 million; about \$50 million, or more than \$100 million?

### THE COVER

The front cover shows the City of San Francisco leaning into a curve just east of Elgin, Ill. Like the other Streamliners, its on-time record on Milwaukee Road rails has been excellent.

# here's how we're doing...

	SEPTEMBER		NINE MONTHS	
	1955	1954	1955	1954
<b>RECEIVED FROM CUSTOMERS</b> for hauling freight, passenger, mail, etc.....	\$23,101,639	\$21,664,470	\$184,271,728	\$176,900,263
<b>PAID OUT IN WAGES</b> .....	10,488,515	10,013,679	88,225,669	89,383,567
PER DOLLAR RECEIVED (CENTS) .....	(45.4)	(46.2)	(47.9)	(50.5)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	636,387	697,912	5,403,195	5,189,440
PER DOLLAR RECEIVED (CENTS) .....	(2.8)	(3.2)	(2.9)	(2.9)
<b>ALL OTHER PAYMENTS</b> for operating expenses, taxes, rents and interest..	12,889,671	8,917,864	84,561,093	81,483,935
PER DOLLAR RECEIVED (CENTS) .....	(55.8)	(41.2)	(45.9)	(46.1)
<b>NET INCOME</b> .....		2,035,015	6,081,771	843,321
<b>NET LOSS</b> .....	912,934			
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b> Number of cars .....	132,195	120,666	1,052,679	998,395
Increase 1955 over 1954 .....		11,529		54,284

Carloading by Commodities during October 1955 compared with October 1954	% of Total Revenue	Carloads			
		1955	1954	1955 + or - to 1954	
				Number	%
<b>INCREASES:</b>					
Grain .....	14.0%	10,393	8,547	+ 1,846	+ 21.6%
Forest Prod. excl. Logs & Pulpwood .....	12.0	9,653	9,054	+ 599	+ 6.6
Coal and Coke .....	6.7	12,206	11,787	+ 419	+ 3.6
Iron & Steel incl. Machinery .....	4.9	7,696	5,117	+ 2,579	+ 50.4
Live Stock .....	4.2	7,692	7,639	+ 53	+ .7
Fruit & Vegetables .....	3.4	5,007	4,874	+ 133	+ 2.7
Flour & Grain Products .....	1.9	5,623	5,416	+ 207	+ 3.8
Autos, Trucks, Parts & Tires .....	1.8	3,269	1,639	+ 1,630	+ 99.5
Agri. Impl. & Tractors incl. Parts .....	1.6	866	655	+ 211	+ 32.2
Ore excl. Pooled Ore .....	.4	396	269	+ 127	+ 47.2
Miscellaneous excl. Beer .....	25.6	32,814	29,998	+ 2,816	+ 9.4
Total Increases .....	76.5%	95,615	84,995	+10,620	+ 12.5%
<b>DECREASES:</b>					
Logs & Pulpwood .....	4.5%	10,425	10,674	- 249	- 2.3%
Petroleum & Products .....	4.0	5,063	5,692	- 629	- 11.1
Cement, Brick, Lime & Plaster .....	3.8	3,550	3,722	- 172	- 4.6
Meat and Products .....	3.6	5,090	5,400	- 310	- 5.7
Clay, Gravel, Sand & Stone .....	3.5	6,586	7,041	- 455	- 6.5
Merchandise .....	2.4	7,703	8,510	- 807	- 9.5
Beer .....	1.7	1,869	2,235	- 366	- 16.4
Total Decreases .....	23.5%	40,286	43,274	- 2,988	- 6.9%
<b>TOTAL</b> .....	100.0%	135,901	128,269	+ 7,632	+ 5.9%

## Davenport to Bangkok Via the Milwaukee

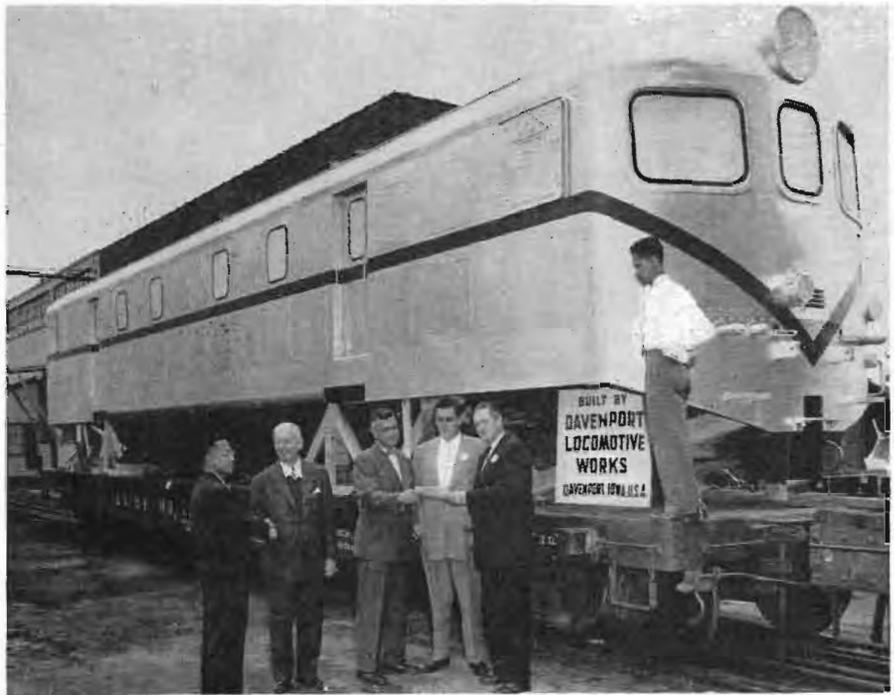
HERE'S a postscript to a news item about a locomotive consigned to the state railways of Thailand, which was pictured in the July issue of the Magazine leaving Davenport, Ia. The 89-ton diesel, built by the Davenport Besler Corporation, was being shipped via The Milwaukee Road and other western lines to San Francisco for transport overseas.

The follow-up story came by letter from E. W. Ewin, mechanical department foreman at Western Avenue, Chicago, who has been on leave since 1949 to serve with the ECA mission and who is currently technical adviser to the Royal Railroad of Thailand. From far-off Bangkok he wrote:

"Received a copy of the Magazine with a picture of the 1,000 h.p. diesel on its way to Thailand. We took this locomotive out on a test run recently, and took a couple of pictures of it at Packchaong, which is up in the northeast part of the country. The engine handled the train up the 2½ per cent grade very nicely, and it looks like a good one for the service over here.

"We have 15 of the 1,000 h.p. engines on order, in addition to thirty 500 h.p. engines already delivered from Davenport. They are planning to substitute diesels for wood burning steam engines for most of their work, but it will be a rather slow process on account of the lack of skilled mechanics to service them."

Until recently Mr. Ewin was engaged



Start of the trip at Davenport, Ia., where the diesel was inspected by, left to right: Chalerm Vadhanakom, Thailand agent; B. H. Fischer, Davenport Besler vice president; R. A. Hueser, Besler traffic manager; J. K. Fell, Milwaukee Road CF&PA; R. J. Casey, DF&PA; and Chamlong Tultameya, Thailand government agent.

on the construction of a new railway line from Udorn to Nongkhai, a distance of approximately 50 kilometers. The line, built with United States aid totaling \$4,000,000, was an emergency project for Thailand's defense and had to be completed in six months. There are four

stations along the line, and 32 bridges built over small rivers that make their appearance during the rainy season. Two-thirds of the earthwork was done by hand, employing about 3,000 workmen who used small baskets and spades. The line was opened to service this fall.



Journey's end on the tracks of the Royal Railroad of Thailand. This picture was taken by E. W. Ewin on the test run to Packchaong.

# Grand Time at the Twin Cities

YEAR by year, the annual Twin City retirement party becomes a bigger production. The same warm evidence of loyalty and good fellowship, but more fun, larger crowds, and each year finer hospitality.

Employees in St. Paul and Minneapolis provided a roaring good time for their retiring co-workers at the sixth annual group send-off on Oct. 20. The honored guests were some 60 employees of the Twin City Terminals, including La-Crosse & River and Hastings & Dakota employes working into the Twin Cities, who had retired during the past year. More than 300, including wives of the guests and retired associates of other years, attended the get-together, which was held in the Calhoun Beach Hotel in Minneapolis.

Starting with a smorgasbord dinner set out by the hotel's genial Tom Hastings, the evening had a smooth start. Guests and speakers were introduced by



Extending his congratulations to the honored guests, General Superintendent J. A. Jakubec.



A popular Twin City veteran, Retired General Superintendent F. R. Doud, greets his friends.

W. R. Manion, L&R trainman, serving in his usual roles of master of ceremonies and party chairman. The choral club of the Franklin Creamery Company provided a songfest and dancing topped off the bill.

Employees on the committee included Leda Mars and Elizabeth Hessburg of the Minneapolis local freight office; Marion Cashill, PBX operator, St. Paul; M. C. Ahern, assistant chief clerk, superintendent's office; C. A. Volsted, secre-

Employees retiring the past year who were honored: Seated, from left: Joseph Hemsey, H&D engineer; Edward Jensen, South Minneapolis machinist; W. C. Spafford, South Minneapolis roundhouse foreman; Oliver Knapp, lead carman, St. Paul; Carl Eckman, Minneapolis city ticket office steno; W. W. Fitts, L&R baggageman; Tim Collins, H&D conductor; E. V. Bloom, South Minneapolis carman; and F. M. Fowler, and O. M. Holter, H&D engineers. Standing, from left: H. Nerison, Minneapolis coach yard carman; O. Karlson, South

Minneapolis machinist; Richard Johnson, Minneapolis freight office clerk; V. O. Johnson and Chris Behr, L&R engineers; T. B. Hughes, St. Paul coach yard foreman; W. P. Golden, St. Paul city ticket agent; H. G. Rudd, Minneapolis freight office clerk; H. L. Peterson, Minneapolis yard conductor; F. R. Doud, general superintendent, Minneapolis; William Boche, Minneapolis machinist welder; E. H. Davis, Twin Cities signal maintainer; Albert Oswald, South Minneapolis roundhouse laborer; and L. F. Graham, St. Paul switchman.



tary to general superintendent; Stationmaster J. J. Taylor, Minneapolis; and Fireman M. Buehler, local chairman of the B. of L. F. & E. Their arrangements had generous support from the Brotherhood of Locomotive Firemen and Enginemen, and the clerks' and trainmen's organization. Having had one grand time at the Calhoun Beach Hotel, the committee has already arranged to have the next all-employee party there in 1956.

General Chairman W. R. Manion introduces E. H. Davis retiring signal maintainer.



## Reading on Trains

THE *New Yorker* magazine, whose ads read as interestingly as its editorial content, recently carried the following commentary over the signature of L. L. Day, editor-at-large for the publishing firm of Doubleday & Company, Inc.:

"Now, about this matter of reading on trains:

"I know commuters who maintain that there is no better place for books than the train. Away from family and friends, out of reach of the telephone's importunities, they get their best reading done as the car moves along from one suburban station to the next. . .

"But there is one drawback to train reading, and that is train windows. I like to look down main streets we are passing, into the windows of homes along the tracks, at the people on platforms, and especially at the freight cars standing in the yards or on sidings. I even 'collect' cars from unusual lines."

November, 1955

## KEEPING WELL

## Alcoholism

by Dr. James F. DePree, Chief Surgeon, Lines West

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

TO RAILROAD men there are two kinds of highballs—and they know the two don't mix.

Abstinence from drinking while on the job has a long tradition on the railroads. Yet now and then a problem drinker pops up, and of course such an unfortunate is a detriment to himself, his associates, the entire railroad and the public.

Authorities on alcoholism define a problem drinker as one who continues drinking although it reduces his efficiency and dependability on the job.

While he may not actually drink at work, the effects of his drinking show up in a decreased sense of responsibility and more absences from the job.

Such a man—unless he changes his ways—is on the road to becoming a confirmed alcoholic to whom drinking is more important than his job and his family.

Problem drinking is a matter of great concern to American industry because it results in faulty production and brings a sharp rise in the accident rate and in absenteeism. It is a particularly serious matter on the railroads, because the safety of fellow workers and the public is so intimately related to the work of a railroad employe.

Authorities now recognize that problem drinkers are sick. Some believe that the cause is at least partly physiological

—that the alcoholic drinks because of some glandular or other bodily disturbance. The majority opinion, however, is that the cause is psychological—that the problem drinker is emotionally ill.

Alcoholics are not confined to any one class. They may be of any level of intelligence and their jobs may vary from the most routine to among the most responsible. But they have one thing in common, according to authorities. They feel anxious, frustrated and emotionally upset. They drink to drive away those feelings.

Most people tend to think of an alcoholic either as the "lost weekend" type of neurotic or as a hopeless skid row derelict. Authorities recognize that between these two extremes there are many persons who are neither extremely neurotic nor derelict who constitute probably three-fourths of the problem drinkers.

In industry, an employe usually is considered a problem drinker when his efficiency and dependability are materially reduced and drinking interferes with his health and personal relations. Such persons are customarily repeat offenders. A clear distinction is made between the problem and the social drinker. The latter is one who takes one or several drinks on occasion but is able to forego those drinks when there is work to be done. Such a man's drinking is not reflected in his work.

What can be done about the problem drinker? Fortunately a great deal of progress has been made in recent years. Better knowledge has led to methods of treatment which are having heartening success. Alcoholics Anonymous, for instance, has assisted thousands. This organization is listed in the telephone directories of most larger cities.

Religious counseling and professional medical advice also are helpful. However, all students of the problem are agreed that the drinker must WANT to be helped. No alcoholic, they say, can be led unwillingly away from liquor.

# home department

## NEW BUYS IN TOYS THAT TEACH



With this new hobby kit, girls can learn as easily as their brothers how to set up a radio set. The electronic kit, one of five produced with the cooperation of leading American industries, was developed by RCA. Included are parts of a two-tube receiver and a transmitter, materials for many experiments, and a book, "The Story of Radio—How It Works, What It Means".

SANTA'S PACK will be crammed this year with many play kits that pay educational dividends.

Training in budget management is furnished by a shopping game which reproduces a typical suburban shopping area where players strive to complete supermarket shopping assignments. Driv-Ur-Self, a new traffic safety game with steering wheel and moving highway, instructs in the rules of the road.

A fascinating addition to playroom realism is a chuck wagon with a real camper's kettle and chow plates, cans of real Campbell's pork and beans, soup, spaghetti, and all the utensils needed for frontier-style meals. A nursery book has a sound track impressed on the cover and a hole through the center so the book goes right on the phonograph, thus giving mothers a respite from "read it again" requests. Among toys that aid children to adjust to school are the Campbell Kids play school, a delightful miniature schoolroom, and Go To The Head Of The Class, a game which reproduces classroom activities at three

age levels.

For youngsters 10 through 16 who are interested in scientific subjects there is a slick new package of hobby kits designed with the cooperation of five leading American industrial firms. Included are an electronics kit developed by the Radio Corporation of America; a kit to build a complete weather station created by the Taylor Instrument Company; a set of lenses to build microscopes; a periscope and telescopes, designed by the American Optical Company; a Bauer and Black medical kit; and a "rock detective" geology kit turned out by the Gemological Institute of America.

Encyclopaedia Britannica and Chicago's Museum of Science and Industry cooperated in planning the kits and the written material that goes with them. Each kit contains a merit award application which is sent to the manufacturer upon completion of the prescribed experiments. The line is marketed by Industrial America Inc. through toy, hobby and department stores. Prices are moderate, some below cost.

## RECIPE OF THE MONTH

IF YOU LIKE to try something different, here's a new dessert featuring that holiday favorite, the mighty cranberry. To bring out its delicate beauty you can present it as a molded dessert, or lacking a mold, you can spoon it into sherbet dishes or tall parfait glasses. It also makes a delicious chiffon pie.

### Cranberry Chiffon

- 3 cups fresh cranberries, washed
- 1 cup cold water
- 1 pkg. Royal gelatin dessert (orange flavor)
- $\frac{3}{4}$  cup boiling water
- 3 eggs, separated
- $\frac{3}{4}$  cup sugar
- $\frac{1}{4}$  tsp. salt

Place cranberries and cold water in pan, bring to a boil over medium heat, and cook until all the berries pop. Force berries through a strainer. Empty gelatin dessert into a bowl, add boiling water and stir until dissolved. Beat egg yolks until light, add  $\frac{1}{4}$  cup of the sugar and beat in. Pour hot gelatin mixture slowly over egg yolks, stirring constantly. Stir in salt and strained cranberries. Chill, stirring occasionally to keep mixture smooth, until slightly thickened. Beat egg whites until foamy, gradually add remaining  $\frac{1}{2}$  cup sugar, and beat in. Continue beating until mixture forms soft peaks. Fold beaten egg whites into thickened gelatin mixture to give a two-tone effect. Pour into a  $1\frac{1}{2}$  quart mold, or into a baked 10-inch pie shell, and chill until firm. If desired, top with whipped cream. Makes 6-8 servings.





# ROAST TURKEY—

metal foil shortens cooking time



THE METAL FOIL method of roasting a turkey has two advantages which are important to a homemaker—shortened cooking time and the fact that there is no spattering of the oven.

Turkey cooked in aluminum foil may have a light color and the skin may be quite soft. However, a few minutes of roasting with the foil folded back will provide the desired golden-brown glaze. There is also a tendency for the skin to break and for the muscles to pull away from the bone. The latter condition is caused by the moist heat, which changes the connective tissue to gelatin so that the muscles no longer function. This characteristic should not detract from the appearance of the bird unless it should occur over the breast.

A medium weight of aluminum foil ("heavy duty") is best, but cooking results are the same regardless of foil weight. An 18-inch foil is a good width. If the turkey is large, use two lengths. Lay the pieces together on a flat surface and close with a drugstore or lock fold, pressing the fold flat and tight to prevent leakage. Here's how to proceed with the wrapping:

Tie the drumsticks to the tail. Press wings to the body with the tips flat

against the sides of the breast. Place the bird in the center of the foil, which should extend 5 to 6 inches beyond the leg and breast ends. If it is not wide enough, join two pieces together, as directed before.

Bring one side of the foil snugly up and over the breast. Then the opposite up and over, using a lap fold. These ends should overlap 2 to 3 inches. Fold the foil down snugly at each end of the bird, breast and legs. Then bring the other ends up. The top of these should be high enough to prevent the drippings from escaping into the pan. If they escape, they brown quickly and cause a sharp odor and smoke.

Place the foil-wrapped bird, breast up, in the bottom—not on a rack—of a shallow pan. Put in a preheated very hot (450 F.) oven and roast to within 15 or 20 minutes of the total cooking time shown in the timetable. Remove from oven, fold foil away from the bird to the edges of the pan, and return to the oven to roast until done. To test doneness, press the fleshy part of the drumstick between the fingers. The meat should feel very soft and the bone should move easily in the joint. (*Poultry and Egg National Board*)

## TIMETABLE

Ready-To-Cook Weight (Pounds—Unstuffed)	Oven Temperature (a very hot oven)	Total Cooking Time (Hours—Approximate)
8—10	450° F.	2¼ to 2½
10—12	450° F.	2¾ to 3
14—16	450° F.	3 to 3¼
18—20	450° F.	3¼ to 3½
22—24	450° F.	3½ to 3¾

## White House Pumpkin Pie

It's a great holiday tradition—pumpkin pie for dessert—and most cooks have a favorite formula. At the White House, for instance, Pumpkin Chiffon is featured at holiday dinners, since that is Mrs. Eisenhower's preference.

The President's wife recently contributed her tried and-true recipe for a cooking demonstration at the International Dairy Show in Chicago. She did not enter the recipe in the \$25,000 recipe contest held in connection with the show, but explained that she was submitting it as "one of my favorites". This is how it goes:

Three beaten egg yolks, ¾ cup brown sugar, 1½ cups cooked pumpkin, ½ cup milk, ½ teaspoon salt, 1 teaspoon cinnamon, ½ teaspoon nutmeg, 1 envelope gelatin, ¼ cup cold water, 3 stiffly beaten egg whites, ¼ cup sugar.

Combine egg yolks, brown sugar, pumpkin, milk, salt and spices. Cook in a double boiler until thick, stirring constantly. Soak gelatin in cold water, stir into hot mixture. Chill until partly set.

Beat egg whites, add granulated sugar, and beat stiff. Fold into gelatin mixture, pour into pie shell, and chill until set. Garnish with whipped cream. Makes one big pie or 8 small pies.



For a family feast you can't go wrong with old fashioned pumpkin pie, rich with cream and spice. This recipe is unique, the flavor enhanced with an elusive tang of aromatic bitters. For a nine-inch pie use the following:

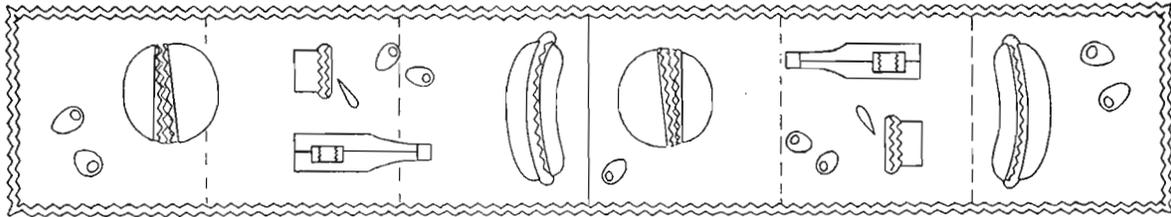
### Old Fashioned Pumpkin Pie

pastry for a nine-inch pie

- 1 cup brown sugar
- ½ tsp. ginger
- 1 tsp. cinnamon
- ½ tsp. salt
- 2 eggs, slightly beaten
- 2 tbsps. Angostura Bitters
- 1½ cups top milk
- ½ cup light cream
- 1½ cups cooked or canned pumpkin

Line a nine-inch pie pan with pastry. Mix sugar, spices and salt together. Add eggs, Angostura Bitters, milk, cream and pumpkin. Mix well, pour into unbaked pastry shell and bake in a hot (425° F.) oven 45 minutes, or until set.

# A Holiday Tablecloth for Year-Round Parties



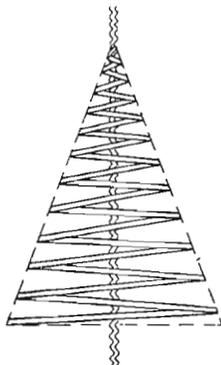
A TABLECLOTH with a number of switch-about "party centers" is one of the smartest as well as most practical ideas for holiday entertaining. Quick to make, this is one of those nice domestic gifts that is personalized by your own handwork, or a wonderfully effective means of brightening the familiar surroundings of your own home.

The idea calls for a basic cloth plus a variety of runners decorated for special occasions. Each runner provides a different party setting—tablecloths for a whole year of entertaining.

The basic cloth is made of all-purpose cotton in the new 54-inch width. Just

cut and hem it, there is no seaming. For the runners, choose the same cotton in coordinated colors. This month we are offering our readers instructions for making a holiday cloth and four "party centers". Included are a Christmas runner (illustrated), a barbecue center (detail shown), one for the New Year, and an all-purpose runner suitable for birthday parties and similar celebrations.

The delightful decorations are made with rickrack of various widths, bias tape and adhesive-backed mending tape. For your free copy of the instruction leaflet, mail the coupon. (Courtesy Oneida Ltd. Silversmiths and Indian Head Mills)



Please send me free detailed instructions on how to make the cloth and runners described in "The Holiday Tablecloth for Year-Round Parties".

Name .....

Street .....

City ..... Zone ..... State .....

## Here's How to Make a Sturdy Scooter

A FEW PIECES of lumber and an old roller skate will make a scooter any little boy would love to find beside a Christmas tree. Making this one will take only an evening of father's time.

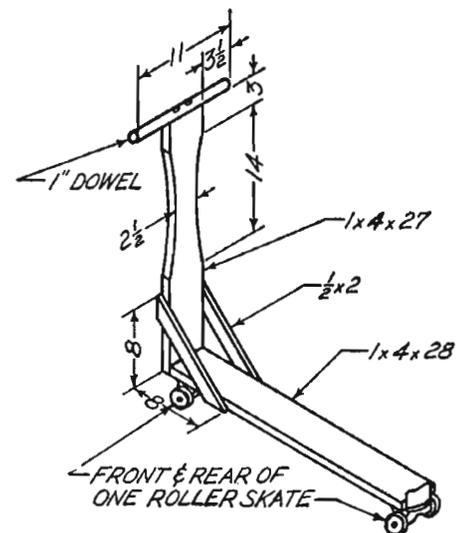
The dimensions may be varied to suit the size of the child. Make the base and upright of 1 by 4-inch lumber. The upright is narrowed, as shown, to reduce top-heaviness. Notch or "dish" the top with a half-round wood rasp to provide a good seat for the handle.

Make the handle of an 11-inch length of 1-inch dowel. Bore two holes, each  $\frac{3}{4}$ -inch from the center, to accommodate  $2\frac{1}{4}$ -inch No. 10 roundhead screws. Bore pilot holes in the edge of the upright to match the holes in the handle.

Fasten the upright to the foot board with four  $2\frac{1}{4}$ -inch flathead wood screws, countersunk.

Make the braces of  $\frac{1}{2}$  by 2-inch strips, and fasten in place with two  $1\frac{1}{4}$ -inch No. 10 flathead wood screws at each end. Then sand the assembly, rounding all sharp edges, and paint it an attractive color with a good outside enamel.

Center the skate wheels at the front and rear of the foot board and align the wheels parallel to the sides of the board. Fasten to the foot board with  $\frac{3}{4}$ -inch No. 10 flathead wood screws. The screws may be placed along the slots already in the skate, but for a more solid attachment, drill four widely spaced holes in the plate of the skate. The



rear-wheel assembly is placed with the metal heel plate against the end of the foot board.

# COOKING IDEAS FOR CHRISTMAS

SWEDISH homes celebrate Christmas Eve with an elaborate buffet of hot and cold food. It's customary to decorate a whole ham with a festive paper frill at the bone end and a gay garnish across the top. To make a ham garnish, blend  $\frac{1}{8}$  pound butter and 3 hard-cooked eggs. Force the mixture through a pastry tube onto the cold ham in a design of either "God Jul" or "Merry Christmas".

Ice cream in holiday dress suggested by *Better Homes & Gardens*: A Christmas mold with a top of strawberry ice and a bottom layer of vanilla ice cream laced with toasted almonds. A mince pie is simple. Just fold mincemeat into vanilla ice cream and freeze firm in a graham cracker crust.

Here's a tasty partner for turkey: Alternate layers of sliced sweet potatoes and tart apple slices in a buttered casserole, sprinkling the potatoes with salt and the apples with brown sugar. Dot with butter, cover and bake in a moderate oven for 45 minutes. As a festive finish to a holiday meal, *The American Home* suggests pumpkin pie topped with walnut meats.

To make a professional glaze for your ripened fruit cake, force 1 cup stewed or canned apricots through a fine sieve, add  $\frac{1}{3}$  cup water and  $\frac{3}{4}$  cup sugar and cook uncovered to a jam-like consistency. Cool and spread on the cake with a pastry brush, adding fruit and nut decorations.

Drain the juice from a jar of stemmed maraschino cherries without removing the cherries, fill with sweet cordial and replace the cover. Let stand for 24 hours or longer at room temperature. Remove fruit from the jar and drain without breaking the stems. Dip, one at a time, in semi-sweet dipping (candy-making) chocolate over hot, not boiling, water, sealing thoroughly around the stem. Let harden on wax paper.

This is a very unusual recipe for that holiday favorite, baked squash: Cook a medium-size squash, mash and sieve. Mix with 1 tsp. salt,  $\frac{1}{2}$  cup brown sugar, 1 tsp. vanilla, 1 tsp. cinnamon, 3 tbsps. flour, 1 tsp. baking powder, 2 egg yolks,  $\frac{1}{2}$  cup coconut,  $\frac{1}{2}$  cup nuts, and  $\frac{1}{2}$  cup raisins that have been soaked in warm water. Bake in a buttered casserole



## children can make these "heavenly" decorations

MORE THAN any other holiday in the year, Christmas holds a special enchantment for children, particularly if they are allowed to help with the preparations. Even small children can make presents, gift wrappings, greeting cards and tree decorations. Thus they learn that Christmas is a time of giving as well as receiving.

The tree angels shown here were made with crayons, paper and paste, and other materials found in every home. To make a three-dimensional angel, cut a circle from heavy paper or cardboard, using a saucer as a guide. Fold the circle in half and cut out a silhouette that includes a head with a crown, wings and skirt (see pattern shown below).

Open the fold, lay it flat, and color with crayons. Then fasten the edges of the skirt together to form a cone. Angels can be changed to choir boys by elimi-

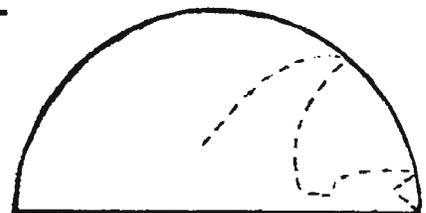
nating the crown, bringing the wings forward to suggest sleeves of a choir robe, and coloring in the traditional costume. The faces are cut from family snapshots and pasted on the face area. If old photos aren't available, use magazine illustrations. Although the finished articles may not be as symmetrical as professional decorations, they will be sure to delight their makers.

An assortment of angels made out of conical shaped drinking cups is colorful on a table or mantel. As a substitute for drinking cups, you can make your own cone shapes with a half circle of paper. Clothespins, ping pong balls or Christmas tree balls can be used for heads, with features made of gift wrap tape.

Make the arms of pipe cleaners, held in place with cellophane tape. The wings of the angels shown here were made of construction paper and fluted baking

at 325 F. for 20 minutes. Beat the 2 egg whites with 2 tbsps. cold water until stiff, add 1 tbsp. granulated sugar, and spread on the pudding. Brown for 15 minutes.

Cranberry stuffing is delicious with roast turkey. Chop 3 cups cranberries and combine with  $\frac{3}{4}$  cup sugar. Blend  $\frac{3}{4}$  cup margarine, melted, and 3 qts. small bread cubes. Combine the two mixtures and add  $1\frac{1}{2}$  cups raisins, 1 tbsp. salt,  $\frac{3}{4}$  tsp. cinnamon, the grated rind of 2 lemons and  $\frac{3}{4}$  cup water or giblet broth. This will stuff a 10-pound bird.



FOLD

Angel pattern: The straight edge is a fold. Use saucer to draw half-circle. Do not cut on fold.

cups. Dress the little figures with paper doilies, bits of ribbon, sequins—whatever you have in the scrap box—to create a "heavenly" effect.



**"Am I for competition?  
Yes, indeed  
— that's how I get  
more for my money!"**

**Inquiring Reporter:** There are bills in Congress intended to benefit all of us by permitting greater freedom of competition in transportation. How do you feel about this?

**Shopper:** Well, I know that when stores compete for my business I get better values in the things I buy. Isn't that true in transportation, too?

**Inquiring Reporter:** No, Ma'am, not always.

**Shopper:** Why not?

**Inquiring Reporter:** Because government regulation does not give railroads, trucks, and barges enough freedom to price their services competitively.

**Shopper:** Can't something be done about it?

**Inquiring Reporter:** Yes. A special Cabinet Committee appointed by the President recommends that whichever has the lowest costs should be allowed to charge the lowest prices—provided, of course, that prices cover costs.

**Shopper:** That sounds sensible to me. After all, every other business is run that way.

**Inquiring Reporter:** Then you would favor greater freedom of competition in transportation?

**Shopper:** I certainly would. I think it would help me get more for my money!

For full information on this vital subject, write for the booklet, "Why Not Let Competition Work?"

**Association of  
American  
Railroads**

937 Transportation Building  
Washington 6, D. C.



# about people of the railroad



## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Miss Julia Johnson, file clerk in the superintendent's office, took a two-week vacation trip to California to visit friends.

The wife of Conductor Walter Kranz passed away on Oct. 13 after a short illness.

In recognition of his 45 years of continuous service, a Silver Pass was presented last month to Kurt Schroeter, train baggageman running out of Milwaukee.

## L & R Division

### THIRD DISTRICT

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



D. E. Callahan

Daniel E. Callahan, conductor on the Tomahawk, ended 54 years of accident-free service with the conclusion of his run into Wausau on Oct. 28. The Callahans have lived in Wausau since 1901 when his father, Edward Callahan, was made roadmaster of the old Valley Division.

Starting with the railroad that year as a section man, Mr. Callahan was a clerk at the freight house before taking a brakeman's job in 1905 and being promoted to freight conductor in 1909. The top experience of his 14 years in passenger service was escorting General Eisenhower's fishing party to Minocqua in 1946 prior to the general's election to the Presidency. Mr. Callahan has served as division secretary of the O of RC for 30 years and as its state legislative representative for 20 years, during 12 of which he was secretary-treasurer of the state committee. (Wausau Record Herald photo)

Ritz Parker, retired telegrapher, who makes his home in California, has been visiting his son, Dispatcher Howard Parker. Accompanying his grandfather from California was Howard Jr. on leave, having finished Marine Corps combat training. He has since returned to Treasure Island, Calif., for electronics school training.

Also home on leave after completing Marine Corps boot training at San Diego was Richard Voeltzke, son of Freight House Fore-

man William Voeltzke, Wausau. Following his leave he reported to the naval air technical training center at Jacksonville, Fla., where he will attend the aviation electronics school.

The October meeting of the Women's Club was held in the Odd Fellows Hall at Wausau, its new meeting place, as the clubhouse is being dismantled. Plans were made for a Christmas party.

James Nyholm, son of Engineer Frank Nyholm, claimed Miss Eleanor Brunner as his bride in an attractive autumn wedding in Bethel Lutheran Church at Wausau on Oct. 8. Dinner for the families was served in the Central Cafe private dining room. The evening reception for 125 guests was held in the church parlors and later there was dancing at Schmidt's Ballroom. The young couple will make their home in Wausau.

Miss Betty LaFave, daughter of Car Department Employee Frank LaFave, was united in marriage with George Frodle of Wausau on Oct. 1 in an attractive wedding in St. Therese's Church at Schofield. A wedding breakfast was served in the church dining hall, and an afternoon reception and supper followed, with a dance later at the Colonial Ballroom for 300 guests.

Clerk and Mrs. Herb Hintze have welcomed their second child, this time a baby girl.

Vacations the past month took Conductor Erdmond Smith into Canada, his favorite vacation spot for many years; Engineer and Mrs. Hugo Vongnechten's itinerary included the Black Hills and Denver; Conductor Bill Fredrick visited a brother in Seattle; and Engineer and Mrs. Jim O'Brien visited relatives in Boston, Mass.

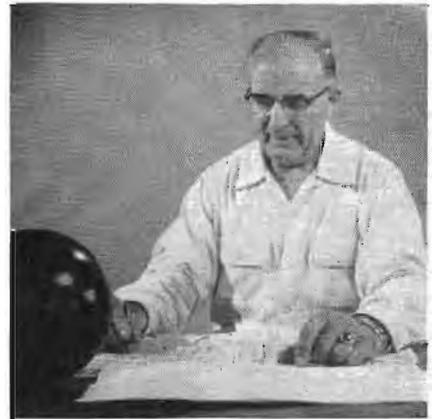
G. L. Grube, former agent who retired in 1946, died suddenly at his home in Tomahawk on Oct. 22. Funeral services were held at the First Congregational Church in Tomahawk and Masonic graveside rites were conducted at the cemetery. He was a founder of the Tomahawk Building & Loan Association, a member of the Tomahawk park board and had served on that city's board of education. Immediate survivors are his widow, three daughters and nine grandchildren.

Mrs. Leo Ziebell, wife of carman, has left for an extended visit with her son, Lt. Cmdr. Donald Ziebell, in Sanford, Fla. She will also visit in Orlando, Daytona Beach and Fort Lauderdale.

### FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

Since the duck season opened and the big shoot is on at the Horicon marsh, very little has been seen of Engineers Gust, Rodenbeck, Ballard, Busler, Sattler and Sanders.



**BOWLS HIS ACE.** Barney Larson, operator at the Grand Tower crossing in LaCrosse, checks the score sheets of a 40-game marathon he bowled recently in the first annual Endurance Classic at Ogden, Utah, to establish a time record of 12 hours, 10 minutes. Mr. Larson, 62, was the oldest man on his shift. Since returning to LaCrosse "Iron Man" Barney has proved that the feat was no fluke by making good on his statement that he could easily "bowl his age." Taking 10 minute breaks between each block of 10 games, he bowled the 62 games in 15 hours 21 minutes, and was still going strong at the finish. (LaCrosse Tribune photo)

We have a new radio in the Portage depot and yard office for communicating with trains en route. Wonder what Peggy Learmonth and Cap Peters would say if they could see the joint now, and with the new electric lighted-refrigerated-oil heated cabooses, we can say that the good old days are gone forever. In those days fellers like Cocky Long and Deacon Shutter didn't need radio—all they did was holler at the hogger and they could be heard 60 car lengths.

Frank Woodman, retired engineer, 75, passed away Oct. 26. Burial was in Silver Lake cemetery. Surviving are two sons, Donald of Portage and Carl of Bay City, Mich.; four brothers, Edwin of Panama City, Panama, Leonard and Charles of Portage, engineers for the Road on this division (Leonard retired recently), and Louis of Pittsville; one sister, Fanny Woodman, Portage; four grandchildren and two great-grandchildren. Frank was a veteran of the era of steam.

In recognition of having completed 45 years of continuous service, a Silver Pass was presented last month to Irvin F. Tyler, roadmaster's clerk at La Crosse.

Charles G. Ellis, retired locomotive engineer, 69, died Oct. 20 at the Veterans Administration hospital in Boston. Mr. Ellis served

with the 13th Railway Engineers in France during World War I and was a past commander of Milwaukee Road Post No. 18 of the American Legion. Recently he had served as commander of the post at Fitchburg, Mass. Interment was at Tomah, Wis., with Legion services furnished by Grassmann-Sowle Post No. 201. His wife Mary survives.

#### SECOND DISTRICT

W. H. Reed, locomotive engineer at Memmonie, has been presented with his Silver Pass, having completed 45 years of continuous service. It is issued in favor of Mr. and Mrs. Reed.

## Chicago General Offices

### AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Some of our recent vacationists were Ann Kennedy, vacationing at Daytona Beach, Fla.; Mabel Klug, Florida; South of the Border, Mary Oehm and Sophie Kustron who visited Mexico City, Taxco and Acapulco (in Acapulco they ran into Jimmie Merchut who formerly worked in this office); visiting California, Mary McCormick, Mary Quinette and Rose Printz; Grace Grall, San Antonio, Tex.; and Pearl Kinney in Excelsior Springs, Mo.

Sympathy was extended to the family of Minnie Helgerson of the B&V bureau who passed away Oct. 20 at Sioux City; also to Mary Warfield on the death of her father Nov. 7.

We welcome back Flora Collier, Mary Elser, Grace Minor and Dolores Tipesiu who have been on leave of absence.

Convalescing at home at this writing are Mike Samp, Josephine Botzon, Martha Gerardin and Mary Lawler.

November 5 was the wedding day of Mary Rush, of the typing bureau, to Anthony Pistone at St. Alphonsus Church.

On Oct. 26 Florence Abraham of the key-punch bureau became the proud mother of a boy.

### OFFICE OF VICE PRESIDENT-COMPTROLLER

Miss Julia Sachen, former head of the central typing bureau in the Union Station, passed away in a Washington, D. C., hospital on Oct. 17. Since retiring in January on account of failing health, she had moved to Washington to be near her immediate family while she received medical treatment. Miss Sachen started her railroad service in 1926 as a stenographer in the Chicago accounting department offices and was promoted to bureau head in 1949. Among Union Station employes she is well remembered as an active member of the Women's Club, having served on various committees and as librarian, and at the time of her retirement as assistant corresponding secretary. The Sachen family had lived on Chicago's north side for many years and was well known to Milwaukee Road people. Miss Sachen's sister Marion who shared her home died early this year. Those surviving are her father, William A. Sachen, who now lives in Washington, a sister, Mrs. Irma S. Valentine of Washington, and a nephew in California. Funeral rites were conducted in the capital city.

## ENGINEERING DEPARTMENT

F. L. Clark, Correspondent

John Wetherell, retired assistant engineer of LaMesa, Calif., called on us to report on his new home. He looked fine and is certainly enjoying his life in California.

George Griesenauer also stopped in to see his old friends while he was visiting in Chicago. The Sunday Tribune recently printed the following about Mr. and Mrs. Griesenauer: "Mr. and Mrs. George J. Griesenauer of Clearwater, Fla., formerly of 5006 Catalpa Ave., recently observed their 50th wedding anniversary during a reception and open house at the Forest Glen Congregational Church, 5410 N. Lawler Ave. The couple moved to Chicago in 1906 and built their home on Catalpa Avenue in 1911. Before moving to Florida in 1953, they both were active members of the Forest Glen Church. Griesenauer was a civil engineer with the Milwaukee Road for 42 years before his retirement 15 years ago. The Griesenauers have one son, Theodore, a daughter, Mrs. Georgia Peterson of Mount Prospect, and three grandchildren."

A. B. Chapman wrote to tell about his new home on Exeter Avenue in Seattle. He says the house is on the east slope, overlooking Lake Washington and the Cascade Mountains. Both he and Mrs. Chapman would like to hear from their friends and to see any who journey to Seattle.

### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Contributed by Arona Puttrich

It is with deep regret that we report the death of our co-worker Victoria Cwik, who passed away Oct. 6. Pallbearers at the funeral services were Myrtle Freitag, Margaret Glowienke, Elmear Martell, Eleanore Mullaney, Gloria Rogus and Arona Puttrich, all of this office.

Pat Krywka has returned to work after a furlough.

Sam Weinstein had a dual celebration last month, 25 years of marriage and 25 years as an employe of the Road.

Uncle Sam has dispensed with the services of Johnny Diversey and he is back with us.

Sympathy was extended to Noreen Quinn upon the death of her sister.

We have two new grandfathers in our midst, Frank Bednarck and Art Bartosch. Frank's granddaughter is Kathleen Marie, born Oct. 5, and Art's grandchild, Deborah, was born on Oct. 10.

Stella Murphy went to Watertown, Wis., recently to help her sister and brother-in-law celebrate their 50th wedding anniversary.

Ann Franke and Nora Boyle have left to await the stork.

Ellen O'Hora, central typing bureau, has retired and is now making her home in Richland Center, Wis.

One of our Irish lassies, Mary Feehan, typist, has resigned to take a position elsewhere.

The central typing bureau is proud of Evelyn Mazier, a volunteer worker, who devotes much time to St. Vincent's Orphanage and Veterans hospitals. Evelyn manages to give at least one day or more each week to these worthy causes.

A. B. Montgomery and his wife enjoyed a train trip to California and also an auto tour of Mexico and parts of California.



**NEW SCRIBE.** Martha Streit, who became the Magazine correspondent for the office of the auditor of equipment accounts office last month, accepts the good wishes of her predecessor, H. M. Trickett, who had served as scribe for the past 13 years. Looking on, R. N. Edman, auditor of equipment accounts. Miss Streit has been a member of the clerical force at the Fullerton Avenue office since 1950.

### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Late vacationers this year included Berneice Lenartz, who motored to Las Vegas with her husband. Elsa Augustin went to Arizona and then drove to Southern California where she visited Mary Maney, retired. Herbert Bahr and his wife vacationed in Colorado Springs. A postcard was received from the Bahrs while they were enjoying the wonders of the West.

Maryellen LaJoie, formerly of our office, was married to Darrell E. Asay on Oct. 22 at Our Lady of Lourdes Church. Maryellen is now employed in the freight claim office as typist.

Back to work after a three-month leave of absence is Ann Berg. She is now commuting from her new home in Algonquin, Ill., where she enjoys the serene country life.

On Oct. 27 Dorothy Hellgeth was honored with a bridal shower by her friends. She received a deep fryer and a bathroom scale. The wedding took place Oct. 30 in St. Sylvester's Church.

Our new employes are Maureen Barrins from Sligo County, Ireland, and Kathleen McNeela of County Mayo. Maureen has been in this country for a year and Kathleen since September. Peter Mascillino is the new man in the statistical bureau.

Veronica Wray and Dorothy Hellgeth transferred to the keypunch bureau this month.

Sympathy was extended to Marie Peterson on the loss of her father, Peter Scharba; also to Dorothy Hellgeth on the death of her father.

*The Library of Congress, seeking a rival to "She sells sea shells", came up with the following tongue-twister: "Silly Sally swiftly shooed seven silly sheep. The seven silly sheep Silly Sally shooed shilly-shallied south."*

## OPERATING DEPARTMENT

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

Patricia, the daughter of Mrs. Margaret V. Gregg, file clerk in the office of the vice president-operation, was married to Thomas Riedl at Our Lady of Victory Church, Chicago, on Oct. 15. After the ceremony a reception was held at Franklin House in River Grove.

Jay L. Franz, retired chief clerk to vice president who has been recuperating from an operation, paid us a visit recently. We were all glad to know that he is coming along so well.

Miss Marilyn McNicholas, secretary to manager mail, express, baggage & milk department, is at this writing on a pleasure cruise to a vacation whose final destination is Havana, Cuba.

Walter Kail, traveling mail, express, baggage & mail agent, has completed his new home in Roselle, Ill. We understand he did a considerable part of the work himself.

We were saddened when news reached us of the death of Otto C. Stainer on Oct. 24. He was district safety engineer of the Chicago Terminal territory and Terre Haute Division when he retired on July 31, 1950 after 50 years of service, which included many years as freight service inspector in the refrigerator service, claim prevention and merchandise division of the Road. He was also an active member of the Veteran Employees Association. He is survived by his widow, daughter, grandchild and a sister.

Mrs. Hazel B. Harstad, widow of the late Oscar N. Harstad, former operating department vice president, passed away Oct. 18. Her death occurred unexpectedly at the Harstad home in Evanston, Ill. She was 65 years of age. Funeral services were held in Evanston. Mr. Harstad, who was known in railroad circles as "O.N.", had a distinguished record of 45 years of service with our road. Positions he held included general superintendent at Chicago, general manager Lines East, vice president-operating and assistant chief operating officer. In addition he was president of the Davenport Rock Island & Northwestern and on the board of the Minnesota Transfer Co. Ill health obliged him to relinquish part of his duties prior to his death in 1949 at the age of 63.

## OFFICE OF FREIGHT AUDITOR

Clara Fister, Correspondent

We welcomed Jim Murin, review bureau, back from his furlough.

Sympathy was extended to Lillian Mischke, accounting machine bureau, whose father, Peter Scharba, passed away suddenly on Oct. 4.

Katherine Bahr spent her vacation in Denver, Colo., George LaValle in Oregon and California, and Sherman Arpp toured the West.

"It's a boy," Michael Joseph, for Pat and Bill Ptack, born Oct. 8. Pat was formerly in the local and interline balance bureau and Magazine correspondent for this office.

Wedding bells rang for Antoinette Leidolf, keypunch bureau, and Don Lundgren on Oct. 8.

Florence Frank, keypunch and coding bureau, spent part of her vacation in Columbus Hospital having a tonsilectomy.

November, 1955

George Christ, a review clerk before his retirement, is now living in Merrimac, Wis. He formerly lived in Evanston, Ill.

Gene Nemmers and Mary Lamont, both of the interline bureau, have left the Road. Gene is going to become a butcher and Mary and her husband are moving to Warrenville, Ill.

Marilyn Mueller, local and interline balance bureau, and Dave Kronon, revising bureau, became engaged Oct. 17.

John Cordo is the new office boy in the review bureau. We also have with us Bob Zeravich, Irene Puccinelli, Frank Mattes, Nancy Baier, Dolores Saldivar, Lorraine Syrczyk, Barbara Ewald and Shirley Homeister.

## CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The 1955-1956 Choral Club season opened with a concert on Oct. 22 for Mont Clare Lodge No. 1040. The music for this program expressed the rich musical heritage of America, including religious and patriotic compositions, folk songs and selections from the well known musicals, The Student Prince and Oklahoma.

After the program the group was invited to participate in a social hour. A large cake, beautifully decorated with the Milwaukee Road emblem, served as a centerpiece on the table reserved for the club's members.

On the eve of Oct. 8 all footsteps led to the Stolls who graciously opened their home to the Choral Club. Their newly remodeled and decorated recreation room was the scene of much excitement, the occasion being a farewell for Tenor John Morrissey (retired switchman) who will be leaving us soon. He was presented with a choral-lyre pin and a wallet with "a little something in it" from the gang. George and Mildred Dempsey also were guests—George was presented with a pin and Mildred with a corsage for their years of faithful service to the club. Frances Walker arranged an interesting program of entertainment for the evening. Phil McDonald planned the menu and with his able assistants a delicious supper was served.

We welcomed the following new members: Jane Mezak, Frances Meyers, Anne Steinhof—altos; Marie Wilson—soprano.

Best wishes were extended to the newly engaged Marilyn Mueller and Dave Kronon.

## FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

The girls of the freight claim department and the auditor of equipment accounts office held a shower for Maryellen LaJoie recently, at which she received many fine gifts for her marriage to Darrell E. Asay on Oct. 22 at Our Lady of Lourdes Church.

Art Slider, retired veteran now living in Texas, dropped in for a visit. He is looking well and enjoying his well earned retirement.

Ruth Reband has announced the arrival of an infant daughter.

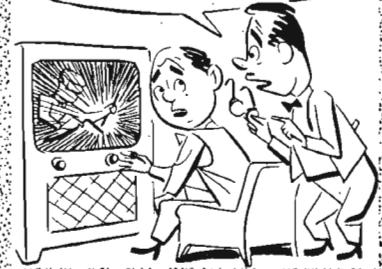
Mary Powitz vacationed in Los Angeles, Palm Springs and Las Vegas recently.

We take this opportunity of welcoming Edward Denton to the Milwaukee family.

Mr. and Mrs. Edward Ewald took a tour of the interesting spots in Louisiana and Miami Beach on their vacation. Bessie Waldman also



YOU'RE SITTING MIGHTY CLOSE TO THAT WELDER, JOE... BETTER PUT ON THESE FLASH GOGGLES!



LISTEN, STUPID! NEXT TIME I FIND BROKEN GLASS IN YOUR WASTE BASKET, I'M GOING TO THE BIG BOSS!



HE WAS ADJUSTING A RUNNING MACHINE AND HIS SHIRT GOT CAUGHT... THE GUY HASN'T GOT ALL HIS BUTTONS!



From National Safety News  
Published by  
The National Safety Council

enjoyed her vacation in Miami Beach.

Your correspondent recently had the opportunity to visit with Mel and Fran Spurling in Minneapolis, and is happy to report that Fran has improved considerably and is now able to get around and perform some of her household chores.

John Hall has been promoted in the OS&D

department.

Aileen Hermes enjoyed a recent vacation in Florida.

Understand that Lucille Williams is back from the hospital and is coming along nicely.

Florence Swanson celebrated her 25th wedding anniversary Nov. 1.

A son, David Norman, was born to Chuck Vaught, clerk, and his wife Hester at Augustana Hospital on Oct. 17. The baby is their first child.

#### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Bill Ptack, claim investigator, and wife Patricia, formerly of the freight auditor's office, are rejoicing over the birth of Michael Joseph on Oct. 8.

Sympathy was extended to R. J. Emerson, traveling auditor, Marion, Ia., on the death of his mother, and to L. J. DeWalt, traveling auditor, Aberdeen, S. D., on the death of his father.

E. W. Siuda, bureau head of the unpaid bureau, is convalescing at Norwegian American hospital at this writing.

P. F. Jacobsen, chief station accountant, and wife spent their vacation in New Orleans, Miami and Los Angeles, where they visited their son and his family.

T. W. Pettay, claim checker, was married Oct. 15.

P. P. Sanborn was welcomed as office boy in the central station accounting bureau and S. G. Myzia in the record room.

## I & D Division

### SECOND DISTRICT

Fay Ness, Correspondent  
Superintendent's Office, Sioux City

Passenger Brakeman J. C. Smith has been granted a disability annuity and tells us he plans to return to Arizona where he spent the winter last year with greater comfort insofar as his asthma is concerned than he has experienced for some time.

Train Dispatcher C. "Henry" Embick died in a Sioux City hospital Oct. 28 following a short illness. Henry had planned to retire Nov. 1. He was first employed by the Road in 1908 at Thompson, Ill., and later at Mill-edgeville, Beloit and Des Moines. He had been dispatcher at Sioux City since 1931. Survivors in addition to his widow are two daughters, Mrs. Marion Moor of Sioux City and Mrs. Nancy Cole of Mapleton, a son, Russell, of Sioux City, and nine grandchildren. Services were held in Sioux City.

When the Midwest Hiawatha was delayed at Hornick one recent Sunday night, Mrs. D. R. Smothers, wife of our agent at Hornick, provided coffee, rolls, and so on for the pas-

sengers and crew. This was a fine gesture and greatly appreciated.

Coach Cleaner Peter S. Christenson retired Nov. 1 after 30 years of service with the Road at Sioux City. He has the satisfaction of completing such a long period of service without having sustained an injury on duty. Pete and his good wife will make their home in Verdell, Neb.

Engineer R. B. Romslo and Switchman C. B. Overcash, both of Sioux Falls, have completed 45 years of service and have been presented with Silver "lifetime" Passes.

Engineer C. Harry Undine expects to return to work soon after spending some time in the Veterans hospital at Sioux Falls and about a month at home.

We expect everyone has been swamped with all the changes necessary on account of the Union Pacific trains changing over to Milwaukee Road service. We know, too, that when the confusion of new train numbers, schedule changes, transferring of personnel and so on is over it will make for a fine thing for our road. It's been pretty hectic, but such is progress.

### EAST END

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



Paul M. Loftus

Paul M. "Mike" Loftus, son of Roadmaster P. M. Loftus, has entered the University of Iowa as a medical student. He was selected for an award under the General Motors college scholarship plan, granting him \$600 for the school year. Mike's achievements included being named

one of the most valuable students in the senior classes of Mason City's three high schools by the Mason City Elks Lodge. He was also awarded a \$350 freshman scholarship to Loras College at Dubuque, in addition to a \$400 cash award from the Northwestern States Portland Cement Company of Mason City. Awards are made annually to four students from the Mason City high school graduating classes and are based on good citizenship, scholarship, character and potentialities for further contribution to the community. The award won by Mike is the highest of the four awards granted by the cement company.

Mike has been an honor student in high school, active in dramatics and speech, vocal music and journalism. He is a member of St. Joseph Catholic parish and sings in the choir. One of his interests is photography,

## QUIZ answers

1. Chicago.
2. Products of mines.
3. Interstate Commerce Commission.
4. About 660.
5. The first of the three retarders.
6. No. Railroads must adhere to the published rate in all cases.
7. Red.
8. A call for signals.
9. Yes.
10. \$102,877,000 in 1954; \$111,400,000 in 1953.

his equipment including an enlarger, press camera, 33 mm camera and his own dark room. During the past three summers he has worked on the Mason City section to help finance his college education.

Michael E. Kelly, retired engineer, 72, passed away at Mason City Sept. 5. Mr. Kelly retired in 1948 following 43 years' service. He is survived by two sons, Robert J. Kelly, Covington, Ky., and Dr. John F. Kelly, Sioux City, a daughter, Mrs. James Pattee of Minneapolis, and 12 grandchildren.

While traveling west on his vacation on the Union Pacific, Brakeman Jack Bohan met a former I&D trainman who worked out of Sanborn from 1911 to 1916. He is Sam Warren who is now alternating as conductor on the City of Portland and the fast mail between Cheyenne and Green River. He asked to be remembered to old friends.

Frank J. Marron, agent at Ossian, 68, passed away at his home in Calmar on Oct. 20, of a heart attack. He worked for the Milwaukee for 50 years as agent and telegrapher, spending most of that time at Calmar and Ossian. Survivors include his wife and a son, Michael M. Marron, Redwood City, Calif.

Solemn requiem high mass was said for Martin Churchill, 92, at St. Joseph's Catholic Church, Mason City on Oct. 25. Father Mark Churchill, Maryknoll Order, New York, was the celebrant. Father Francis J. Churchill, Van Horne, Ia., was deacon, and Father Urban M. Churchill, Elma, Ia., was sub-deacon. They are all sons of Mr. Churchill. Mr. Churchill retired a number of years ago, having worked at Mason City for many years, on the section and as crossing flagman.

Word has been received of the death of George C. Scobee, former agent, who passed away in California.

## Iowa Division

### MIDDLE & WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Smith Russell, an old time Milwaukee Road trainman, died at his home in Des Moines in October.

Mr. and Mrs. William Stevenson enjoyed one of the La Crosse Symphony Orchestra concerts on Oct. 24. Their son William Jr. is a violinist in the orchestra. Since his retirement Conductor Stevenson has been making various trips he never felt he had time to

## A WAY OF LIFE

From its start in the 19th century, railroading has been challenged by time, wind and weather. But through the years, railroad men have demonstrated their ability to meet that challenge with uncommon skill. That is why railroad men probably go about their daily work with a distinctive air of independence and pride. To them, working on the railroad is more than just a job. It is a way of life in the United States . . . or anywhere men travel the right of way.—Boston (Mass.) Globe

take when he was working.

The engagement and forthcoming marriage of Cherie Ann Walkup to Lt. Donald Wayne Dunlap has been announced. Lieutenant Dunlap, who is with the Air Force in Spokane, Wash., is a son of Switchman Homer Dunlap of the Perry yard.

Mr. and Mrs. Ralph Wright of Hollywood, Calif., visited friends in Perry during October, following a trip to Virginia. Ralph was for many years a train dispatcher in the Perry office. When timetable No. 2 was issued to include the new streamlined trains now routing over the Milwaukee, Ralph noted the fact that it was the first timetable issued since 1919 which did not bear his name.

John Narver, retired conductor, and Mrs. Narver of Paradise, Calif., visited their friends in Marion, Perry and Council Bluffs during October. Other former Milwaukee Road folks who also came east during October were Retired Machinist and Mrs. P. H. Small who now live in Long Beach.

Arthur W. Callahan, a former Milwaukee Road operator and a brother of Engineer Walter Callahan, died in a Des Moines hospital Oct. 24, following a long illness. Arthur resigned from the railroad to go into the insurance business. His health had not been good for the past three years, following a stroke.

Myron Woods, son of Engineer Harlie Woods, was married at the Methodist church on Oct. 21 to Miss Godwin of Dawson.

Everett and Jack Bell, Gene Pennington and William Neal were all restored to their places on the Perry track department force in October when the steam derrick equipment was moved here from Council Bluffs.

A new member of the Milwaukee Road family in Perry is a daughter born to Switchman and Mrs. Alvin Fronsdaahl on Oct. 23.

Charles Bradley, retired machinist, was hospitalized in Des Moines during October as the result of breaking a leg in a fall at his home.

J. R. Kerkove is the new agent at Melbourne, having bid in the job after Don Atkins took the DeWitt agency. Mr. Kerkove has done all of his work on the east Iowa division. Mr. Atkins, who bid in the DeWitt agency following the death of W. C. Bliss, is at present on leave of absence while attending the state university at Iowa City.

There is a new agent at Collins since the middle of October, but it is still a Robinson. W. H. Robinson, who has worked on the Iowa Division for 60 years, retired in October and when his job was placed on bulletin his younger son, Berle, was the senior applicant. Berle had worked as operator at Collins for a long time.

Conductor A. E. Peterson and wife had a pleasant trip through the Ozarks for their vacation in September and October.

M. E. "Matt" Julich, city passenger agent in Des Moines, passed away Oct. 17 following a heart attack. Funeral services were held from Sacred Heart Church, West Des Moines, and interment was in Petersburg, Neb. Matt, who was 54 years of age, is survived by his wife Jermaine and three children.

Mrs. Robert Gardner, wife of a west division brakeman, was hospitalized during October on account of injuries sustained in an auto accident.

At the October meeting of Perry Division of the G.I.A., Mrs. Frank Stapleton, Mrs. Wesley Leonard, Mrs. E. J. Collins, Mrs. W.



"AT HOME." Members of Perry, Ia., unit of the National Association of Veteran and Retired Railroad Employees holding the first meeting in their new club house in Perry. The building south of the railroad tracks on First Avenue which was formerly used by the local chapter of the Women's Club was leased by the association several months ago since when it has been the subject of an ambitious remodeling and decorating program. In addition to housing the association, it will continue to be used by the Women's Club and other railroad organizations and their auxiliaries. (Perry Chief photo)

F. Thompson, Mrs. Wallace Rawson and Mrs. John Conway were presented with 40-year pins, indicating 40 years of membership in the organization.

Claude Altig, retired freight house foreman, has been a patient in the Veteran's hospital in Des Moines.

Gene Brinton, yard clerk at Perry, was hospitalized during October by injuries sustained in a fall while he was doing some painting at his home.

Rex Tolle, who had been doing his bit for Uncle Sam the past two years, was released in October and resumed work at Perry yard. He arrived home just in time to help out when Gene Brinton was injured.

Joseph Schaeuble Jr., track department employe at Templeton, deserted the ranks of the bachelors in September and was married to Beverly Rattenberg of Hanlin. The wedding took place at the Sacred Heart Church before a large company of relatives and friends.

Brakeman and Mrs. Floyd Leber became the parents of a son on Oct. 9. The little fellow, who was named "Thomas Anthony," is their first child and a grandson of Engineer Clarence Huffman.

Henry Hall, retired switchman, and Mrs. Hall spent a few weeks at Rochester, Minn., in October, Henry going through the clinic and then having surgery.

Fireman Earl Green and wife and daughter Roberta, who had been making their home in Council Bluffs, moved back to Perry in October. Earl was in yard engine service at Council Bluffs.

Perry relatives of Mrs. Harold Mullaley attended funeral services for her at Marion in October. Mrs. Mullaley was a sister of Chief Dispatcher Edward McGuire, of Marion, Alice McGuire of the chief carpenter's office force, and James McGuire, agent at Council Bluffs.

H. A. Abbey, retired caller, and Mrs. Abbey enjoyed several weeks' vacation with relatives and friends in St. Paul, Seattle and Yakima

during October.

Mrs. M. F. Emerson, mother of Chief Dispatcher C. D. Emerson of Perry and R. M. Emerson, traveling auditor of Marion, passed away at the Dallas County Hospital in Perry on Oct. 5. Mrs. Emerson who had made her home with her son in Perry the past nine months, had been in failing health most of that time. Burial was at Martelle where her late husband was agent for nearly 50 years.

Raymond Freeland of the Rhodes section force passed away in October.

Engineer P. Anfinson and wife have their first granddaughter. The baby, born in October to Mr. and Mrs. Duzares who live near Bagley, is the sixth grandchild in Engineer Anfinson's family.

Gertrude Donahoe, who went to Gillett Grove when the M&StL and Milwaukee offices at Waukeke were consolidated, displaced a junior agent at Gillett Grove. Unable to find suitable living quarters at Gillett Grove, she later bid in the vacancy at Fostoria, as she is now living in Spencer and will have less driving to and from work.

Hilah Jane Wilcox, granddaughter of Retired Engineer Earl White, was married to James Denis Kirkwood in Yuma, Ariz., in September. The young people met while Hilah Jane was a service club recreational leader in Korea and the groom was in the Air Force. After his discharge the groom will resume the acting profession under the name of "James Denis." He is a son of Jack Kirkwood, motion picture comedian.

Conductor and Mrs. Harold Lientz have a new granddaughter, "Sandra Sue," born to Mr. and Mrs. Harold Lientz Jr. in Norwalk, Calif., Sept. 27.

*There's a lot of things would taste good on stamps. It might be a neat way of getting children to eat their spinach.—Arthur "Bugs" Baer.*



## Mrs. Brown refused to sink

“Keep rowing or I’ll toss you all overboard!”

The threat came from a redhead in corset and bloomers, with a Colt .45 lashed to her waist. And as the lifeboat marked *S.S. Titanic* lurched into the waves, she rowed too, rowed until her hands bled.

Mrs. Margaret Tobin Brown had come a long way to take charge of that crowded lifeboat. Once penniless, she now had millions. Once semi-illiterate, she now knew five languages. Once spurned by Denver society, she now hobnobbed with nobility.

But, as she said, “You can’t wear the social register for water wings.” Her \$60,000 chinchilla cloak covered three children; her other outer garments she had given to elderly women. She swore, threatened, sang grand opera, joked—and she kept her boatload of wretched survivors going till rescue came.

Asked how she’d done it, she replied, “Typical Brown luck. I’m unsinkable.” But it wasn’t luck. It was pluck. And Americans have always had plenty of that smiling, hardy courage. When you come to think of it, that’s one reason why our country’s Savings Bonds rank among the world’s finest investments.

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## COUNCIL BLUFFS TERMINAL

Ted E. Schmidt, Correspondent  
c/o Car Foreman, Council Bluffs

The Council Bluffs terminal was the scene last month of much hustling in preparation for the new passenger service. It is because of this business and the increase in freight service that we have welcomed many new Milwaukee employes.

We also welcomed back to service Roy Wichael, switchman, and Frank Fichter, carman helper, who have been off because of illness.

A lot of work has been done here by out-of-town employes, Joe Marsh, bulldozer operator, Howard Nelsen, drag line operator, and Carl Johnson's B&B men.

The old cinder pit has been removed and replaced by a diesel track for the roundhouse. Besides this project, Vern Sands' sectionmen have been busy in the yards.

Congratulations were extended to John Petersen on his marriage to Miss Velma Feller.

We regret to report that Roy Wichael Sr., retired switchman, is ill at this writing.

Remember, fellas, this is your column. If you have any news for the Magazine, I'm on the "rip track."

### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Lyle Rodman, teletype operator at Marion, has a son born in St. Luke's Hospital in Cedar Rapids on Sept. 29. He was named Jeffrey Joe.

A daughter, Laurie Ann, has been born to Mr. and Mrs. B. H. Bobbit of Cedar Rapids. The Bobbits are newcomers, having moved from Tacoma in September. Mr. Bobbit was assistant division engineer there before transferring to Marion.

Carol Ann Gorman, daughter of Dispatcher Norman Gorman, is attending Ames college, taking a course in art and home economics.

Assistant Engineer R. R. Mills and wife of Marion toured the West and Southwest on their vacation this fall, stopping at Grand Canyon, Bryce National Park, Zion, Carlsbad Caverns and other points of interest.

Retired Switchman Joe Anderson and wife of Clinton will spend the winter in Arizona.

A. J. Gibson, agent at Dixon, has returned from his fourth hunting trip to Wyoming. He bagged two deer and an antelope. J. L. Kerkore served as relief agent in his absence.

Roger Keith Wink, RDSA, spent a 15-day leave with his parents in Marion during October. He is the son of Pump Repairer E. L. Wink. Another son, Lynn, has entered the Navy and is stationed at Great Lakes, Ill.

W. J. Peta, yardmaster at Mitchell, S. D., has been appointed trainmaster with headquarters at Marion. He started railroading as a switchman at Mitchell in June, 1947.

William Metela, Cedar Rapids, retired stower, was a patient in Mercy Hospital last month.

Charlotte Mae Dostal and Roger Allen Daly were married Oct. 1 in St. Patrick's Church in Cedar Rapids. Mr. Daly is employed as switchman at Cedar Rapids.

As noted elsewhere, Mrs. Frank Emerson, mother of R. M. Emerson, died on Oct. 7. She formerly lived in Martelle. Funeral services were held at the Hunte Funeral Home

in Springville and burial was in Martelle.

William J. Goff, locomotive engineer for about 30 years until his retirement three years ago because of ill health, died in the Veterans' hospital in Iowa City on Sept. 28. He was an Army Veteran of World War I and had resided in Cedar Rapids for 21 years. His wife, three sisters and three brothers survive him.

Walter B. McBride, born Aug. 16, 1889 at Hoytsville, Ohio, died Sept. 27 at the age of 66. He retired as signal maintainer in August, 1949. He is survived by his widow, Myrtle, two daughters, Mrs. Ralph Ray of Slater and Mrs. Arthur Nelson of Des Moines, and one son, Paul, of Rockford; also by six grandchildren, one sister, Mrs. Harry Leatherman of Delta, Ohio, and two brothers, Orin W., signal maintainer at Marion, and Howard of Delta, Ohio. Very interested in civic affairs, he was the organizer of the first Boy Scout troop in Slater, served several terms on the Slater council and was a member of the Masonic lodge at Madrid.

The marriage of Joan Elizabeth Gavin and Robert Connolly was performed at the Immaculate Conception Church in Cedar Rapids on Oct. 1. The bride, the daughter of the late John J. Gavin, former Cedar Rapids roundhouse foreman, was given in marriage by her brother John. Following a breakfast at the Roosevelt Hotel, the couple left for a wedding trip in the east.

It recently came to our attention that Don Underwood, who is employed in the maintenance of way department at Springville, was married Aug. 28 to Miss Vera Calvert. The wedding was a candle light ceremony in the Methodist Church in Springville, followed by a reception in the church parlors.

The death of Mrs. Harold C. Mullaley occurred in a Cedar Rapids hospital on Oct. 8 after a long illness. She was the former Blanche A. McGuire and is survived by her husband and three children, Robert of Toronto, Ontario, Jean of Wayne, Ind., and Eileen at home; also three brothers, Edward who is chief dispatcher at Marion, James, agent at

Council Bluffs and Earl of Fort Wayne; three sisters, Alice who is chief clerk to the chief carpenter at Marion, and Zeta McGuire and Mary Claire Mobbs of Marion. Mr. Mullaley who has been on leave from the mechanical department was employed for many years in the Cedar Rapids roundhouse. Mrs. Mullaley was employed in the Road's Marion office some years ago.

## Rocky Mountain Division

### EAST END

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

Sharlene Beall and Brakeman James A. Carlson of Three Forks were united in marriage at the Presbyterian parsonage in Winslow, Wash., on Sept. 24. The bride is the daughter of Mr. and Mrs. Ivan H. Beall of Cardwell, and the groom is the son of Retired Conductor A. J. Carlson of Missoula. The couple will make their home in Three Forks where Mr. Carlson is employed.

Brakeman and Mrs. Edwin Bellach are the parents of a daughter born Oct. 14 at the Broadwater Hospital.

At this writing, Russell Lane is spending his furlough with his parents, Brakeman and Mrs. Kenneth Lane of Three Forks. Russell is stationed at Fort Carson, Col. He will leave for Fort Lawton, Wash., at the expiration of his leave.

Engineer and Mrs. D. A. Robinson are home after a two-week trip through Washington, Oregon and California, which included a visit at the home of their son Howard and family in Garden Grove, Calif.

A daughter was born Oct. 9 at the Broadwater Hospital in Townsend to Brakeman and Mrs. Brad Burbridge of Three Forks.

Engineer and Mrs. Cecil Adams have returned from a two-week tour of California and Arizona.

At this writing Mrs. Edgar Rexroat, extra call girl, is in the Broadwater Hospital to undergo surgery.



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## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Agent, Spokane

Henry W. (Curley) Terrien, retired trainman, passed away recently at his home in Malden. He had been in train service from 1912 until his retirement 10 years ago. A veteran of World War I, he was a charter member of the North Fork Post 1390 of St. Maries, Ida. Funeral services were conducted by the Veterans of Foreign Wars with burial in Holy Cross, Spokane. Survivors include his widow, Helen, two stepchildren and three sisters in the East.

Mr. and Mrs. Jack Scanlon Jr. announce the birth of their first boy, born Sept. 14. Another engineer, no doubt.

Mrs. P. L. Hays, wife of retired dispatcher, is mighty proud these days. She became a great-grandmother when Eric Bryan, son of Mr. and Mrs. V. W. Edwards of Moscow, Ida., was born on Oct. 7. Mrs. Edwards is the former Marilyn Mohr, granddaughter of Mrs. Hays and the late Lew Mohr.

J. P. Downey, retired conductor, spent some time in and around Chicago this fall, taking in several games played by the White Sox.

Engineers Fred Cottingham and F. T. Boyle have both received their Silver Passes for 45 years of service with the Road.

Mrs. J. A. Schmirler, widow of the former agent at Tekoa, is now residing at Wallace, Ida.

Ronald Smith and Callene Smith were married in Springfield, Ore., Oct. 8. Ronnie is a grandson of Ward Hale, retired conductor, and Mrs. Hale of Malden, who attended the wedding. Sorry to report that Mr. Hale suffered a stroke at that time. However, he is now much improved.

Miss Mary Jean O'Reilly and Lt. Donald G. Barker were married recently in Holy Ghost and St. Anthony Church, Spokane. Mary Jean was the "baby" of the W. T. O'Reilly family. Mrs. O'Reilly is with the GN at Spokane, but still a part of the Milwaukee family, due to long association and her husband's work as chief clerk in the superintendent's office in Spokane. The newlyweds will live in Portland, Ore., where the bridegroom is stationed.

R. D. Barrie is acting agent at Othello during the absence of V. D. Bell on account of illness.

E. Matson, formerly of Newport, is now agent at Warden. R. G. Gideon has taken over at Newport.

L. D. Blue and R. D. Collins have recently been employed as relief operators.

R. E. Abbott and J. W. Brendlinger are working in Spokane yard as switchmen.

G. A. Brown, son of Conductor W. G. Brown, and R. L. Marsh, grandson of Bob Leyde, retired conductor, are working out of Cle Elum as student brakemen.

Following are new firemen making their student runs to qualify as regular firemen: David L. Preston, son of Conductor Preston, Warren Carroll, son of Conductor Carroll, and Thomas Tuttle, Martin Baker, Donald L. Bodey and James L. Gross.

In recognition of completing 45 years of continuous service, a Silver Pass was presented recently to Engineer W. A. Williams. His headquarters are in Spokane.

## Trans-Missouri Division

### EAST END

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

Congratulations were extended to Trainmaster W. F. Bannon on his appointment as special assistant to vice president at Chicago. One hundred of his friends on this division presented him with a going away gift in appreciation of his services while here. He is being replaced by N. W. Soergel of Austin, Minn.

Extra Dispatcher H. G. Teske, who has been relieving at Miles City, is back on the job. He was relieved at Mobergide by Frank Scherr, who is now at Eagle Butte, while Agent Zacher is on vacation.

J. V. Nord, retired conductor, now living at Whitehall, Mich., came back for a visit with old friends at Mobergide and Miles City.

Car Inspector Albert Staph has retired, after serving the Milwaukee for 43 years. The Staphs have four children, Donald of Burbank, Calif., a refrigeration technician; Clifford of Minneapolis, a field engineer for the Honeywell company; Mrs. Ray Neisinger of Minneapolis, a nurse at Northwestern Hospital; and Mrs. George Kephart of Chicago; also six grandchildren. The Staphs will continue to make their home in Mobergide, but plan to take trips with their trailer. His hobbies are gardening and shop work.

Agent W. P. O'Hern of Wakpala is a patient at the Mobergide hospital at this writing. He is being relieved by James Anderson.

L. W. Schiefelbein, retired conductor, and brother Carl of Gettysburg attended a family reunion at New Lisbon, Wis., recently.

Leonard D'Amore is working as relief section foreman at Ridgeview, S. D.

James D. Marshall, retired engineer, of Tomahawk, Wis., visited old friends, going

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from here to the Black Hills to visit Jimmy Downs and Ed Sandals.

Engineer G. E. Deutscher and wife spent their vacation visiting at Seattle and Eugene, Ore., and salmon fishing with Mr. Deutscher's brother at Mapleton, Ore.

Mrs. Louis Schiefelbein spent two weeks in Cincinnati, Ohio, with her daughter, Mrs. John Lohr, and family, and cared for the three grandchildren while Mr. and Mrs. Lohr took a vacation.

Miss Marjorie Niedringhaus, daughter of Conductor Niedringhaus, had the honor of being chosen Queen for the annual Tiger Day festivities at the Mobridge High School. She is a senior.

Carl A. Schneider, retired Mobridge conductor, passed away Oct. 22 at St. Luke's Hospital in Aberdeen, following a long illness. Funeral services were held at St. James Episcopal Church at Mobridge, with burial in Greenwood cemetery. He is survived by his wife, three daughters, Mrs. Pierce B. (Eleanor) Barron and Beatrice Schneider of San Francisco, and Mrs. Gregory (Eveleen) Donovan of Aberdeen; one son, Kirk, of Savanna, Ill.; six grandchildren and two brothers.

Warehouse Foreman Ludy Johnson and wife spent their vacation visiting a nephew, Jack C. Johnson, at Belmont, Calif., and with Mrs. Johnson's sister at Salinas, Calif.

Dixie Coleman has bid in the temporary agency at Lantry, S. D., while Agent W. J. Collins is off for the winter.

The two extra gangs were taken off Oct. 29 and Gang Foreman W. K. Timberman is back at Wakpala as section foreman.

Harry Fritz, retired conductor, and wife, now living at San Diego, Calif., spent a few days here before going on to Watertown, S. D., to visit their son John.

Mrs. Dora Anderson visited her aunt at McIntosh, Minn., who has been ill.

## WEST

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

Miles City Chapter of the Milwaukee Road Women's Club entertained 150 members and guests at the annual "Over the Top" dinner given at the Crossroads Inn on Oct. 3. Arrangements for the event were made by Mrs. E. B. Hubbs, Mrs. Margaret Myers and Mrs. D. E. Goodspeed.

Forty seven residents of the Miles City area have won places on the Red Cross donors honor roll by contributing a gallon or more of blood during bloodmobile drives. Only two husband and wife teams made the roll. One is Yard Clerk and Mrs. C. P. Shine.

At the annual meeting of the Southeastern Montana (Semont) chapter of credit unions, Cassio Hashisaki, secretary-treasurer of the Miles City Milwaukee Employees Federal Credit Union, was elected to the same office for the general group.

Larry Dugan, vice-president and western counsel for the Road, was the principal speaker at the Chamber of Commerce banquet held at the Met banquet room Oct. 13. A capacity crowd filled the hall to hear Mr. Dugan speak on the relations of the railroad, its employees and the community. The program was arranged by H. L. Stamp, chairman of the Milwaukee Service Club.

Mayor Farnham Denson, retired boiler foreman, was one of four Miles City men whose

airplane crashed during a forced landing after being caught in a snowstorm southeast of Broadus, Mont. Farnham escaped with bruises but the other members of the party were hospitalized with injuries. The party was returning from a Shrine ceremonial at Rapid City, S. D.

## Terre Haute Division

Christine Reichert, Correspondent  
Superintendent's Office, Terre Haute

Assistant Division Engineer Paton and Mrs. Paton of Terre Haute enjoyed a vacation trip to Cuba in October.

Also on vacation, Frances Pettus, steno in the superintendent's office, visited her daughters in Concord and Long Beach, Calif.

Agent Elmer L. Terrell of Linton underwent surgery at Indianapolis in October, and at this writing is recuperating satisfactorily.

Many of our retired employes and others will remember the Samples brothers, formerly of the Faithorn Hotel, one of whom, George, died while managing the hotel. Word has been received that Bert Samples

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GENERAL MOTORS  
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passed away on Oct. 1 and was buried at Mt. Hope Cemetery, College Place, Wash. The surviving brother, Sydney, lives with a sister at Clear Lake, Wis.

Homer McCown of the Terre Haute freight house motored to New Orleans in October, returning by way of the Florida Keys and east coast.

Other vacationers last month were Engineer L. A. White who visited his son in San Francisco, Calif., and Engineer Ralph Pipes who visited in Phoenix, Ariz., and Mexico.

Engineer C. E. Vanosdale, who underwent an operation at Union Hospital in Terre Haute on Oct. 14, has returned home to complete his recovery.

After 44 years of continuous service on this division, Locomotive Engineer George T. Hadley retired on Oct. 25.

Train Dispatcher Jim Anderson has been assigned the second trick position at Terre Haute and Dispatcher Bob Warren is working the first extra dispatcher's assignment.

A good friend was lost in October with the death of Dr. D. B. Miller at Terre Haute, Ind. Doctor Miller had served as company surgeon on this division for over 30 years.

## Milwaukee Terminals

### FOWLER STREET STATION

Pearl Freund, Correspondent

Roy Schmitz, clerk at Walnut Street in the Gibson district, passed away Oct. 5. Roy had also worked for a time in the cashier department at Fowler Street and as a clerk at Chestnut Street station. He was an active member of the Hiawatha Service Club, serving as secretary-treasurer prior to 1950. He is survived by his wife, two daughters and a son. Funeral services were held at St. Veronica's, and interment at St. Adelbert's cemetery.

It was a pleasure to welcome as visitors Henry Shallanda, our former assistant cashier, who is on leave at present and residing in Phoenix, Ariz.; also Angeline Tillidetzke, our former secretary and timekeeper, with her two small children; and from the Pacific Northwest Jerry Hopkins, now living in Ed-

monds, Wash. Jerry was an inspector in the PFI department with headquarters at Fowler before his retirement two years ago.

When the Milwaukee Liedertafel presented a concert at Jefferson Hall recently, our house 7 foreman, Otto Kettner, was among the choristers. The Liedertafel is a male chorus which specializes in German songs.

A baby boy was born to the John Westburgs on Oct. 5. Mother is the former Patricia Daly.

Another recent arrival receiving his share of admiration is baby Mark Heinzelmann, grandson of Yours Truly, and about whom I could write pages. He was born Aug. 16 to daughter Virginia.

An innovation in railroading has taken place at Fowler Street with the introduction of IBM equipment, consisting of key punch machines, accounting machine and sorters. Although this type of equipment has been in operation on our road and others in different capacities, this is the first installation of its kind to completely handle a day's freight accounting to the final balance sheet, automatically. Each transaction is recorded on a key punched card, which is kept in a card index, and any record can be produced at a moment's notice. The success of the operation is due to the efforts of Agent Ira Wallace and his assistant, Arthur O'Rourke.

William Roessger, chief yard clerk and weighmaster in the Canal district, has transferred to the Plankinton district to replace Yard Clerk Fraser, now at Muskego Yard. Sidney Jacobson, clerk at the grain yard, has taken over the duties at Canal District.

Mrs. Charles Schmidt, wife of check clerk in house 7, is recovering from surgery she underwent last month.

Marge Hagberg participated in horse shows at Kansas City and Illinois points as part of her vacation treat. Eric Kaun, with three weeks vacation at hand, will not make use of that Gold Pass recently received, but expects to remain at home, catching up on fall chores and relaxing.

John Piraino, auto messenger who left recently to go with the A. O. Smith Corp., has welcomed to Milwaukee his Scottish fiancée after a romance which started when he met her in Edinburgh in 1952 while in the Navy. She is Miss Anne Hendry, and they plan to be married in December. After meeting her, John corresponded and met her again in Paris in 1954. Although they have been planning marriage for the last year and a half, they were waiting for his Navy enlistment to expire.

A new recruit in the regular Army is one and only son Dick Freund, who is receiving his basic training at Fort Riley, Kans.

Pvt. Ralph Richter, of the Army, has arrived back in the States after a year's service in Germany, and is currently stationed at Fort Riley.

George Wallace, son of Agent I. G. Wallace, received his wings and commission as a second lieutenant in the Air Force at graduation exercises at Williams Air Force Base, Chandler, Ariz. He now expects to attend the jet interceptor school at Panama City, Fla.

*Will Power: When you can continue dressing for church after the Sunday paper has been thrown on the front porch.*

The Milwaukee Road Magazine

## MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

### UNION STATION



C. R. Schwarz

A retirement dinner honoring Charles R. Schwarz, supervisor of signals and communications with headquarters in Milwaukee, was held at the Old Heidelberg Restaurant on Nov. 4. Well over 100 of his friends were on hand to wish him well and to present him with a farewell

remembrance. Mr. Schwarz started railroad-ing with the Santa Fe as an operator in 1908 while attending a telegraph school at Janesville, and the following year became an agent and operator for the C&NW. He was also with the Union Switch and Signal Co. for a while before entering the service of the Milwaukee in 1913 as a signal maintainer at Mt. Carroll. Subsequently he was employed at Brookfield, leaving in 1924 to work with a signal construction crew. He was appointed signal foreman in charge of construction crews in 1926, signal inspector in 1939, and supervisor of signals and communications in 1946. After retiring on Oct. 31, Mr. Schwarz intended to wind up his business here and make the family home in Phoenix, Ariz.

Tom Austin, who was general agent pas-senger department in Milwaukee when he left the Road some time back to go into the motel business, is now established as the owner of the Sahara motel at West Sacramento, Calif. Reports are that the motel is one of the finest tourist stops in the state, equipped with air conditioning, television sets and a swimming pool. It is located on the direct route to the state capital and only a few hours' drive from Yosemite, Tahoe, Shasta and the Feather River Canyon.

Stanley Butler, Jr., telegraph operator in the "GO" office in Milwaukee, and wife (the former Betty Ross) are the proud parents of a fine baby boy, if you please, born Oct. 27; name, David Christian Butler. Understand Grandpa Ross (F. T.) was somewhat disappointed he wasn't named John, so he could call him Jack.

Mrs. Marilyn Krueger, steno in our police department, has returned after a leave of absence.

Colleen Griepentrog (former Colleen Colgan) is doing vacation relief work in the "GO" office, Milwaukee. In her spare time at home Colleen says she is teaching her two little youngsters the technique of telegraph operating.

Retired Superintendent Buechler stopped in for a little chat on his way home from Boston. Just had to see that precious baby at the Connells', he says.

### MUSKEGO YARD

Charles Zunker, retired switchman, stopped in for his transportation to New York City where he will visit his daughter who has a commercial art studio on 9th Avenue. She designs women's clothes and hats, as well as doing commercial art work. If any of our lady readers are in the market for an exclusive model for an Easter bonnet we better start saving, as the price for hats she designs runs as high as \$300. Her professional name is "Diane Peterson."

Yardmaster Walt Dryer and wife have returned from an extensive trip through northern Wisconsin and Minnesota. No reports on fishing from Walter, but he said the fall coloring in the woods was glorious.

Milton Weidig ("Seagull"), retired switchman, visiting around the depot, told me he was off to Minneapolis for a short trip. He and his wife have just purchased a new duplex home at 3519 W. Galena St.

Fellow employees of Yardmaster Joseph J. Kunnanz were shocked to learn of his accidental death on Nov. 2. Mr. Kunnanz was a well liked and fine and loyal employe. He started with the Road as a switchtender in November, 1945, was promoted to switchman in January, 1946 and to yardmaster in March, 1949. Funeral services were held at the Kaufman & Sons funeral home, with interment in Pine Lawn cemetery. He is survived by his wife and his daughter Elizabeth, 10.

### DAVIES YARD

Charles Pikalek, Correspondent

It was reported that Al Reich would be back to work in the near future after he underwent surgery, but there has been a little change since then. He has since applied for retirement and joined the rocking chair gang.

William Mauer, general car foreman, presented Ignatz Bushnig and John Wisniewski with Silver Passes for 45 years of service.

Felix Marshall celebrated his 50th wedding anniversary on Oct. 11.

## Insulated Comfort in this Leather Boot



AN IDEAL COMBINATION! A work and sport boot made by RED WING, famous hunting boot makers. Rugged, oil-treated uppers with neoprene soles and heels. Leather lined.

New 98% water-proof insulation throughout keeps out cold and cushions entire foot.

#826 6 in. insulated safety shoe \$14.95  
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Satisfaction assured, D & EE, Sizes 6-13. Postage paid, send money order or check to

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CHICAGO, ILL.  
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## MARIGOLD

Originating on  
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WASHED  
Capacity 3,500 Tons  
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## INDIANA'S MODERN COAL MINE & WASHERY

### QUALITY COAL

6" Lump—6" x 4" Washed Egg—4" x 2" Washed Nut

Washed and Dried Treated Stokercoal

1 1/2" x 3/8" ——— 3/4" x 3/8"

The Perfection in Preparation and Size  
Low Ash—High Heat Content. Porous Pancake  
Clinker—Easily Removed

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**H. HAMMERSMITH**

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*The* **MILWAUKEE ROAD**

Specialists in railroad watches, fine  
jewelry and personal gift items.

*Always at Your Service*

## Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor  
Stationmaster, Minneapolis

In recognition of having been in the Road's service 45 years, two St. Paul conductors were presented last month with Silver Passes. They were Yard Conductor B. J. Gibbons and Conductor E. G. Dreynoz. The latter operates between St. Paul and Duluth.

Yardmaster W. F. Reed also completed 45 years of continuous service recently and was presented with a Silver Pass. The Reeds live in Hopkins.

Following his custom of attending personally to the comfort of his passengers on the Afternoon Hiawatha, Conductor Archie J. Sarazin recently took in tow two Easterners making a round trip between Minneapolis and Chicago and from the Super Dome cars served as commentator for a "front row center" view of points of interest. That the attention was appreciated may be gathered from this little note which recently came to our attention: "We wish to thank you for your kind and courteous treatment to us on the Hiawatha. Thanks to you, we enjoyed the trip very much. We, too, are proud of our New England scenery. Mr. and Mrs. Minor Spencer."

Oscar P. Hansen, supervisor of signals and communications at Minneapolis, died of a

heart attack on Oct. 15. He was 56 years of age. Mr. Hansen started in signal service on Aug. 13, 1922 and was in continuous service ever since in various capacities. He had been a supervisor since 1946. Funeral services were conducted at the Gill Funeral Home in South Minneapolis and at the Methodist Church in Camp Douglas, Wis., on Oct. 19. He is survived by his wife Vivian May of Minneapolis, a daughter, Mrs. Phyllis Jean Benzel, Bakersfield, Calif., and a son, Walter G., Washington, D. C.

### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

During a lapse of vacations, our vacation clerk, Inez Stevens, is motoring to Texas and New Mexico, plus a few border towns in old Mexico.

Marion Cashill is still on the sick list. At this writing Agnes Diamond is substituting on the telephone board.

Our expense clerk, Dick Thelen, is feeling badly at present, as his high school did not cop the football championship of St. Paul.

Another move for my youngest, Richard. He was transferred to Camp Polk, La. He was also transferred to the Medical Corps.

Richard Kulisheck has returned from Montana and is now co-editor of the University of Minnesota daily newspaper. He should have a good story of that close shave we gave Michigan on the football field, 14 to 13.

### ST. PAUL TRAFFIC DEPARTMENT YARDS AND ROUNDHOUSE

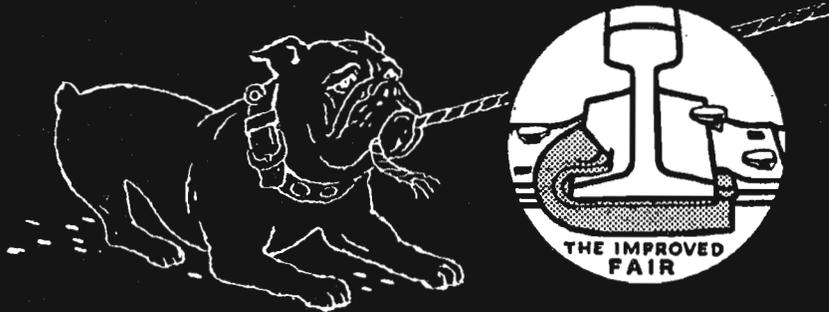
Mary F. Shields, Correspondent  
c/o General Agent

The feathers were flying the week-end of Oct. 22, and rumors were still flying on Monday, the 24th, when the weary pheasant hunters returned home, tired and successful. Eugene Liese, Julius Swanson and Ray Schwietz of the general agent's office, and Bob Adams of the passenger department, took to the fields and came home with their limit.

Gene Liese, whose residence for the past few years has been Menasha, Wis., sold his home there, and is now living in St. Paul. Gene is happy that he doesn't have to make that long trip to Menasha several times a month. The only problem he has now is, who is going to watch what on TV on Wednesday nights? Regardless of the decision, it's Pabst Blue Ribbon and Mennen's Shaving Cream night at the Lieses.

The strains of "Happy Birthday to You" heard in the general agent's offices on Oct. 31 were directed to George Quinlan, and were also for Gene Liese whose anniversary follows

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BULL DOG GRIP!**



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**THE P & M CO.**

New York

## PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

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NO MEDICAL EXAMINATION REQUIRED

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**EMPLOYEES MUTUAL BENEFIT ASSOCIATION**

1457 Grand Avenue

St. Paul, Minn.





**PERFECT FOR PIKE** is the report brought back by Jack Bockhop, Milwaukee Terminals engineer, about the fishing at Upsala, Ontario, Canada, backing it up with this picture of a fine catch of northers and walleyes. Other Milwaukee Terminals men in the party were his son Lloyd, a fireman, and Engineers Arthur Ewig and Mike Parkinson, together with L&R Engineer Harold Borkenhagen.

the general agent's by a day.

Don Lilledahl has transferred to St. Paul's rate and diversion desk from Minneapolis.

The roundhouse reports the death of Herbert Franzen, machinists helper, on Oct. 29 after a lengthy illness. He had over 30 years of service with the road. He is survived by his wife.

Dean Lindell, also employed in the roundhouse, has a new daughter, born on the 27th. The reporting staff at the roundhouse, consisting of mere men, were uninformed as to such an important detail as the name.

#### SOUTH MINNEAPOLIS CAR DEPT AND COACH YARD

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

Carman Irving Pfeifer and wife are rejoicing over the arrival of a baby boy on Sept. 8.

Carman Harry Hauger is a happy grandpa again. His third grandson arrived on Oct. 25.

Miss Catherine Boline is the new clerk in the store department office at South Minneapolis.

Two birthday cakes (white and chocolate), home-baked by Ivy and Louise, were enjoyed by store and locomotive co-workers of Locomotive Clerk Agnes Robertson at lunch Oct. 25. Yummy!

Employees retiring from service: John P. Welter, helper in the car department, on Nov. 1 . . . Roy C. Brandt, machinist in the Minneapolis roundhouse, on Oct. 18 with 43 years' service . . . Martin Zieme, machinist helper, on Oct. 15, with 31 years' service . . . John Z. Johnson, boilermaker, on Oct. 17, with 36 years' service . . . Victor O. Johnson, L&R engineer, on Oct. 1, with 49 years' service.

Sympathy was extended to the family of Pipefitter Earl Olson, who passed away Oct. 17 due to a heart attack the previous evening. He had 46 years of service.

Harold M. Robertson and the Mrs. welcomed twins on Sept. 29, a boy and a girl.

Carman Andrew Tangen of the schedule car shop reports that his wife's sister, Mrs. Tilla Edwardson of Oslo, Norway, arrived for a visit with her two sisters and a brother whom she had not seen for 53 years. The

brother, Gilber Lunde, 71, of Mitchell, S. D., worked at the Minneapolis shops about 20 years ago. The sisters, Mrs. Tangen and Mrs. S. A. Paulson, came to the United States in 1906, when Tilla was five years old. A grand reunion is being enjoyed by all.

Chief Inspector H. R. Campbell is improving nicely on a special diet.

## Milwaukee Shops

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

H. J. Montgomery, Correspondent

Carl Jaeger of the AAR billing department acquired two more grandchildren last month. His daughter gave birth to her first child, a boy, and his son's wife had her third daughter.

It must have been too cold down in Florida recently, as two of our retired employes put in an appearance at the same time. Gordon Parks and Ed Heidel just had to come back to get in on some really beautiful Milwaukee weather.

Harry G. Miller, retired mechanical engineer, was honored in the July issue of "Milwaukee Engineering," official publication of the engineers' society of Milwaukee, as "Engineer of the Month". Mr. Miller is now employed by the Wisconsin Electrical Power Co. as a designer in the plant engineering department. He is currently working on a coal conveyor design.

Bill Jurgenson has completed his four-month stretch on the drafting board and is learning another phase of the machinist trade in the diesel shop. His place is being taken by Ernie Hirshman, an apprentice fresh from the roundhouse.

Our hardy outdoor men, Elmer Kuntz, John Schnell and Tony Teisl, have this to report: Elmer Kuntz—successful with three Canadian geese; John Schnell—had good target practice, couldn't hit a one; Tony Teisl—got a good ducking when the clouds let loose with that wet stuff. Discouraged? Not a bit. They'll be in line again next year.

Jeanice Myers has left the mechanical engineer's office to accept a position in the locomotive department office.

Bowlers: An attempt is being made to form a league similar to the 16-team league of several years ago. Teams will be formed from various departments and competition will be on a handicap basis. Would like to hear what you have to say on this movement, so as to get an idea if it is wanted or not. There now is an eight-team league going, and I know it would be glad to throw in with a 16-team league—more bowlers and keener competition. Let's hear your views.

On Nov. 19 Shirley Ann Montgomery, daughter of Mr. and Mrs. H. J. Montgomery,

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\$10 deposit reserves you 10,000 square feet of high, dry land. 90-day MONEY-BACK GUARANTEE WITH EVERY DEPOSIT!

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Keep the neck side and all collars protected from sweat and wear. Put on last. Move back flap up. It protects your mackinaw and cap from wearing hair bristles. Twist bottom loops then fasten under button. Wash out after every trip or work day. Mention neck size. Colors: Blue, Blue Polka Dot, Red Polka Dot, White.

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Milwaukee 12, Wisconsin

ery, will be married to Fred Koller at Holy Cross Church, Bluemound Road. A reception will be held in the afternoon at Stanton's hall, West Bluemound Road and 52nd.

Michael Shea, veteran blacksmith in the car shops who recently completed 50 years of continuous service, has been presented with his Gold Pass.

Car department employees who have completed 45 years of continuous service and recently received Silver Passes included John Wisniewski, Andrew Wahn and Jacob Kuglitsch. Louis Klein, cabinetmaker, was also presented with his Silver Pass.

### LOCOMOTIVE DEPARTMENT

Theodore (Ted) Mishefske, who was assistant superintendent of motive power when he retired in June because of failing health, passed away Oct. 25 in Columbia Hospital. He was 65 years of age. Mr. Mishefske was with the Road 46 years, starting as a locomotive fireman on the L&R Division. He made his date as engineer in 1916, and in 1943 was promoted to train control inspector. In 1947 he became general road foreman of engines, serving in that capacity until his appointment as assistant superintendent motive power with jurisdiction over all locomotive department matters on the system in April, 1953. Funeral services for Mr. Mishefske were conducted at the Ermenc chapel in Milwaukee. He is survived by his widow Stefania, three daughters and four sons.

## Coast Division

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

Time Revisor James F. Bryan has been appointed general chairman of the Brotherhood of Railway and Steamship Clerks, replacing H. F. Love, retired. Frank, who has been with the railroad since August, 1936, was local chairman for the clerks' union from 1946 to Jan. 21, 1953 when he became division chairman and secretary-treasurer.

A party was given at the Polish Hall in Tacoma on Nov. 5 to honor the retirement of General Chairman Love.

G. G. Moe, presently assistant time revisor,

will become time revisor when Frank Bryan leaves. Esther Delaney, stenographer in the superintendent's office, will become assistant time revisor.

Hazel Cardle, secretary in the roadmaster's office, is visiting with her daughter in Rochester, Minn., at this writing. Caroline Jensen is relieving during her absence.

A new man has been added to the engineering department staff, Drew C. Miller, who was recently discharged from the Army. He is a graduate of the University of Washington.

The Milwaukee bowling league started the season with 10 full teams. At the present writing the store department has a two and half-point lead over the machine shop for first place. Bill McCauley and Hal Schutzman are tied for the high game, both having posted a 223. Walt Jennings has the high three game series with a 595 total.

In recognition of having been in the Road's employ for 50 years, a Gold Pass has been issued to Arthur G. Moyles, retired Tacoma locomotive engineer; also to two Seattle employes, Leon Bicknell, retired yard conductor, and Conductor C. P. Parker.

### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

Stanley Tesmer, switching reclaim and interchange inspector, Chicago, spent several days in Tacoma, Seattle and Bellingham, his first business trip to the coast.

Doris Hescoc, stenographer in the store department, is recuperating from a stay in the hospital at this writing.

Charlie Sandberg, retired clerk in the master mechanic's office, has purchased a new Chevrolet and with dreams coming true, he and his wife will be visiting some of the far away places.

Carl Jacobson, retired locomotive engineer, is on his way home from Norway where he has been visiting relatives the past five months.

We regret to report that Mrs. W. J. Weatherall, wife of district general car foreman, is back in the hospital at this writing.

Locomotive Engineer A. B. Napper is confined to the hospital at this writing, as the result of a heart attack.

After spending considerable time in various parts of Europe, Kenneth Anderson, son of Chief Clerk Harry Anderson of the master mechanic's office, has decided to locate in California. At present he is the English professor in the San Luis Obispo high school.

Dannie L. Neese, a new clerk in the yard and now clerk-caller at the roundhouse, welcomed his second child, David Allen, last month.

George A. Gooksterter, price clerk in the store department for many years, is not wishing for travel and leisure, for he is still happy and contented on his job. He celebrated his 77th birthday on Oct. 17.

Harmon Patrick Kennedy, retired Puyallup engineer, died Oct. 3 in a local hospital at the age of 81. Mr. Kennedy who was born in Balch, Tex., had lived here 35 years and retired in 1945 after 33 years of service with the Road. He was a member of Destiny Lodge No. 197, F&AM and Cedar Chapter OES for 50 years; also a member of the Masons, Knights Templar, VFW, and of the



**WITH A BUCKTAIL FLY.** They look good enough to eat, and that's just what Merle Gay, retired electrical foreman, had in mind when he caught this mess of cutthroat trout recently in the Tilton River. Mr. Gay, one of the Coast Division's most avid anglers, makes his own flies. This catch was the result of two hours of casting in one spot, using a No. 6 bucktail.

B of LE for 50 years. Survivors include his wife, Edith; a son, Guy, of LaGrande, Ore.; a sister, Mrs. J. B. Veal of La Havre, Calif.; and a brother, William, of California.

Miss Margaret Corbett, daughter of T. E. Corbett Sr. of Tacoma, recently finished the training course for a United Air Lines Stewardess at Cheyenne, Wyo., and is now on a run out of New York City. She attended Washington State College and was formerly employed by the California Stanford Research Bureau. Mr. Corbett retired in July, 1950 after 45 years of continuous service in the capacities of operator, train dispatcher, chief train dispatcher, trainmaster and district safety engineer. Margaret is the youngest of the Corbetts' seven children.

#### BELLINGHAM—PORT ANGELES

Gene Park, Correspondent  
Operator, Bellingham

Conductor and Mrs. Gustafson have announced the arrival of a baby girl, born Aug. 31.

Sorry to report that Mrs. Ted Stearns, wife of roundhouse foreman, is in a local hospital for observation at this writing.

Engineer A. M. Clark is in Boston, Mass., at this writing, for a reunion with his World War I buddies.

Conductor and Mrs. "Bud" Duppenhaler recently returned from motor tour of Mid-western states.

Recent visitors of Conductor and Mrs. Paul Silver were Mr. and Mrs. John Knapp of Perry, Ia. Mr. Knapp, now retired, was formerly with the Road as a switchman.

Mrs. J. C. Paige, wife of DF&PA, was recently released from a Seattle hospital and is looking well.

J. D. Rohrer, agent at Port Angeles, returned from his vacation Oct. 13. He was relieved by Relief Agent D. L. Roberts.

A newcomer to the freight office in Port Angeles is C. R. Hathaway. She is relieving A. C. Setherly, who is attending school in Bellingham. Beverly J. Larson is relieving I. J. Hanify, who is on sick leave.

Machinist Helper J. W. Bologna is on the sick list at this writing.

Conductor G. L. Cross and wife of Bellingham were presented last month with their Silver Pass in recognition of Mr. Cross' 45 years of continuous service.

## H & D Division

### EAST END

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

Assistant Superintendent R. L. Hicks and his wife are recovering from the automobile accident they experienced on their first day in Montevideo. We hope the rest of their stay on the H&D won't be nearly such a "bang-up" affair.

Conductor M. L. Hocum has retired. We see him about town buying paint, nails, etc., for the retirement jobs he has lined up.

Friends of Gus Adamson will be glad to hear that he is recovering from the serious illness which has kept him hospitalized for several months in St. Petersburg, Fla.

Hans Sorby, formerly of the grand lodge staff, passed away in Montevideo recently.

We are sorry to report the sudden death of our signal supervisor, Oscar Hanson, of Minneapolis. Paul Ness has been appointed temporary supervisor.

Mrs. William Crowl, wife of brakeman at Milbank, died suddenly last month. Mrs. William Baseman, wife of retired roundhouse laborer, also passed away recently.

Retired Engineer Joe Hemsey and his wife took a ride to Montevideo one fine fall day, and it was good to see them. Joe was trying out his new binoculars, a retirement gift.

Jack Hamling's son Donald has returned after being in the Army in Frankfort, Germany.

### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Chief Dispatcher R. D. Mathis and family recently "lit out" for North Carolina to spend their vacation with their oldest son and his family.

Sympathy was extended to Conductor Bill Crowl in the recent loss of his wife.

D. H. Hansen has bid in the temporary vacancy in the relay office, 10 A.M. to 6 P.M. L. F. Hopkins has bid in the permanent agency at Ipswich.

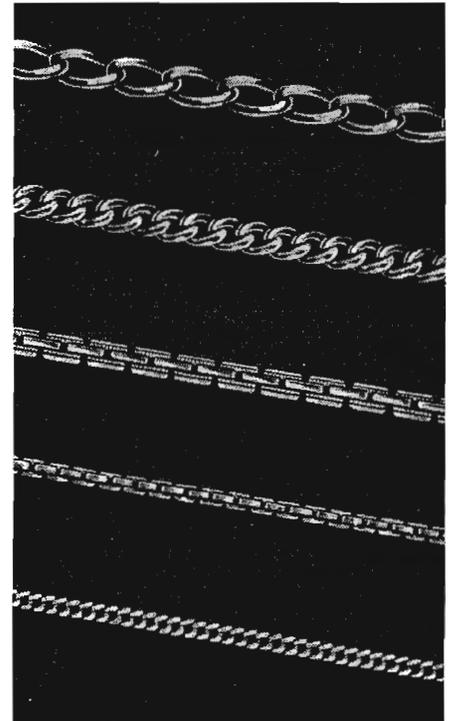
The coffee pot has quit boiling at Bristol. Leone, the mother of our agent there, has passed away. For many years enginemen, trainmen, operators—all railroad men who frequented Bristol—were royally received and supplied with the "new town" information. The coffee pot was always on, meat in the ice box and cake in the pan. Leone "mothered" them all and did a good job of it. The employes of the H&D and I&SM who knew her deeply regret her death on Oct. 18 and extended sympathy to the family.

Yardmaster Pete Ziegler has been appointed trainmaster at Council Bluffs.

George Crampton, trainmaster's clerk, and family have returned from a vacation jaunt along the west coast. One of the high spots was lunching in the coffee shop where the Hollywood movie queens take their coffee breaks.



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## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

A golden wedding reception in honor of E. D. Kennedy, former chief clerk to general manager, and Mrs. Kennedy was held at the home of their son-in-law and daughter, Mr. and Mrs. George Baldin, on Oct. 23. One hundred guests called during the afternoon to congratulate the Kennedys. One of the highlights was the presence of their son-in-law and daughter, Mr. and Mrs. Ronald Jackes of Armidale, Australia, who made the trip purposely for the anniversary. There are also three grandchildren in Australia.

The Kennedys were married in Superior, Wis., and came west in 1908, living at Lind, Spokane and St. Maries before moving to Seattle in 1912. Mr. Kennedy retired in 1948 and since then they have made a trip to Europe, the Orient and Australia, and another trip to Mexico. They are now making plans for another trip to Australia next year. Mr. Kennedy keeps busy with a golf game three times a week and his hobby of growing flowers.

Mrs. Adele Hedding, operator in the GO office in Milwaukee, was a guest in October at the home of her brother, W. F. Kramer, chief clerk to general manager.

Assistant Engineer Charles H. Tusler and Mrs. Tusler spent two weeks in October touring Washington, Oregon and California points, as far south as San Diego.

The Milwaukee Women's Club held its annual get-together Oct. 26 in the club rooms in the Union Station. One hundred guests enjoyed the delicious dinner served under the chairmanship of Mrs. E. Marx.

C. E. Whitt, staff assistant, and Mrs. Whitt returned Nov. 1 from a three-week vacation spent with their daughter in Milwaukee, a son

in Elgin, Ill., and relatives and friends in Chicago, Cincinnati and Rockford, Ill.

Earl Pidgeon, chief clerk to general agent, has resigned to take a position with the Minneapolis Northfield and Southern Railway, with headquarters at Seattle.

## D & I Division

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

Engineer E. H. Braun who has been on the Elgin-Chicago suburban run for the past 12 years retired on Oct. 10. He started with the Road in 1906 as an engine wiper and went on the road as a D&I fireman in 1912. He was promoted to engineer in 1922 and was in freight service from 1924 until taking the suburban run in 1943. Mr. Braun figures he established some kind of record during the winter of 1923. In three months of freight service on the stretch between Faithorn and West Clinton he spotted only one car that wasn't built for handling coal. The exception was a car of raisins—reputed to be en route to a bootlegger! Although the Brauns live in Forest Park, Ill., they have another home in Dubuque where they spend the summers. They are going to Tampa, Fla., for the winter. The Brauns have two daughters, Mrs. Kathryn Herzog of Grand Island, Neb., and Mrs. Elaine Stroker, Rockford, and three grandchildren.



E. H. Braun

Well, of course, the most exciting item this month is the Union Pacific streamliner service which started operating over the First District on Oct. 30, and while the day was rainy, it didn't deter railroaders and townspeople from trekking to the passenger station to see the fleet go through. We are proud we have been selected to handle them.

The Glenard Haugens (engineering department), Savanna, welcomed a new son on Oct. 12. This makes three boys and two girls in the family.

Suitcase set: Captain of Police A. J. Peters and Mrs. Peters vacationed in Hot Springs, Ark., during October; Engineer and Mrs. Albert Haberbush spent a month in California; George McKay, retired engineer, and Mrs. McKay vacationed with relatives in Colorado and Nebraska; Mr. and Mrs. Charles Bates (car department), Savanna, vacationed in

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California.

Bion McGrath, well-known First District engineer, passed away in his sleep at his home in Savanna on Oct. 22. Burial was in Oak Hill cemetery, Mt. Carroll. Mr. McGrath started railroading in 1924 as a fireman and was promoted to an engineer in 1941. Surviving are his widow, five daughters, a stepson, three brothers, including Engineer J. Doty McGrath of Savanna, and a sister.

W. R. Taylor, agent at Albany for the past year and former agent at Rock City, passed away in St. Francis Hospital in Freeport on Oct. 11. He had been agent in Rock City for 15 years and was visiting in Freeport when he became ill on Oct. 6. Surviving are his widow, two sons and three grandchildren. Burial was in Rock City cemetery.

Miss Nan Gallagher, stenographer in the superintendent's and division engineer's offices at Savanna for many years who retired in August, was the guest of honor at a surprise party held in the home of Mrs. Art Fitz (former Marie Clifford) with Mrs. Fitz and Mrs. Ed Flint as hostesses. The other guests were co-workers who associated with Nan for many years. Nan was presented with an electric toaster, and other gifts as remembrances of her many years in railroad service by the force in the offices of the division engineer, chief carpenter, master mechanic and superintendent. Nan wishes through the Magazine to extend her sincere thanks to the "givers of the very lovely gifts" which she deeply appreciates.

Miss Emma Sacks, assistant superintendent's clerk at Dubuque for many years, also retired in August, and she too was feted by her associates at Dubuque and presented with a gift from the various departments on the Second District. Emma plans to take up housekeeping full time for a while, taking care of her mother.

Miss Kathryn Coats of Washington, D.C., and Savanna, a sister of Mrs. A. C. Novak, wife of superintendent at Sioux City, passed away suddenly at her home in Washington on Oct. 11. Funeral services and burial were from the Catholic church at Savanna to the cemetery in Mt. Carroll, Ill. Surviving are three sisters.

Mr. and Mrs. Garfield Watson (retired First District engineer) of Savanna celebrated their golden wedding anniversary on Oct. 30.

Frank Davis, retired First District engineer, and Mrs. Davis were thrilled with the news received on Oct. 17 of the arrival of their first grandson in Falls Church, Va.

Conductor Otto Wolfe, who recently completed 45 years of continuous service, has been presented with his Silver Pass. He and Mrs. Wolfe live in Savanna.

#### SECOND DISTRICT

The Retirement Club of Dubuque, Ia., celebrated its first anniversary Oct. 7. This was a double occasion, as it was the first month that many of the wives and widows of the retired brothers received the increased benefit under the new law. W. M. Thurber, former superintendent now living in Dubuque, gave a talk, as did Mrs. Elizabeth Ploog, president of the G.A.R. of the state of Iowa. Brother Francis "Penny" Collins, made the trip from Cannon Falls, Minn., to meet his old friends and get his name on the roster. Refreshments were served to the 62 members present (contributed by A. A. Miner, secretary of the club, Dubuque).

## Chicago Terminals

### GALEWOOD

Norma Gunderson, Correspondent

Herman Hanson, clerk of the over and short department, was married recently. He and his wife Adele spent their honeymoon in Denver and Southgate, Calif.

James Knaak was released from military service Sept. 17, returning with a wife and son. He is now working in the car record department. On Oct. 20 the family was also blessed with a baby daughter, Arlene.

Dianne Chalifoux, daughter of Assistant Agent R. E. Chalifoux, became engaged Oct. 23. Dianne works in the Galewood office during her school vacations.

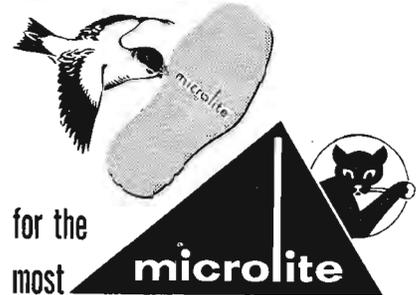
At the September meeting of the Veterans of the 13th Engineers, Agent A. E. Ward was presented with a beautiful mahogany gavel on which was engraved "To A. E. Ward from the Widows of the 13th Engineers." The little card enclosed stated that it was for the many kind acts he had done.

Bruno Zych, towmotor operator, returned to work Oct. 24 from his illness. John Casserly, assembler, has returned to work after the effects of being hit by an auto. Charles Kryzak, checker, is still recuperating from his operation at this writing, but from all reports is coming along fine.

B. G. Pobloske, retired assistant agent, was hospitalized recently for a minor operation.

Ellen Woods, formerly of the miscellaneous department, was in from California and visited the office Oct. 26.

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## UNION STREET

Florence LaMonica, Correspondent

Andrew Abraham, over, short and delivery clerk, is the proud father of Larry Andrew, born in the Norwegian American Hospital on Oct. 26. Andy's wife, Florence, was formerly on the Union Street force.

Robert Hance, former rate clerk at Union Street, has accepted a new position at Fullerton Avenue.

Frank Weber has been assigned to the position of notice clerk at Kinzie Street.

Michael Cerar is the new comptometer operator at Union Street.

Bill "Scotty" Roberts is recuperating at home from an operation and will be glad to hear from the folks.

Frank Quinlivan, fork lift operator in house 3, is back to work after being home for three weeks due to illness.

Tom Carroll, checker in house 3, is still confined to Wesley Memorial Hospital at this writing.

A gala party was held on Nov. 5 for Fred Wendlund, after which Fred will be on vacation before his retirement becomes official.

George Cairns, who retired a couple of years ago, fell down a flight of stairs recently and suffered serious injuries. He will be laid up for some time. Bill Cairns informs me that he may have visitors.

Hugh Gallagher Sr. passed away on Oct. 16 and was laid to rest at Calvary cemetery. He is survived by his wife, Hugh, Jr., general foreman at Union Street, and four grandchildren.

Just learned that Fred Devinney, house 5 employe, passed away suddenly Oct. 30. We are unable to furnish any details at this writing.

Our good friend Otto Stainer, retired district safety engineer, passed away on Oct. 23.



**TELLING THE COUNTRY.** Milwaukee Road advertising blanketed the country in announcing the operation of the Streamliners over Milwaukee rails. The initial announcement appeared in 138 daily newspapers throughout the country shortly before inauguration of the service. The illustration above, showing a "domediner" such as those on the City of Los Angeles and City of Portland, is from an ad now appearing in a slightly lesser number of papers. In addition, color ads appeared in three trade publications.



**BIG BOY.** A tank of oversize dimensions, one of several being shipped by the Leader Iron Works, Decatur, Ill., to the Grain Processing Corp. in Muscatine, Ia., is inspected en route by (left to right) Ivar Brecht, traffic manager of the Grain Processing Corp., R. J. Casey, DFGPA, Davenport, and J. M. Leahy, Milwaukee traffic representative at Davenport. The Grain Processing Corp., supplier of fermentation products to feed, drug and food industries with nationwide distribution, will install the tanks in its new fermentation plant. The high-wide loads move under special orders and only during daylight.



The Milwaukee Road Magazine



**FIRST ON THE GOLD STANDARD.** Julius Kalberg, chauffeur in the store division at Minneapolis, had an interested audience of co-workers when he received his Gold Pass recently (presented by District Storekeeper A. M. Lemay), since he is the first Minneapolis stores employe to achieve that honor. "Julie", as he is generally

known, started his half century of service as a water boy on the HGD, worked on the section, and transferred to train service in 1912. Starting in 1918 and through the '30s he was in yard service on the HGD and the Twin City Terminals before he began driving a lift truck.

← **VILL HERRN HA SKORNA PUTSADE?** That's the equivalent of "Shine, mister?" in Sweden, one of several European countries visited by John Hopley, stenographer in the Chicago tax department office, on his recent vacation. This picture at left was taken by a friend when John stopped for a shine in Sundsvall, on the gulf of Bothnia. Other countries on his itinerary were Denmark, Finland, Austria and Switzerland.

→ **PORT OF CALL.** Miss Ann Welling, secretary to coal traffic manager, Chicago (right), enjoying a local custom on the island of Madeira, first port of call on a recent Mediterranean cruise aboard the R. M. S. Caronia. After seeing the Latin countries she also toured England, France, Switzerland, Jugoslavia and West Germany. Purpose of the trip was to visit the grave of her brother, 1st Lt. Peter Welling, reconnaissance officer under General Patton, who was killed in action Sept. 14, 1944 (posthumously awarded the Silver Medal) and who is buried in the American cemetery at St. Avold, France. Miss Welling entertained Union Station Chapter of the Women's Club last month with a travelogue of her tour illustrated with colored slides.



# THE MILWAUKEE ROAD MAGAZINE

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

**FIRST PASSENGERS** on the first of the Streamliners to leave Chicago Oct. 30 were Louis Schmertz and his daughter Eva Schmertz, both of Pittsburgh, shown here receiving flowers from Hostesses Betty Moss (left) and Jane Casy. They rode the Challenger to Las Vegas, Nev.

