

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

**NOVEMBER 1956**

**A SAFE DAY IN THE DINING CAR...page 4**

NOVEMBER 1956

# THE MILWAUKEE ROAD MAGAZINE

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## Passenger Service — A Reminder

**I**T WAS a little more than a year ago that our railroad became a "partner in service" with the Union Pacific and Southern Pacific in the operation of the famous "City" trains. Today those trains, teamed with our own Hiawathas, comprise a truly outstanding fleet serving practically all of the West.

We are pleased with the performance of this combined fleet, and yet there is no denying that all over the country sounds of alarm have been going up regarding the future of railroad passenger service. Our own over-all passenger operations represent a yearly loss of several millions of dollars, resulting chiefly from unprofitable trains in commuter and branch line service. Rising costs have forced us to discontinue a number of trains whose lack of patronage indicated they were no longer needed. Every railroad has felt keenly the inroads made by the automobile and the airliner.

With these facts before us, it is logical to ask what, exactly, our railroad's position is with respect to passenger service.

First, let me say that we should not be misled by the popularity of other modes of passenger travel. There is still a vast segment of the public which wants what the train has to offer. They appreciate its safety. They enjoy its comfort and convenience. Given proper service, they will ride the train in preference to anything else.

We propose to stay in the passenger business wherever public patronage indicates a need for it. Furthermore, we are intent on maintaining our service at a pace setting level of quality.

Our reasons for this? Let me tell you about a letter I recently received.

It was from a passenger on one of our trains and it had to do with the courtesy displayed by our ticket agent at a South Dakota station. "Although I didn't get the accommodations I set out to get for a group of seven of our people, I am perfectly satisfied," the passenger wrote. "I know that this man *tried*." He concluded his letter with a statement containing one of the sure secrets of successful railroading. He wrote:

"I would rather ride an upper, given to me courteously, than a bedroom given to me with a frown and a growl."

The letter was written by a sales representative of one of the country's largest oil refineries.

I would like to remind every man and woman on The Milwaukee Road that a high quality of passenger service means far more to our railroad than the dollars we realize directly from it. *It tells people something significant about us as a transportation agency. A satisfied passenger sells our whole service—both passenger and freight—and sells it more effectively, in many instances, than we could sell it ourselves.*

Considering that we have one of the country's finest fleets of passenger trains with which to work, it seems to me that this fact gives us all something rather important to think about.

*J. P. Kiley*

# Non-Operating Employees Receive Wage Increase in Long-Term Agreement

RAILROAD employees represented by 11 non-operating unions have been granted a wage increase under a long-term wage settlement, as well as other benefits, according to an announcement made by the National Mediation Board on Nov. 1. The agreement, reached by negotiators for the nation's railroads and the 11 unions, became effective on that date.

A total of 19,775 Milwaukee Road employees not directly involved in the operation of trains are affected by the settlement.

The agreement calls for a first-year wage increase of 10 cents an hour effective Nov. 1; 7 cents an hour effective Nov. 1, 1957; and another 7 cents an hour effective Nov. 1, 1958. The railroads have also agreed to apply an additional 2½-cent-an-hour wage increase, or \$4.25 a month per employe, toward the cost of an employe dependents' hospital, medical and surgical insurance plan.

A cost-of-living escalator clause is also provided in the agreement, under which wage rates will be geared to changes in the consumers price index as determined by the Bureau of Labor Statistics. Rates of pay will increase or decrease 1 cent an hour for each ½-point change in the price index, with the current index of 117.1 serving as a base. Adjustments which may be necessary under this part of the agreement will be made beginning May 1, 1957,

and each six months thereafter.

The agreement also provides for a moratorium until Nov. 1, 1959, on wage increases or decreases or other rules applicable to compensation.

The Milwaukee Road estimates that for the 19,775 Lines East and Lines West employes involved the annual increase in wages, benefits, and payroll taxes, beginning Nov. 1, are as follows:

Increase in wage costs . . . . .	\$4,400,000
Increase in health and welfare benefits . . . . .	894,000
Increase in payroll taxes resulting from wage increase . . . . .	174,000

**Total increased costs . . . . . \$5,468,000**

In addition, The Milwaukee Road's payments under the Railroad Unemployment Insurance Act, which were 1½ per cent of taxable payroll in 1956, will be increased to 2 per cent effective Jan. 1, 1957. This increase of ½ per cent will amount to an additional annual payment of \$570,000.

The non-operating groups covered by the new agreement received an hourly wage increase of 14½ cents effective Dec. 1, 1955. As a part of that agreement the railroads also took over the full cost of the health and welfare program up to \$6.80 per employe per month, effective Mar. 1, 1956.



## SHOP AND MAIL EARLY

"FROM our house to your house" will be a phrase with real meaning to mail handling forces on the railroads during the next few weeks as they cope with the annual flood of Christmas mail and express traffic. As this issue of the Magazine went to press, the Post Office Department was already beginning to feel the upswing in first class and parcel post volume.

As in previous years, the railroads have joined the Post Office in an appeal to the American people to "Shop and Mail Early". Traditionally, the great bulk of Christmas mail is carried by the railroads, as no other transport agency has the volume capacity to even attempt the job.

The goal of all railroad and postal employes is to effect delivery of all Christmas mail over the entire country by Christmas Eve. To achieve this goal will require the cooperation of shoppers, as well as railroad and postal workers. Spearheading the drive for the railroads is C. F. Rank, manager of mail, express, baggage and milk traffic for The Milwaukee Road. For almost 20 years Mr. Rank has served as chairman of the Operating Committee on Mail, Railway Mail Transportation Division of the Association of American Railroads.

According to Mr. Rank, the Post Office Department next month expects to handle about eight and a half pounds of mail for every man, woman and child in the United States. It is estimated that an average of 33 pieces—letters and parcels—will be delivered to every person in the country.

As the holiday season approaches, the railroads and the Post Office will hire thousands of extra employes. At the same time, the Post Office is reminding the public to wrap packages carefully, to tie them securely, and to print addresses plainly. But above all, *to mail them early!*

On The Milwaukee Road the heaviest load of Christmas mail can be expected between Dec. 9 and 21. Mr. Rank has aimed this year's campaign at passing the peak by the 19th.

Let's all do what we can to help.

## Rocky Mountain Division Headquarters Will Be Moved to Deer Lodge

THE operating department has announced plans for transferring Rocky Mountain Division offices now located in the passenger station at Butte to Deer Lodge, Mont., principal division shop point, where the existing passenger depot is now being enlarged to accommodate the division superintendent's force. The division engineer's force and related personnel will occupy space which is being prepared in the shop area.

It is expected that the transfer of these forces will be made shortly after Jan. 1. Meanwhile, Superintendent S. E.

Herzog has been conducting a survey in Deer Lodge to determine the housing needs of those employes who will be taking up residence there.

The traffic department force at Butte will remain there but will vacate space now occupied in the passenger station and occupy new quarters being readied for them in the Butte freight house.

### New Station Being Built At Butte

The transfer of forces will probably

*(Continued on page 10)*

# A SAFE DAY IN THE DINING CAR

*8th of a series . . .*



**ABOVE:** Although it is no longer required that chefs assist in checking foodstuffs out of the commissary, Chef Herbert Wright occasionally revives the former practice when there is something very special to prepare, such as a Thanksgiving Day turkey dinner for patrons aboard the Morning Hiawatha. He smiles his approval as Commissary Agent E. J. Dummer hands him a choice bird at the door of the walk-in cooler.

**LEFT:** Baskets of supplies for the dining car are heavy, and employes handle them carefully to prevent injuries. Care is also taken to prevent heavy items, such as canned goods, from falling onto the feet of the men as trucks take the supplies to the dining car in the coach yard. Shown here, left to right, are Waiter Roy Fagan, Waiter Jack McDonald and Third Cook Robert Wright, all of whom work with Chef Herbert Wright on Trains Nos. 5 and 6.

SINCE long before the time anyone reading this can remember, the phrase "dinner in the diner" has possessed a strange magic all its own. Even today, when most traveling Americans could hardly consider dining en route an infrequent experience, the phrase still has a happy sound for everyone, suggesting something of life's pleasures and the attractions of travel by train.

Talk with the average dining car employe and you will sense a similar enthusiasm, the pleasure which comes with giving pleasure, and you will also learn that the job of our railroad's dining car department, like that of every other department, is properly done only through hard work and the conscientious attempt to make every day's performance better than the last.

In the course of serving an average of 106,000 meals a month on the 23 trains to which Milwaukee Road dining car personnel are assigned, these men have found that safety is essential to the service they perform.

A check through the safety record of dining car forces over the 10-year period 1946 through 1955 shows that there were no fatalities and that the over-all record has been one of steady improvement, from 30 reportable injuries in 1946 to 20 in 1955. Better yet, the record for the first nine months of 1956 showed only 10 such injuries.

Before a train is moved from the Western Avenue coach yard to the Chicago Union Station, a brief safety meeting is occasionally held with the dining car crew and other employes of the department. Here E. G. Kiesele, superintendent of safety (left) and M. P. Ayars, superintendent of the sleeping and dining car department, hold such a meeting in a dining car. Chef Herbert Wright is shown in the foreground, center.

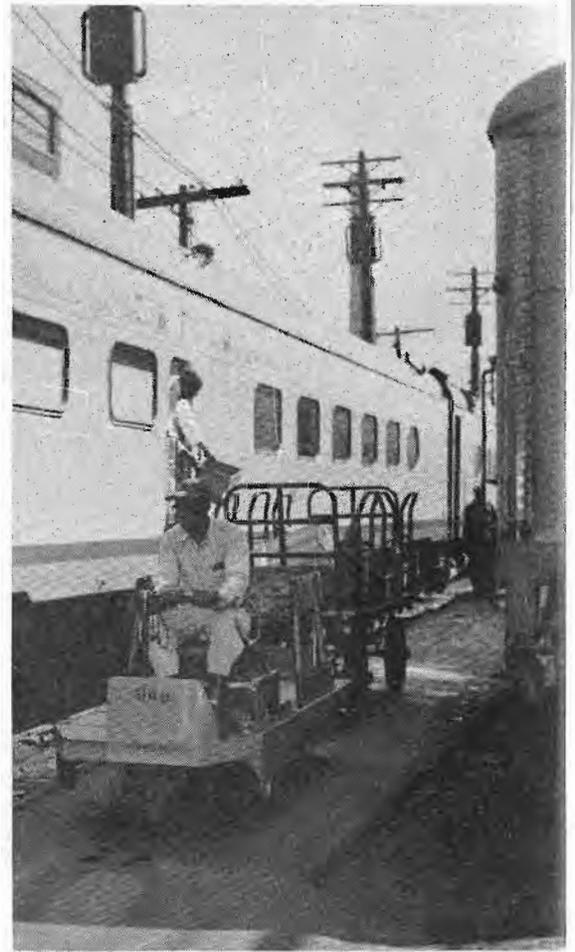
Herbert C. Wright, chef on Trains Nos. 5 and 6, the Morning Hiawatha, is in many respects typical of the 435 employes of the dining car department. He is an accomplished chef and safety-conscious in his own work and in his regard for his fellow employes.

Herbert Wright has been in Milwaukee Road dining car service since June 5, 1925.

With his wife and two children he has made his home in Maywood, Ill., a suburb of Chicago, for several years. Now, however, the home situation is changing somewhat, as both of the children are attending college.

Mr. Wright was Illinois state president of the National Association for the Advancement of Colored People in 1948 and 1949 and is at present a member of the executive board of the Maywood branch of that association. He is a member of the Masonic Order and a director of the Maywood Housing Authority.

Like most dining car employes, Mr. Wright recognizes the fact that the safe operation of Milwaukee Road passenger trains has meant a great deal to himself and to his family. He also recognizes the importance of safe practices as he goes about his work on the dining car. The pictures on these and the two following pages illustrate some of the things which for him and other dining car employes mean another safe day in the dining car.

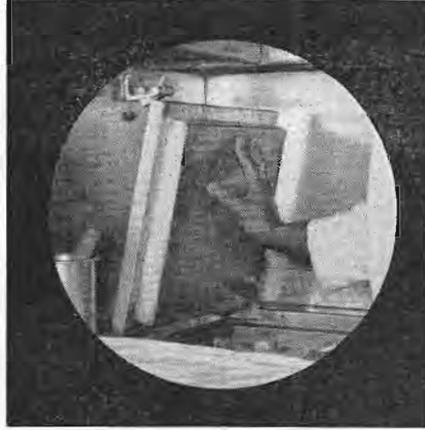


After the dining car has been stocked, empty boxes and supply baskets are returned to the commissary—not left in the yard where they could be a stumbling hazard for other employes. This is both good safety sense and good housekeeping. The two go hand in hand. The tractor operator is Roy C. Browder.



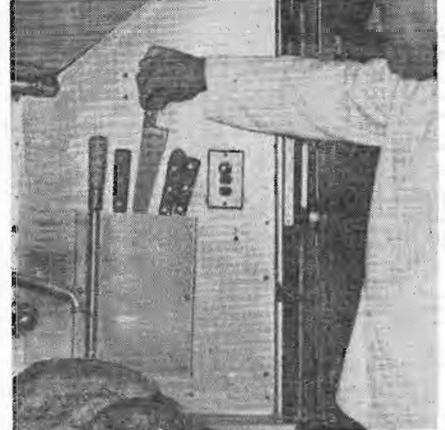


For safety's sake, Chef Wright sees to it that refrigerator and locker doors in the dining car kitchen are always closed when not in use. Space is at a premium in the highly efficient kitchen, and all members of the crew know that raising up under one of these doors could result in a severe head injury.



▲ In the pantry the cover of the ice cream well is fastened securely in open position when in use. Failure to take this precaution might result in the cover dropping and causing painful injury to fingers or hands.

▲ Slicing roast turkey properly is an art, and the skill of Chef Wright results in a mouth-watering sight. Here the sharp edge of the knife does the job intended and, being carefully handled, is not the source of an injury.



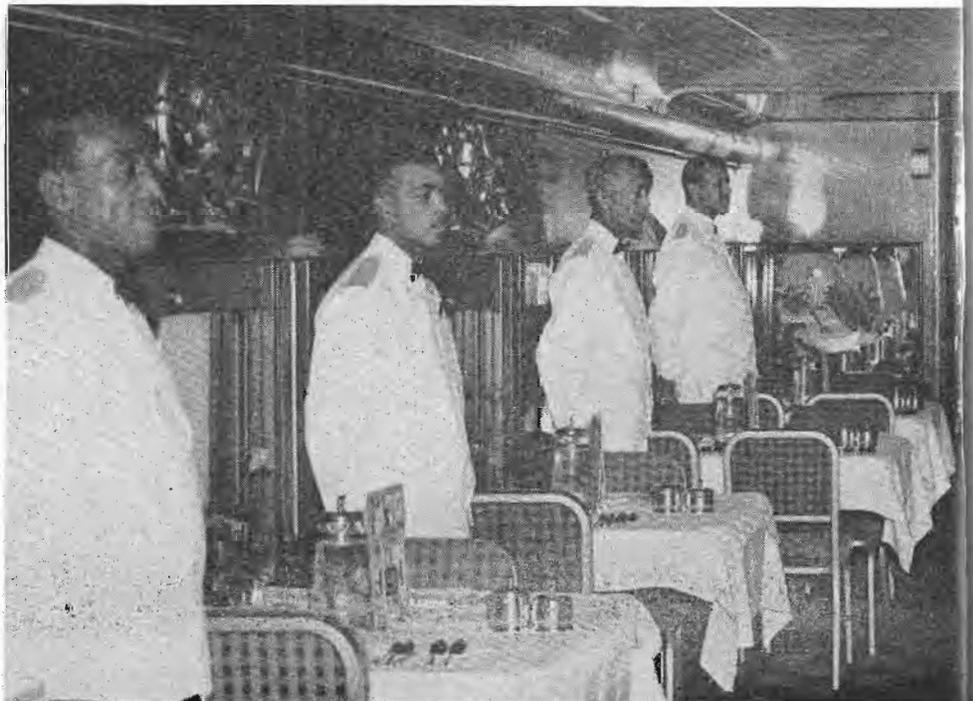
▲ The first few slices of turkey having been taken off, Chef Wright places the knife in the rack, safely out of the way. Thus an ever-present hazard is corrected before it can develop.

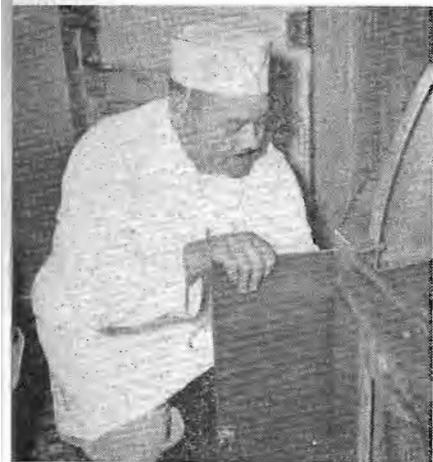
▲ The simple job of opening a can sometimes results in painful injury. Dining car kitchen crews always take the precaution of using a standard opener. They are also careful to avoid contact with the sharp edge of the lid.

### THE COVER

The plump, golden-brown turkey which holds the spotlight on this month's cover is roasted to a turn that would make any chef brag about his cooking. As prepared by Chef Herbert C. Wright, it is symbolic of the many fine meals that are enjoyed by travelers on Milwaukee Road trains not only during the holiday season, but throughout the year.

Chef Wright, a veteran of 30 years in dining car service, is sure-footed in knowing his way around the narrow confines of a galley. He is especially careful while handling food hot from the oven. While basting a turkey, he takes care to guard against burns from hot grease and water. Here he is shown following the method recommended for safely removing a roasting pan.





▲ A final precaution before the crew leaves the dining car kitchen at the end of a run is demonstrated here by Chef Wright as he sees to it that the stove jets and main gas shut-off valve are closed. As an added safeguard, the steward on the car always double checks before leaving the car to make certain this has been done.



Chef Herbert Wright is a firm believer in a happy home life as a fundamental part of safety on the job. Having completed his run into Chicago on the Morning Hiawatha, he is shown here relaxing in the living room of his home with Mrs. Wright and their children, Beverly and Donald. Beverly is studying nursing at Marquette University in Milwaukee and receiving practical training at St. Joseph's Hospital there, but manages to get home over the week end now and then. Donald attends Roosevelt College in Chicago.

## A SAFE DAY IN THE DINING CAR, cont'd

▼ For most people dinner on the diner is a real treat, made more enjoyable by the courtesy, attention and skill of the dining car crew. Training in safe practices is a part of that skill. The men shown here, who regularly staff the dining car on which Herbert Wright is chef, include Steward Charles C. Myers and, left to right, Waiters Cletis S. Thompson, Elenzie C. Woodson, James Hatcher and Henry M. Mason.

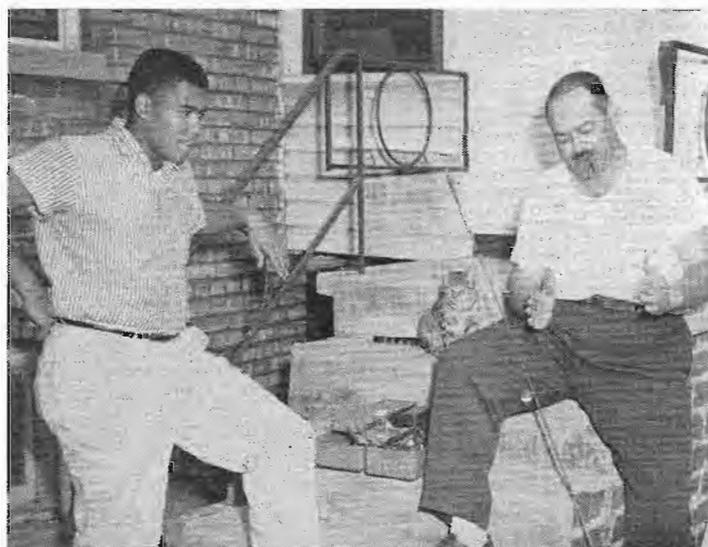


November, 1956

The Wrights enjoy their attractive home in Maywood, a suburb of Chicago. Mrs. Wright and Beverly were doing some work on the yard and front hedge when this picture was taken.



A little story about the big one that got away! Mr. Wright, shown here at home with Donald, is an enthusiastic fisherman. At every opportunity he goes up to Wisconsin to try his luck at various lakes, and occasionally Donald goes with him. Like many other railroad men, Mr. Wright feels that a hobby is important to safety on the job, just as a happy home life is. "An interest aside from your regular work keeps you from worrying more than you should", he says. "I've found that too much worry is just an invitation to trouble."



"... It is hardly possible to picture the congestion and chaos that would result if attempts were made to transfer the railroad job to carriers now competing for the most profitable traffic."

*the country expects—and gets—*

## MORE FROM THE RAILROADS

The following is another in the series of articles published by this magazine in keeping with its policy of providing Milwaukee Road employes, as well as readers outside the company, with important facts relating to the railroad industry. It is reprinted through the courtesy of Railway Employees Journal, which published it in September.

ALMOST as many tons of freight were loaded on the railroads last year as in the average year during World War II. The railroads carried three fourths of the country's total freight load during the war, rendering a vital service everyone agrees other carriers could not perform. Public opinion generally recognizes the railroad transportation accomplishments during the war as a tremendous job well done.

There is less public appreciation, though, of the fact that the railroads are currently performing about as big a job—a job no less vital and one other public carriers all put together cannot handle as dependably and economically. To the extent that government regulations reflect public opinion the country appears to look at the peacetime performance of the railroads as no more than the public is entitled to expect.

It has been the popular custom so long to depend on the railroads to handle more of the country's freight load than all other public carriers combined that people generally give little atten-

tion to how much they expect and require from the railroads in comparison with competing carriers. As a consequence government continues to lend encouragements and aids to other carriers not extended to railroads, and more surprising, exacts services from the railroads other carriers never are called upon to furnish.

Take the matter of car supply for instance. The railroads maintain a car fleet at least one fourth greater than is required to take care of average weekly car loadings. Loadings in some seasons are almost 50 per cent greater than in others. Through several months in most years thousands of freight cars are idle for weeks at a time. Other public carriers are not expected to maintain as great a surplus capacity as the railroads, nor are any of them able to expand their services in peak traffic or emergency periods as quickly and as greatly.

Car loadings usually reach an annual peak during fall months. Soon car loadings may be a quarter of a million cars a week greater than in periods earlier in

the year. Instead of shipper orders for less than 100,000 cars daily, the calls may be for substantially more than 125,000 cars.

Such requirements, of course, will strain car supply and some shippers in some sections may have to wait longer than they like to for cars. In such situations complaints about car shortage usually arise, accompanied by appeals to Washington for government action to force the railroads to provide more cars. These appeals always afford Washington politicians a field day opportunity to criticize the railroads and the way in which they are operated.

Highway and waterway carriers are not expected to maintain such surplus capacity, nor to meet such peak requirements as the railroads must. These competing carriers are at times unable, or unwilling, to furnish prompt service to all shippers. Contract and private carriers, operating on the roads and rivers, continue through seasons in which railroad car supply is strained, to furnish services only in the limited fields they have picked as most profitable. No politician or public official ever expects from them what is demanded of the railroads, or raises an outcry because of lack of truck or barge line capacity.

There are other respects too in which more is expected from railroads than from other carriers. When a railroad straightens its line or reduces its grades, either to expedite traffic movement or reduce operating costs, *it does it at its*

own expense. If highway traffic outgrows road capacity, or calls for cutting down hills and reducing curves to better control congestion the cost is met from public funds. Taxpayers foot the bills for building dams to canalize inland waterways and recurring costs of dredging to keep streams navigable. Only railroads are expected to meet improvement, maintenance, and expansion costs with money earned in payment for transportation services.

The fact that in each year since the end of World War II the railroads have performed greater service than all other public carriers speaks loudly as to the service the country gets from its railroads. The further fact that approximately two thirds of railroad freight tonnage consists of commodities that other carriers cannot handle as satisfactorily or at rates as low as the railroads are required to publish speaks even louder.

The country gets more service from the railroads than from all other carriers. It also gets a tremendous volume of vital services from railroads which other carriers are not able to perform. On the average 105,000 carloads of freight were loaded on the railroads daily last year. An average of almost four million tons were loaded in freight cars each day and the average ton was transported a distance of 428 miles. It is hardly possible to picture the congestion and chaos that would result if attempts were made to transfer that railroad job to carriers now competing for the most profitable traffic.

Carriers from which the country expects and gets less service than it does from the railroads certainly are not entitled to preferential regulation. Yet everyone knows they are enjoying preference. As long as that situation continues, the public should expect railroads to continue pressing their just claim to equal rights with all comers in competing for the country's traffic. ■

## Subsidized Airlines Have Higher Rate of Return Than Railroads

The report of the Comptroller General of the United States on a recent audit of the Civil Aeronautics Board says:

In sharp contrast to the high earnings of the tax-aided airlines are the low earnings of the self-supporting railroads. In no year have the railroads earned anywhere near 7.2 per cent on their investment, much less 12.4 per cent or 14.9 per cent. The average rate of return for the railroads, which compete with the airlines, in 1945-55 inclusive, was 3.7 per cent, or only slightly more than one-half the average enjoyed by the airlines.

## E. R. Eckersall Made General Solicitor, Succeeding T. H. Maguire



E. R. Eckersall



T. H. Maguire

AT A MEETING of the board of directors last month, Edwin R. Eckersall, assistant general counsel of the Road, was elected general solicitor effective Nov 1. He succeeds Thomas H. Maguire who has resigned from the company to accept the post of chairman and counsel of the executive committee of the Western Traffic Association.

Mr. Eckersall is a native of Chicago who was graduated from Northwestern University in 1933. After some years in private practice he joined the law department of The Milwaukee Road in 1939, remaining until 1944 when he went with the law firm of Gardner, Carton and Douglas. He continued, however, to specialize in railroad suits and was retained by the Road to handle trial work in the Chicago area. In 1950 he became a partner in the law firm which is now Erickson, Eckersall, Nygren and Holloway and was with that firm in February of this year when he returned to the Road to assume the position of assistant general counsel with headquarters in Chicago.

Mr. Eckersall is a member of the Chicago, the Illinois State and the American

Bar Associations, the Association of the Bar of the City of New York, a member and past president of the Chicago Society of Trial Lawyers, a fellow of the American College of Trial Lawyers and a member of the Law Club of the City of Chicago.

Mr. and Mrs. Eckersall and their three children, Edwin, Jr., who is 10, Katherine, 8, and Elizabeth Ann, 4, make their home in suburban Evanston, Ill.

Mr. Eckersall is being succeeded as assistant general counsel by E. O. Schiewe, formerly general attorney.

Thomas H. Maguire, who has been general solicitor since May, 1955, has a distinguished record in railroad law circles. He is a native of Toledo, Ohio, and attended the University of Michigan and law school of the University of Oregon. After military service on the Mexican border and in the first World War, he served two years as deputy district attorney at Portland, Ore. Following three more years as an assistant United States attorney, in 1924 he became an officer of the law department of the Union Pacific Railroad and from 1929 to 1934 was with the law department of the Northern Pacific. For several years he also engaged in private practice.

Joining the Milwaukee Road law staff in January, 1937, Mr. Maguire was assistant general attorney in Seattle, and later general attorney there. In January, 1951 he was appointed general attorney and commerce counsel with headquarters in Chicago, and occupied that position until he was elected general solicitor last year. His appointment to the Western Traffic Association post followed the retirement on Oct. 31 of H. C. Barron, after more than 50 years in the transportation field.

## Something New . . . Slumbercoach Service

SOMETHING entirely new for holders of coach tickets was made available on the City of Denver beginning Oct. 8.

Known as "Slumbercoach" service, it provides the traveler with a private room equipped with complete lavatory and



Illustration which appeared in the Milwaukee Road advertisement which introduced Slumbercoach service.

toilet facilities, clothes locker and luggage space. There is a comfortable seat with a wide window by day and a full width, full-length Pullman berth at night. Individual lighting, fan and air conditioning controls are provided. A Slumbercoach patron may retire at any time he chooses behind a locked door so that he has complete privacy and silence.

The Milwaukee Road and Union Pacific made headlines in railroad circles when they announced this service at a

price of only \$7.50 (plus federal tax), in addition to the regular coach fare, for the 1,050 mile trip between Chicago and Denver.

This is the new service which one of the railroad trade journals described as "exactly the kind of fundamental experiment with overnight sleepers that is needed to give conclusive answers to some of the sharp questions which have been raised about the future of sleeping car service."

Service in Slumbercoaches is limited, although regular bedding plus one pillow is furnished and berths are prepared in advance. Shoe shining and other incidental services provided in first class Pullmans are not available. Limited porter service is rendered.

Space in Slumbercoaches is assigned in advance for through passengers between Chicago and Denver only, although space will be sold from any intermediate point to destination after departure from Chicago or Denver. Rail passes and employes' half-fare tickets sold in connection with rate orders will not be honored on these cars. Likewise, Pullman passes and Pullman half-rate orders will not be honored.

The City of Denver also carries Pullman sleepers with double bedrooms, roomettes and open sections, as well as a club-observation lounge car, Pub car, dining car and reclining chair coaches with leg rests.

## Rocky Mountain Headquarters Will Be Moved to Deer Lodge

(Continued from page 3)

not be complete before about Apr. 30, when Station KXLF, Butte radio and television outlet, will take possession of the old Butte station. Meanwhile, ground has been broken at Butte for a new passenger station of modern design. That building, to be located on the main line west of Montana Street, is expected to be completed some time in the spring.

The new station, being located on main line trackage, will simplify operations by eliminating the necessity of backing trains into the station from the main line. The present station, which was built in 1916, is one of the few on

the railroad where trains must be backed in. This is one of the respects in which the present structure no longer meets present-day needs.

Architectural plans for the new station call for a brick building approximately 65 feet long and 26 feet wide. It will include a waiting room, ticket office, baggage room, women's lounge and toilet facilities.

The walls will be of masonry construction, with interior facings of pastel colored ceramic glazed tile. Ceilings will be of acoustical tile, with fluorescent lighting fixtures. The floor surfaces in the waiting and lounge areas will be terrazzo.

In designing the station, consideration was given to the convenience of patrons by providing comfortable furniture and

cheerful lounge accommodations. The new station will also provide more car parking space than the present structure. The parking area will have a bituminous surface, and the entire grounds will be attractively landscaped and lighted.

## Fiddes-Moore & Company Opens New Warehouse

FIDDES-MOORE & COMPANY, plywood distributor, recently completed construction of a 20,000 square foot warehouse and general office on 3.3 acres of land in the Milwaukee Road Industrial District north of Bensenville Yard and immediately west of Mannheim Road at Franklin Park, Ill. The new facilities cost in excess of \$200,000. Fiddes-Moore, one of the largest plywood dealers in the Midwest, is expected to receive a minimum of 500 cars of plywood a year from the west coast, providing this railroad with substantial revenue.

The extensive use of plywood paneling in the office portion of the new facility is especially attractive and suggests new uses for plywood in the construction industry.

## H. A. Grothe Heads Northwest Carmen



H. A. Grothe

AT THE annual meeting of the Northwest Carmen's Association in St. Paul on October 1, H. A. Grothe, district general car foreman in St. Paul and Minneapolis, was installed as president. He will

head the organization during its silver anniversary year.

The Northwest Carmen's Association has a membership of some 4,000 car department men, including many throughout the country as well as in the Northwest. It is an educational organization, aimed at keeping its members abreast of the field through discussions and demonstrations. Meetings are held monthly and term of office is one year.

Mr. Grothe, who has been district general car foreman with headquarters in Minneapolis since 1953, has served the association as third, second and first vice president, chairman of the A. A. R. rules committee and chairman of the program committee. Before taking over the president's gavel he was chairman of the membership committee.

The Milwaukee Road Magazine

# appointments

## Law Department

Effective Nov. 1, 1956:

E. O. Schiewe is promoted to the position of assistant general counsel, succeeding E. R. Eckersall who has been elected general solicitor. Mr. Schiewe, a native of Chicago, attended Valparaiso and Northwestern Universities, and received his law degree from the latter school in 1932. After practicing law in Chicago, he entered the Road's law department in 1941, serving for a while as chief clerk. He was appointed assistant general solicitor in 1944 and promoted to general attorney with headquarters in Chicago in June, 1955.



E. O. Schiewe

## Operating Department

Effective Nov. 1, 1956:

W. F. Bannon is appointed assistant to general manager, Lines West, with headquarters in Seattle. Mr. Bannon, with the Road since 1941, has been trainmaster in Chicago, Terre Haute, Mobridge and Milwaukee, as well as assistant to vice president—operation, Chicago. Since May of this year he has been trainmaster with headquarters in Marion, Ia.

A. C. Novak is appointed assistant superintendent of the Iowa, Minnesota & Dakota Division, with headquarters at Sioux City.

R. A. Middleton is appointed assistant superintendent of the Hastings & Dakota Division with headquarters at Montevideo, succeeding R. L. Hicks who has been transferred.

R. L. Hicks is appointed assistant superintendent of the Dubuque & Illinois Division Third District with headquarters at Ottumwa, succeeding R. A. Middleton, transferred.

J. D. Simon is appointed assistant superintendent of the Iowa Division with headquarters at Marion, following the promotion of W. F. Bannon.

M. T. Sevedge is appointed trainmaster of the Dubuque & Illinois Division with headquarters at Savanna, succeeding R. C. Lewin, transferred.

R. C. Lewin is appointed trainmaster of the Chicago Terminals, following the resignation of G. M. Robson.

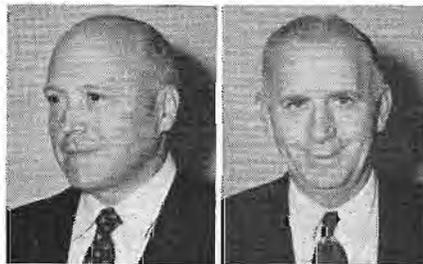
## Traffic Department

Effective Nov. 1, 1956:

R. S. Adams is appointed traveling passenger agent at Cincinnati, Ohio, succeeding B. H. Desens who has been assigned to duties in the freight traffic department. Mr. Adams started with the Road in Minneapolis in 1939, spent four years in the Navy during World War II, and returned to the railroad in 1945. He was assistant city ticket agent in St. Paul in 1950 when he again entered naval service. Since August, 1952 he has been employed in the St. Paul city ticket office.

## Safety Department

Effective Nov. 1, 1956:



G. M. Dempsey

A. W. Shea

G. M. Dempsey is appointed assistant superintendent of safety with headquarters in Chicago. Mr. Dempsey started his service with the railroad in the comptroller's office in Chicago in 1918, later transferring to the office of the operating vice president. In January, 1929 he joined the safety department force, on which he has served as general inspector since 1939. He is a member of the American Society of Safety Engineers.

A. W. Shea is appointed assistant

superintendent of safety with headquarters in Chicago. Mr. Shea has been with the Road since 1938, starting in the police department. Since 1950 he has been district safety engineer in Chicago.

M. E. Stewart, district safety engineer with headquarters at Milwaukee, is transferred to the territory of the Chicago Terminal and the Terre Haute Divisions, with headquarters in Chicago, following the promotion of A. W. Shea.

Effective Nov. 12, 1956:

F. J. Ladwig is appointed district safety engineer with headquarters in Milwaukee, territory the Milwaukee Terminals (including Milwaukee Shops), succeeding M. E. Stewart. Mr. Ladwig, an employe of the Road for 38 years, has served most recently as chief clerk to the Milwaukee Terminals superintendent.

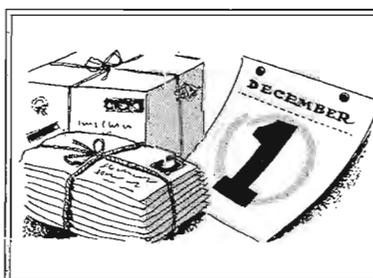
## B. H. Perlick

BERNARD H. PERLICK, former head of the tie bureau in the Chicago purchasing department, 66, died in his home in Chicago on Oct. 17. He had retired two years ago because of failing health.

As the winner of a contest sponsored among employes in 1952, he had the distinction of naming the Road's famous Super Dome cars.

"Ben" Perlick began railroading as a clerk at the Galewood freight station in 1906. After a few years he transferred to the superintendent's office in the Chicago Terminals where he was advanced to chief clerk. Later he was employed in the office of the assistant general manager and also the maintenance of way engineer before joining the purchasing department staff in 1924. He was promoted to bureau head there in 1944.

Survivors include Mr. Perlick's widow, Amanda, and two grandchildren. His only son, Bernard, was killed in Air Force combat in World War II.



## IT'S THAT TIME AGAIN

Let's resolve right now to shop and mail our Christmas cards and packages early this year — by December 1, if possible.

## Retired Employees Honored at Party in Minneapolis



Retired employees who were among the honored guests at the party. Seated, from left: Carl Eckman, Edwin Peterson, M. O. Shields, J. E. Asplin, A. M. Asplin, Frank Huwiler, Art Greenwood and J. H. Kalberg. Standing from left: O. N. Bentsen, J. W. Sperbeck, F. O. Frankstrom, M. B. Hynes, G. W. Wilson, A. C. Erdall, C. L. Charter, F. J. Holden and David Carlson.



W. R. Manion, chairman of the party committee congratulating the ranking guests in years of service. From left: Jay Tiffany, 55 years of service, Jud Pool, 56 years, and Joe Hemsey, 57.



Former associates in the Twin Cities area get together at the party. From left: A. C. Erdall, retired solicitor for the state of Minnesota, L. W. Palmquist, general superintendent with headquarters in Chicago, and E. W. Bolmgren, retired division engineer, Minneapolis.

THE Calhoun Beach Hotel in Minneapolis was a festive center the evening of Oct. 18 as Milwaukee Road employes met there to honor their co-workers. The gala turnout was the seventh annual all employe retirement party to honor the people of the Twin City Terminal and those of the Hastings & Dakota, La Crosse & River, and Iowa & Southern Minnesota Divisions working into the Twin Cities who had retired during the past year.

This annual party, started in 1950 to include all retiring employes in a farewell ovation, has grown larger with each year. This year more than 300 attended. Host Tom Hastings of the Calhoun Beach again set out an excellent smorgasbord and otherwise helped to insure the party's success. The Brotherhood of Locomotive Firemen and Enginemen, the Brotherhood of Railway Clerks and the Brotherhood of Railway Trainmen also furnished generous support.

The party committee this year included W. R. Manion as chairman, M. C. Ahern, C. A. Volsted, W. W. Rach, Elizabeth Hessburg, Mae Cashill, W. P. Radke and J. J. Taylor. Organ music was furnished by R. B. Allard.

*The Milwaukee Road Magazine*

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

	SEPTEMBER		NINE MONTHS	
	1956	1955	1956	1955
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passenger, mail, etc. ....	\$22,269,242	\$23,101,639	\$190,048,793	\$184,271,728
<b>PAID OUT IN WAGES</b> .....	10,518,785	10,488,515	93,667,859	88,225,669
PER DOLLAR RECEIVED (cents) .....	(47.2)	(45.4)	(49.3)	(47.9)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act..	720,691	636,387	6,461,466	5,403,195
PER DOLLAR RECEIVED (cents) .....	(3.2)	(2.8)	(3.4)	(2.9)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest..	10,101,687	12,889,671	86,645,468	84,561,093
PER DOLLAR RECEIVED (cents) .....	(45.4)	(55.8)	(45.6)	(45.9)
<b>NET INCOME</b> .....	\$ 928,079		\$ 3,274,000	\$ 6,081,771
<b>NET LOSS</b> .....		\$ 912,934		
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	119,984	132,195	1,027,977	1,052,679
Decrease 1956 under 1955 .....		-12,211		-24,702

## CARLOADING BY COMMODITIES During October 1956 Compared with October 1955

COMMODITIES	% of Total Revenue	Carloads			
		1956	1955	1956 + or - to 1955	
				Number	%
<b>INCREASES:</b>					
Coal and Coke .....	6.3%	12,407	12,206	+ 201	+ 1.6%
Iron & Steel Incl. Machinery .....	5.8	8,027	7,696	+ 331	+ 4.3
Petroleum and Products .....	3.1	5,073	5,063	+ 10	+ .2
Merchandise .....	2.2	8,271	7,703	+ 568	+ 7.4
Agri. Impl. & Tractors Incl. Parts .....	1.5	916	866	+ 50	+ 5.8
Beer .....	1.2	1,914	1,869	+ 45	+ 2.4
Ore (Excl. Pooled Ore) .....	.7	1,112	396	+ 716	+180.8
Miscellaneous .....	25.1	33,740	32,814	+ 926	+ 2.8
Total Increases .....	45.9%	71,460	68,613	+2,847	+ 4.1%
<b>DECREASES:</b>					
Grain .....	17.8%	9,076	10,393	-1,317	- 12.7%
Forest Prod. Excl. Logs & Pulpwood .....	10.8	9,383	9,653	- 270	- 2.8
Logs and Pulpwood .....	5.1	9,786	10,425	- 639	- 6.1
Live Stock .....	3.7	6,766	7,692	- 926	- 12.0
Fruit and Vegetables .....	3.3	4,174	5,007	- 833	- 16.6
Meat and Products .....	2.9	4,554	5,090	- 536	- 10.5
Cement, Brick, Lime & Plaster .....	2.9	3,132	3,550	- 418	- 11.8
Autos, Trucks, Parts & Tires .....	2.9	2,717	3,269	- 552	- 16.9
Clay, Gravel, Sand and Stone .....	2.8	6,237	6,586	- 349	- 5.3
Flour & Grain Products .....	1.9	5,411	5,623	- 212	- 3.8
Total Decreases .....	54.1%	61,236	67,288	-6,052	- 9.0%
Total .....	100.0%	132,696	135,901	-3,205	- 2.4%



Turkey is basted frequently with butter, the cavity filled lightly to avoid a soggy dressing. For garnish, orange baskets filled with quivering cranberry jelly.

## American Dressing for the All-American Bird

As a dining car feast, roast turkey gets star billing on The Milwaukee Road—a big succulent bird stuffed with herb-rich dressing, fragrant juices oozing from its golden skin and seeping into its tender meat, basted with butter until it glistens with a jewel-like glaze, and moistened with bubbling-hot giblet gravy. Served with a bouquet of parsley and a shimmering mold of cranberries, "Roast Turkey with American Dressing" never goes out of favor with dining car patrons.

What do *you* like? A slice of breast, a drumstick? Hot or cold, roast turkey provides good eating for lovers of both light and dark meat, with the added bonus of moist savory dressing. How well it satisfies is reflected in its frequent appearance on Milwaukee Road menus, some people even favoring the dressing over the meat. For railroad homemakers who are interested in giving their families an edible surprise during the holidays, here's the way turkey is prepared by the chefs of the Hiawatha fleet:

A dining car turkey is a big opulent bird that will serve a hungry crowd. First it is cleaned thoroughly, then washed and patted dry with a cloth, and the cavity is seasoned lightly with salt. Now, to stuff it:

American Dressing: Chop together onions, celery and diced ham, add the turkey giblets which have been boiled and chopped, and sauté in butter until

soft but not browned. Add bread that has been toasted and cut in small dice and moistened with stock, some minced parsley, and mix lightly but well. Season with salt, pepper and poultry seasoning, and spoon dressing into the cavity. Truss the bird and rub the breast generously with butter. Place in a roasting pan on a bed of sliced onions, carrots and celery, and it's ready for the oven.

This recipe makes a light-textured dressing that is particularly moist and flavorful. The diced ham—and this is an excellent way to use the bits and pieces that fall from slices or cling to a bone—gives it a delicious flavor, as does the toasted bread. For stock, a rich chicken consomme is used. The popularity of chicken dishes on our menus always assures a plentiful supply of con-

Roast turkey, a specialty on the Olympian Hiawatha dinner menu, being carved by Dining Car Inspector Edward Novak. In the background, Chef St. Elmo Dougar ladles the gravy. Turkey is served very hot.



somme being on hand, but the bouillon cube type is a satisfactory substitute.

Seasoning the dressing is an individual decision for the chef. For instance, there may be a variation in the amount of salt in the ham or of the strength of the seasoning powder. Milwaukee Road chefs watch this carefully, for a heavy hand with seasonings can spoil the best turkey. To pass the taste test, no one flavor is allowed to predominate.

The bed of vegetables upon which the turkey rests while roasting—the sliced onions, celery and carrots—plays an important part in making the gravy. No celery tops are used, for they tend to darken while cooking. When the turkey

### Help Fight TB



Buy Christmas Seals

is removed from the pan, this cooked vegetable residue, flavored with the butter-rich drippings from the meat, forms the pan dripping base for a gravy of wonderful color and aroma.

The turkey pictured with this article is a plump bird weighing about 22 pounds and of the uniform high quality for which Milwaukee Road dining car meals are famous. To fill this company size, the dressing requirements are as follows:

- 2 medium onions
- 1 bunch Paschal celery
- 1/4 lb. ham, diced
- 1 gizzard and liver, boiled
- 1 2-lb. loaf sliced bread
- 2-3 bouquets parsley, salt, pepper and poultry seasoning
- 1/2 pt. chicken stock (about)

Before carving this bird, the chef, with a reverent touch, added a fine flourish of orange juice that was allowed to cascade over the crackling turkey skin and perfume the tender meat beneath.

THIS is the first recipe to be published of a series featuring favorite Milwaukee Road dining car specialties. Others will appear from time to time.

## IT'S CRANBERRY TIME

HERE is a fruity bread that fits right in with harvest time and cool weather. It's light and moist, and keeps for days. You'll find it's best if sliced the day after baking. Serve it with butter, but it's just as delicious without.

### Cranberry Nut Bread

- 2 cups sifted all-purpose flour
- 3/4 cup granulated sugar
- 3 tsps. baking powder
- 1 tsp. salt
- 1/2 tsp. baking soda
- 1 tsp. cinnamon
- 1 cup chopped walnuts
- 1 egg
- 1 cup whole cranberry sauce, drained
- 2 tbsps. melted shortening

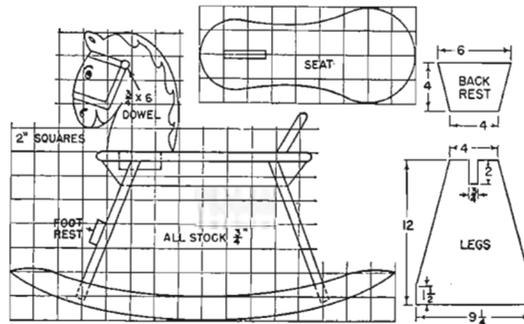
Heat oven to 350° F. Sift together onto waxed paper the flour, sugar, baking powder, salt, soda and cinnamon. Add walnuts. In mixing bowl, beat egg; add cranberry sauce and shortening. Add dry ingredients; stir until just blended. Pour into greased 9 x 5



x 3-inch loaf pan. Bake in 350° F. oven 45 minutes. Cool on rack.

Note: 1 teaspoon grated lemon rind may also be added.

## HOW TO MAKE A HOBBY HORSE



THE HOMEMADE hobby horse shown here will make a delightful Christmas gift for a little Rough Rider. The materials needed are a straight-grained board 3/4-inch x 10 inches x 10 feet, eleven 1 1/4-inch flathead wood screws, six 1 1/2-inch screws, six 2-inch screws, a 3/4-inch dowel 6 inches long, plus glue, paint and varnish. Here's how:

Cut out parts as shown. Use a 2-inch grid as an aid in laying out the curved parts. Bevel the top edges of the legs and the bottom edge of the back rest for a snug fit to the seat. Use glue on all joints. Recess screws with a countersink.

Assemble as follows: Put one 1 1/4-inch screw through the rockers near each end into the edge of the leg, so the bottom of the leg is 1/2-inch above the lower edge of the rocker. Join the seat to the brace with 1 1/2-inch screws through the top of the seat into the top

edge of the brace, with the brace under the centerline of the seat and the slot in the seat in line with the notch in the brace. Position the brace in the leg slots, align, and finish assembling rockers to legs with 1 1/4-inch screws.

Put 2-inch screws at an angle through the top of the seat into the tops of the legs. Set head in place with projection fitting through the seat slot into the notch in the brace. Join with two 2-inch screws through the bottom of the brace into the bottom of the projection. Attach the back rest with screws through the under side of the seat into the beveled edge of the back rest.

Insert the dowel in the head. Screw a 12-inch foot rest to the front of the front leg at proper height for the child and with ends protruding beyond the sides of the leg. (National Lumber Manufacturers Association)



Retired Engineer "Dell" Caldwell, an expert at restoring old furniture, at work in his basement hobby shop.

## From Engineer to Hobby Shopper

By Florence Paullin

Magazine Correspondent, Mitchell, S. D.

I ALWAYS enjoy a visit at the home of Retired Engineer D. I. "Dell" Caldwell, especially when I am privileged to visit his "hobby shop" in the basement. But before I tell you about the shop, I'll tell you a little about the Caldwells.

Dell Caldwell was for many years a Black Hills engineer living at Murdo, S. D. He started railroading as a fireman in June, 1907 and was promoted to engineer in November, 1911. He and Mrs. Caldwell reared four boys and four girls at Murdo. The family moved to Mitchell, S. D., in September, 1934 and Dell worked west out of Mitchell until his retirement on Oct. 23, 1951.

After Dell retired time was heavy on his hands so he got busy and reconditioned several pieces of furniture at home. Then one afternoon—it was in the spring of 1952—Mrs. Caldwell was entertaining 23 women friends when she happened to mention how well he had repaired their old furniture. That was it. Eighteen of the ladies were reminded that they, too, had a piece of antique furniture which needed to be fixed. And that's how his hobby shop started.

Mr. Caldwell has just about every kind of woodworking tool in his shop, a shop to be proud of. In the past four years he has repaired, rebuilt or overhauled several hundred pieces of furniture. When I visited him most recently he had just finished repairing a table and chair for the wife of a Mitchell doctor which had been handed down through four generations. The restoration was a work of art. So you see, his hobby not only keeps him busy, but is a source of income as well.

The Caldwell children are now scattered from Chicago to the west coast. Four out of the family are railroad people. In Mitchell, Mr. and Mrs. Caldwell are active in civic work and the affairs of their church, and in several fraternal organizations and clubs, including The Milwaukee Road Women's Club. This winter they intend to "close up shop" for a month or so and visit the children.

But I hope Dell plans to stay around here for a long time, because I think I'm going to dig up a few pieces of furniture this winter that need fixing.

## Christmas Card Etiquette

EVERY year when Christmas cards are being sent out, the same old questions are bound to arise. The following are a few of the most common and what authorities on etiquette think about them:

**Should mourners send out Christmas cards?**

It is not necessary but it is proper if you wish. Your good friends will, of course, understand if you don't.

**Should Christmas cards be sent to mourners?**

Emily Post, the authority on etiquette, suggests "a card that in some way illustrates the birth of Christ or a message of loving thought. Do not send a card shouting Merry Christmas and a Happy New Year!"

**Husband's or wife's name first?**

Usually when cards are sent by husband and wife the writer writes his or her name last. When cards are printed, there is no rule.

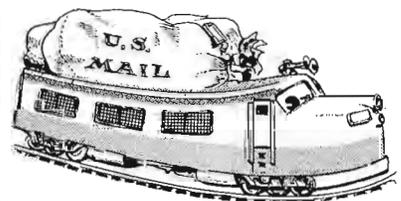
**Cards to business acquaintances**

When sending cards to a business acquaintance whom one's husband (or wife) does not know, one signs one's own name. When the acquaintance is a social one or someone who is really a friend and whom one would very much like one's husband or wife to meet, the name of the latter may be included.

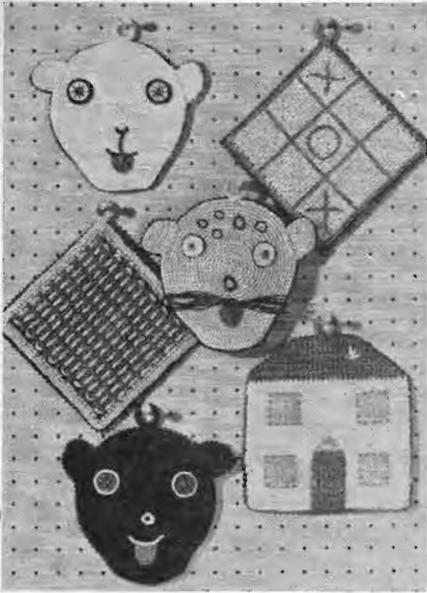
**Is it proper to add a personal message?**

Yes. Authorities on etiquette agree that the sending of messages on Christmas cards should be encouraged.

### WE CARRY THE LOAD



The railroads still carry the bulk of all Christmas mail. Make this a Merry Christmas for your fellow employes by doing your shopping and mailing early. The Post Office Department suggests the first week in December.



**FOR CHRISTMAS STOCKINGS.** The sound of sleigh bells is drawing nearer day by day, but there's still time to make a few stocking fillers for Christmas. Those shown here are the type of pick-up work that goes quickly. The picture gallery of potholders, for instance, is made of double-thick crochet cotton, with the exception of tick-tack-toe which is done in cotton-metallic yarn. The instruction leaflet also includes a pattern for a "happy lion" potholder. For winter insulation, every man of the house from Junior to Grandpa can use warm woolen socks or a pair of mittens. Here you have a choice of plain or cable knit. Direction leaflets for PICTURE POTHOLDERS and PLAIN & FANCY MITTENS AND SOCKS may be had, free of charge, from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

use, size and operation of a freezer, can prevent the expense and dissatisfaction associated with owning a freezer that is poorly adapted to a family's needs. A single copy may be had free from the Office of Information, U. S. Department of Agriculture, Washington 25, D. C.

## A CHRISTMAS GIFT FROM YOUR KITCHEN

THE PERSONAL touch that goes with homemade jams and jellies conveys a special meaning at Christmas, for it goes without saying that there's some extra thought behind it. Here is a quick and easy short-boil recipe to send an extra bit of Christmas cheer from your own kitchen:

5 cups prepared fruit (2 oranges, 1 lemon, 1 lb. cranberries)  
 6½ cups (2¾ lbs.) sugar  
 ½ bottle Certo fruit pectin

Cut oranges and lemon in quarters, remove seeds. Grind fruit, chop fine, or slice cross-wise, wafer thin. Add 1½ cups water and ⅛ tsp. soda. Bring to a boil and simmer, covered, 20 minutes, stirring occasionally. Add 1 lb. cranberries and simmer, covered, 10 minutes longer. Measure 5 cups into large saucepan.

Add sugar to fruit in pan and mix well. Place over high heat, bring to a full rolling boil and boil hard 1 minute, stirring constantly. Remove from heat and at once stir in fruit pectin. Skim off foam with metal spoon. Then stir and skim by turns for 5 minutes to cool slightly, to prevent floating fruit. Ladle quickly into glasses and cover at once with ⅛-inch hot paraffin. Makes about 11 medium glasses. (*Frances Barton Tested Recipe*)

## budget buys in books...

ANYONE who is planning for the later years of life, or who has already retired, will find a helpful guide in a booklet recently released by the extension division of the University of Wisconsin. "Retirement—A New Way of Life," by Dr. Eugene Friedmann of the university staff, discusses the problems common to retired persons, with facts on health, housing and money matters, as well as what to do with free time. The booklet is priced at 50 cents a copy. Make checks payable to the University Extension Division, and mail to Bookstore, University of Wisconsin Extension Division, Madison 6, Wis.

Another informative pamphlet for retirement planning is "Where to Retire on a Small Income" by Norman D. Ford. It is published by Harian Publications, Greenlawn, N. Y., and costs \$1.

A booklet designed especially for the not-too-expert handyman is "71 Home Projects in Wood." For the real beginner, it explains how to hammer nails and sink screws, and for the more advanced such projects as building a record cabinet, paneling a basement, floor-

ing an attic, installing a fireplace mantel, all with easy-to-follow drawings. If it is not available at your lumber dealer's, you can order a copy from the National Lumber Manufacturers Association, 1319 18th St., N. W., Washington 6, D. C.; price, 35 cents.

For the very young, there is no bigger bargain than "A Wonderful World for Children." This pocket book lists by the hundreds the variety of material, both educational and entertaining, which is available for children free of charge. Ask for it at your book store, a Bantam Book selling for 35 cents.

Another bargain investment, especially for young children, is "Growing Up With Books," a pamphlet which lists 200 books "every child should know and enjoy." Send 10 cents in coin to the Library Journal, 62 W. 45th St., New York 36, N. Y.

The U. S. Department of Agriculture comes to the aid of the homemaker considering the purchase of a freezer with "Home Freezers—Their Selection and Care." A study of this bulletin, containing information on the selection,



# retirements

The following employes' applications for retirement were recorded in October, 1956

## GENERAL OFFICES—CHICAGO AND SEATTLE—INCLUDING SYSTEM EMPLOYES

MOKRITSKI, NETTIE P.  
Feeder ..... Chicago, Ill.  
NEUMEN, LESLIE E.  
Asst. Dist. Adjuster ..... Seattle, Wash.  
O'SULLIVAN, LAWRENCE W.  
Clerk ..... Chicago, Ill.  
OWENS, ARTHUR  
Chef ..... Chicago, Ill.  
VANA, CHARLES B.  
Jt. Fac. Examiner ..... Chicago, Ill.

## CHICAGO TERMINALS

BANKS, SAMUEL  
Car Cleaner ..... Chicago, Ill.  
DRUKAS, PETE G.  
Asst. Foreman ..... Chicago, Ill.  
LOMBARDO, ANTONINO  
Sec. Laborer ..... Chicago, Ill.  
MAHOMETTA, FELIX A.  
Carman Helper ..... Chicago, Ill.  
MILLER, JOHN M.  
Loco. Engr. ..... Chicago, Ill.  
REGAN, MICHAEL P.  
Train Clerk ..... Bensenville, Ill.  
STRONSKY, ANNA S.  
Car Cleaner ..... Chicago, Ill.  
SWENSON, ALVIN G.  
Foreman ..... Chicago, Ill.  
SWIATEK, JOHN F.  
Carpenter ..... Chicago, Ill.

## COAST DIVISION

ANDERSON, ELLEN A.  
Janitress ..... Tacoma, Wash.  
COOK, RAY A.  
Loco. Engr. ..... Tacoma, Wash.  
MARLOW, ALBERT E.  
Carman ..... Tacoma, Wash.  
OLSON, EDWARD A.  
Car Repairer ..... Tacoma, Wash.  
SMITH, HAZEL O.  
Operator ..... Tacoma, Wash.  
TAIT, JOSEPH J.  
B.M. Helper ..... Tacoma, Wash.  
TALLMADGE, EARL G.  
Trav. Engr. ..... Tacoma, Wash.  
WILLOUGHBY, FRED E.  
Foreman ..... Tacoma, Wash.

## DUBUQUE & ILLINOIS DIVISION

BEASON, ELMER N.  
Laborer ..... Dubuque, Ia.  
BROWN, STEPHEN T.  
Agt-Tel. .... Ottumwa, Ia.  
MIROSH, FRANK J.  
Inspector ..... Savanna, Ill.  
MORRISON, FRANK R.  
Sec. Foreman ..... Chillicothe, Mo.  
WEBB, LYLE E.  
Agent ..... New Albin, Ia.  
WRIGHT, BESSIE M.  
Agent ..... Newtown, Mo.

## HASTINGS & DAKOTA DIVISION

BROWNE, DONALD E.  
Lineman ..... Montevideo, Minn.  
CRAMPTON, GEORGE A.  
Clerk ..... Aberdeen, S. D.

GANT, THOMAS I.  
Brakeman ..... Minneapolis, Minn.  
HATTEN, ALVIN E.  
Conductor ..... Aberdeen, S. D.  
JOHNSON, CARL J.  
Carman ..... Aberdeen, S. D.  
KUNDERT, THEODORE  
Sec. Laborer ..... Bowdle, S. D.  
SANBRANO, RAFAEL  
Sec. Laborer ..... Mina, S. D.  
SCHLIEP, RAYMOND F.  
Pumper ..... Appleton, Minn.  
WOSEPKA, JOSEPH F.  
Agent ..... Britton, S. D.

## IDAHO DIVISION

DENTON, EARL S.  
Loco. Engr. ..... Cle Elum, Wash.  
GIANETSOS, PETE G.  
Sec. Foreman ..... Marengo, Wash.  
HOLLOWAY, FLOREN R.  
Trainman ..... Tacoma, Wash.  
KOUKAL, JOSEPH J.  
Loco. Fireman ..... Cle Elum, Wash.  
MADDOX, JOHN C.  
Telegrapher ..... Spokane, Wash.  
MAYEDA, GENPEI  
Laborer ..... Othello, Wash.  
WIEST, MICHAEL  
Sec. Laborer ..... Ralston, Wash.

## IOWA DIVISION

JOHNSON, ALFRED C.  
Loco. Engr. ..... Marion, Ia.  
LOVIN, LOUIS H.  
Sec. Foreman ..... Sigourney, Ia.  
TUCKER, EARL E.  
Inspector ..... Perry, Ia.

## IOWA & DAKOTA DIVISION

BOOM, GEORGE J.  
Staty. Fireman ..... Mason City, Ia.  
HURLEY, PAUL W.  
Rndhse. Foreman ..... Mason City, Ia.  
MORGAN, EDWARD T.  
Carman Helper ..... Mitchell, S. D.  
OVERCASH, CLARK B.  
Switchman ..... Sioux Falls, S. D.  
TIERNEY, ROBERT F.  
Brakeman & Cond. .... Sioux City, Ia.

## IOWA & SOUTHERN MINNESOTA DIVISION

HYLAND, OBERT J.  
Sta. Fireman ..... Austin, Minn.  
SPINLER, EDWARD F.  
Sec. Laborer ..... Owatonna, Minn.

## LA CROSSE & RIVER DIVISION

ERICKSON, ERICK  
Chief Clerk ..... LaCrosse, Wis.  
HENSGEN, PETER N.  
Conductor ..... Sparta, Wis.  
MAGNUSON, DAVID M.  
Loco. Engr. ..... Milwaukee, Wis.  
RUMPF, GEORGE L.  
Loco. Engr. ..... Portage, Wis.  
TOMTENGEN, JOSEPH L.  
Sec. Laborer ..... Westby, Wis.  
WOHLERT, LOUIS H.  
Roadmaster ..... LaCrosse, Wis.

## MADISON DIVISION

BROWN, JOHN M.  
Agent ..... Janesville, Wis.  
LINDLEY, HARVEY L.  
Conductor ..... Milwaukee, Wis.

## Named Montana's "Doctor of the Year"

DR. E. M. GANS, local surgeon for the Milwaukee Hospital Association at Harlowton, Mont., has been named Montana's "Doctor of the Year". He has an over-all medical career of 51 years, 44 years in central Montana.



Dr. E. M. Gans

Doctor Gans was born in St. Cloud, Minn., in 1875 and graduated from St. Cloud Teachers' College. After several years of teaching he decided to enter the medical profession and enrolled at the University of Minnesota from which he graduated in 1905. There followed an internship at a Duluth hospital after which he set up practice in Eveleth,

Minn., on the Messabi Range, where the high percentage of immigrant workers and the mixing of money, liquor and social customs made a lot of work for a doctor.

During World War I Doctor Gans served in the Army. Moving west, he was located for a while in Dickinson, N. D., and later was mayor of Judith Gap, Mont., and coroner of Wheatland County. He has practiced in Harlowton for the past 27 years, and it is said he has delivered enough babies to populate Montana's Petroleum County.

Doctor Gans is an accomplished pianist and often performs at social events around Harlowton. Both he and Mrs. Gans are active and in good health, and he is not considering retirement. A son, Dr. Paul Gans, is district surgeon for the Milwaukee Hospital Association at Lewistown, Mont.

The Milwaukee Road Magazine

MEYER, JOHN B.  
Telegrapher ..... Madison, Wis.  
MURPHY, THOMAS W.  
Conductor ..... Janesville, Wis.  
TEUBERT, FERDINAND A.  
Switchman ..... Janesville, Wis.

**MILWAUKEE DIVISION**

CORR, JAMES  
Loco. Engr. .... Channing, Mich.  
SCHWANKE, EDWARD E.  
Rdhs. Foreman ..... Horicon, Wis.  
WHITTY, HAZEL E.  
Clerk ..... Horicon, Wis.  
WILKINS, JOHN W.  
Loco. Engr. .... Milwaukee, Wis.

**MILWAUKEE TERMINALS & SHOPS**

ANDERSON, EDWIN  
Painter ..... Milwaukee, Wis.  
BROWN, THOMAS S.  
Laborer ..... Milwaukee, Wis.  
CAMPBELL, OSWALD C.  
Switchman ..... Milwaukee, Wis.  
ERON, FRANK J.  
Storehelper ..... Milwaukee, Wis.  
JUNEK, EDWARD M.  
Boilermaker ..... Milwaukee, Wis.  
NOERENBERG, OTTO R.  
Machine Hand ..... Milwaukee, Wis.  
RADTKE, ALBERT E.  
Blacksmith ..... Milwaukee, Wis.  
WAGENKNECHT, AUGUST  
Pipefitter Helper ..... Milwaukee, Wis.

**OFF LINE OFFICES**

BARTOSCH, WILLIAM  
Spl. Coal Agent ..... St. Louis, Mo.

**ROCKY MOUNTAIN DIVISION**

ALEXANDER, STEPHEN J.  
Agent-Oper. .... Manhattan, Mont.  
CUTLER, LEONARD M.  
Helper ..... Deer Lodge, Mont.  
GODSEY, ELMER  
Welder-Repairman ..... Grace, Mont.  
HOLECEK, JOSEPH F.  
Loco. Engr. .... Lewistown, Mont.  
KNUDSON, ADOLPH C.  
Laborer ..... Harlowton, Mont.  
MANUEL, GEORGE W.  
Conductor ..... Alberton, Mont.  
WOODS, JAMES E.  
Loco. Engr. .... Deer Lodge, Mont.

**TERRE HAUTE DIVISION**

CHELF, JESSE M.  
Loco. Engr. .... Faithorn, Ill.  
TREADWAY, WILLIAM J.  
Sec. Laborer ..... Terre Haute, Ind.

**TRANS-MISSOURI DIVISION**

BYINGTON, WALTER W.  
Loco. Engr. .... Mobridge, S. D.  
CAINE, IRA M.  
Conductor ..... Miles City, Mont.  
CLEVINGER, RAYMOND A.  
Operator ..... Roundup, Mont.  
IMHOFF, EMANUEL  
Sec. Laborer ..... New Leipzig, N. D.  
LEWIS, WILLIAM A.  
Sec. Laborer ..... Marmarth, N. D.  
MCGRAW, LESLIE  
Loco. Engr. .... Miles City, Mont.  
PAUL, JOSEPH F.  
Agent-Oper. .... Timber Lake, S. D.  
PHELPS, CLYDE F.  
Agent-Oper. .... Raleigh, N. D.  
STAMP, HARRY L.  
Div. Storekeeper ..... Miles City, Mont.

Clifford J. Dulen of Elgin, Ill., a trainman on Chicago-Elgin commuter trains, congratulates Axel E. Caspersen on his 88th birthday as he boards the train for home in the Union Station. (Chicago Tribune photo)



**He's Road's Oldest Commuter**

LAST month, while being congratulated on his 88th birthday by fellow riders on the morning Elgin-to-Chicago train, Axel E. Caspersen was hailed as "the Milwaukee Road's oldest commuter. The vigorous octogenarian has been traveling on the suburban line between his home in Elgin, Ill., and his watch repair business in Chicago for 43 years.

The 73-mile round trip is part of a well-established routine for Mr. Caspersen, who looks considerably younger than his age. "I've been going to bed at 9:30 and getting up at 6:15 for many years," he says. "I smoke both cigars and a pipe, but I don't drink anything except a bottle of beer once in a while, and my wife is a good cook. I don't attribute my good health to anything in particular."

Mr. Caspersen, who learned his trade in Norway, emigrated to America in 1888 and settled in Elgin to work for the Elgin American Watch Company. He was with that firm for 12 years, and

with private jewelers until 1922, when he opened his business in the Chicago Loop.

In his younger years Mr. Caspersen used to ski and ice skate and belong to a health club. A proficient performer on the trombone, cornet and violin, he also played in amateur orchestras. Some 50 years ago, he remembers, he played in the Elgin Opera House. Nowadays he confines his exercise to a few calisthenics now and then, and follows the musical trends on radio and television. He likes operettas, waltzes and some modern music, but can't work up any enthusiasm for jazz or rock 'n' roll.

With his wife Jennie, 80, Mr. Caspersen celebrated his golden wedding seven years ago. Asked whether the precision of his trade causes him any eyestrain, he answered that he has good sight and wears glasses only for reading. Retire? Travel? "I do all of my traveling between Elgin and the Chicago Union Station," he says.

**TWIN CITY TERMINALS**

ASPLIN, ALBERT M.  
Accountant ..... Minneapolis, Minn.  
BRZJAK, MIKE F.  
Laborer ..... Minneapolis, Minn.  
GARVEY, PHILIP A.  
Asst. Foreman ..... Minneapolis, Minn.  
GREENWOOD, ARTHUR  
Switchman ..... Minneapolis, Minn.  
JOHNSON, CARL A.  
Carman ..... Minneapolis, Minn.  
KALBERG, JULIUS  
Chauffeur ..... Minneapolis, Minn.  
McLAUGHLIN, HARRY R.  
Ex. Gang Laborer .... Minneapolis, Minn.

OLSON, CARL A.  
Ex. Gang Laborer ..... St. Paul, Minn.  
PETERSON, CHARLES A.  
Ex. Gang Laborer ... Minneapolis, Minn.  
PONTZAR, OTTO W.  
Clerk ..... Minneapolis, Minn.  
QUARNSTROM, FRED  
Carman ..... Minneapolis, Minn.

*Teacher: "Can anyone tell me the main use for cowhide?"*

*Johnny: "It keeps the cow together, ma'am."*



It's actually easy to save—when you buy Series E Savings Bonds through the Payroll Savings Plan. Once you've signed up at your pay office, your saving is done *for you*. The Bonds you receive pay good interest—3% a year, compounded half-yearly when held to maturity. And the longer you hold them, the better your return. Even after maturity, they go on earning 10 years more. So hold on to your Bonds! Join Payroll Savings today—or buy Bonds where you bank.

## *Safe as America—U.S. Savings Bonds*

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## Why the killer came to Powder Springs



THE SKINNY little Texan who drifted into Butch Cassidy's layout at Powder Springs one day in '97 had dead-level eyes, a droopy mustache, and two six-guns tied down for the fast draw. Called himself Carter. Said he was a killer on the run.

That's why Cassidy and the outlaws in his notorious Wild Bunch told him all about the big future plans for their train robbers' syndicate. They took him in.

And he took them in. He was a range detective whose real name was a legend in the West—Charlie Siringo. And the information he got before he quietly slipped away stopped the Wild Bunch for a long, long time.

Of course, Siringo knew all along that if Cassidy or the others had discovered the truth, they'd have killed him sure. But it just never worried him any.

You couldn't scare Charlie Siringo. Coolest of cool customers and rawhide tough, he had the go-it-alone courage it takes to build a peaceable nation out of wild frontier. That brand of courage is part of America and her people—part of the country's strength. And it's a big reason why one of the finest investments you can lay hands on is America's Savings Bonds. Because those Bonds are backed by the independence and courage of 165 million Americans. So buy U.S. Savings Bonds. Buy them confidently—regularly—and hold on to them!



# about people of the railroad



## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Superintendent, Spokane

R. E. Joiner, Spokane's retiring chief dispatcher, was honored on Oct. 22 at a dinner attended by many officers and employees, including Superintendent and Mrs. S. E. Herzog, Joseph Brotherton, URT representative in Seattle, and M. A. Nybert, superintendent of signals and communications, Seattle. The affair climaxed a 49-year career. He started as a messenger on the KC Belt in 1907 and worked on various southwestern roads until 1912. Riley's travels eventually brought him to Montana, where he lost the desire to continue to his original goal of California. Avery, Idaho, needed an operator and he got the job, which developed into 44-years of service with the Milwaukee. He came to Spokane in 1947 and took over the duties of chief dispatcher in 1951. For the present the Joiners will remain in Spokane.

W. A. Smith is our new chief dispatcher, coming from Montevideo, Minn. He and his family have settled in a home in the Spokane Valley.

Other retirements on Nov. 1 included T. H. Casey, F. R. Holloway and R. R. Snider of the train service employees, and James F. Donahue, janitor in the Spokane freight house. Mr. Donahue had been off for some time due to injuries and later an operation.

Recent retired visitors included Jerry Gump and Lee Boyd. Mr. Gump, the famous Santa Claus impersonator who lives at Seaside, Ore., is busy looking forward to another Christmas season. Between travels Mr. Boyd makes his home in Spokane.

T. W. Barnes, retired roundhouse hostler, and his wife who went to England in April, returned in October on the Queen Mary. They are both in their 80's.

Baggage man M. G. Roper, who recently retired, passed away in a Seattle hospital Oct. 6.

Firemen D. R. Rohlinger and D. L. Bodey both were married recently.

C. H. Coplen and family recently spent two weeks sightseeing in New York City. Mrs. Coplen's son, Stan-

ley, is continuing his studies this year at the Juilliard School of Music on a scholarship. The past two years have been spent at Peabody's in Boston.

At the Women's Club potluck luncheon in October, Mrs. Bette O'Reilly displayed her charm bracelet—one charm for each grandchild, with name and birthdate engraved. She had 26 charms!

W. H. Quade, train baggageman in Spokane who has 45 years of service, has received his Silver Pass.

The A. T. Tituses celebrated their 25th wedding anniversary in September.

Sympathy was extended to M. F. Bell on the death of his father, Frank, an employe of the GN.

## Coast Division

BELLINGHAM—PORT ANGELES

Gene Park, Correspondent  
Operator, Bellingham

A total of 87 guests gathered at the Twin Gables Restaurant the evening of Oct. 20 to bid farewell to Yard Conductor G. L. Cross. Mr. Cross, known more affectionately as "Red," retired Nov. 1 after 46 years of service.

A colorful banner 10 feet long, created by Fireman Frances Wisler, depicted the theme of the evening, which was "So Long and Good Luck." Roast turkey, baked ham and salmon were featured in the buffet supper for which Operator Gene Park acted as toastmaster. Among those he introduced were F. O. Tuffley, general chairman BRT Lines West; E. W. Mitchell, state legislative representative for BRT; L. A. Borden, retired general chairman BRT Lines West; Ray Steele, state railway safety inspector; J. T. Hansen, superintendent of the Coast Division; W. O. Reid, president of lodge 990 BRT and local yard foreman for the Great Northern; and Conductor W. B. Nicolay, local chairman BRT. Conductor Joe Tilley made the gift presentation, which included a complete fresh water fishing outfit.

After the dinner movies were shown of "Red's" activities, from films taken by Conductor Gordon Thompson.

Carman Fred Plantz is resting up after surgery undergone in a Seattle hospital.

Felicitations were extended to Fireman and Mrs. Jack Silver on the birth of their first child, Jack LeRoy, born Oct. 2. Conductor and Mrs. Paul Silver are quite proud of their first grandchild.

On the subject of new arrivals, Operator and Mrs. Gene Park proudly announce the birth of their first son, Irving Eugene II, born Oct. 12. He joins two sisters at home, Pamela, 8, and Deborah, 6.

Clerk Dick La Fave has returned from a two-week tour of duty with the Naval Reserve. Dick's training centered in southern California.

## TACOMA

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

Scores of American flags brightened the streets of Tacoma when President Dwight D. Eisenhower campaigned here Oct. 18. His entourage included White House officials, political dignitaries and two busloads of newsmen. The smiling President was greeted by loud cheers throughout a triumphant 12-mile journey from the Lakes District, home of his brother Edgar, to the College of Puget Sound fieldhouse, where over 8,000 jammed the auditorium to hear his speech.

Three generations of a family have



**RETIREES ON COAST.** E. G. Tallmadge, traveling engineer on the Coast Division, pictured with Mrs. Tallmadge at a retirement dinner in his honor last month at Tacoma. Mr. Tallmadge, who represents the third generation of his family on the railroad, retired Oct. 5 after 47 years of service.

shared the same work interest. C. K. Clover, son of Dorothy and Fay Clover of the Tacoma freight office, has been appointed traveling engineer and assistant trainmaster, Coast Division.

Traveling Freight and Passenger Agent Emmett Maloney and wife spent their vacation in San Francisco visiting son Patrick, who is a practicing attorney in that city.

Recent honeymooners were operator Wilma Bauer and Locomotive Engineer Ralph Edwards.

Ruth Fullerton of the city office slipped and fell recently, breaking her right wrist. We are happy to report that she is doing well.

Florida and Havana, Cuba, served as interesting vacation points for Agent O. R. Powels and wife. Dispatcher Clinton "Pinky" Miles vacationed in Mexico City. Roy and Anne Beaumont, adding zip and sparkle to their three-week safari, stopped in Las Vegas and various California points.

After 45 years of service with the Road, Locomotive Engineer G. W. Webb Sr. and wife, taking their first real vacation in a long time, stopped at various points in California and the Midwest. G. G. Moe, time reviser in the superintendent's office, spent a week of his vacation hunting in the Okanogan country and came back with a huge buck. Esther Delaney and husband Bill, retired general car foreman, vacationed in Dubuque, Ia., with friends and relatives. Jack McClure of the superintendent's office went to Portland to visit his mother, aunt and uncle, who came up from Los Angeles for a vacation.

A warm welcome was extended to the smiling young operator in the chief dispatcher's office—Jimmie Rogers.

We are glad to report that Board Clerk Helen Strub, who is confined to the hospital with pneumonia at this writing, is improving.

Caroline and Leo Jensen's son, Johnny, suffered a broken leg while on his way home from school—a reckless driver sped through a pedestrian lane. At this writing Johnny is confined to the new Mary Bridges Clinic.

Dan Martin (retired Tacoma yardmaster) and wife went East to attend a family reunion in Columbus, the first get-together for many years. From there they went to Detroit; will return via California.

A party was held for W. J. Weatherall, former district general car foreman. The occasion was marked by friends presenting him with a set of golf clubs.

Trainmaster R. C. Schwichtenberg and wife have returned from a vacation in Minneapolis and a visit with his sister and parents in Redfield, S. D., his old stamping ground.

Sympathy was extended to the fam-

ily of Machinist Thomas J. Quinlan, 44, who died Oct. 7. He was born in Minneapolis and had lived in Puyallup since 1927.

Charles S. Haggerty, a retired switchman, 75, passed away Oct. 5. He was born in Pennsylvania and moved to this area 53 years ago.

Walter Raedich, retired locomotive engineer, is still in the hospital at this writing, but is reported to be doing well. His daughter Helen also suffered an injury this summer in an automobile accident, but is now well and up to continuing her teaching activities.

Martin Roper, a veteran of the Road, passed away Oct. 6. Mr. Roper was born on May 22, 1870 and started his employment with the Milwaukee in 1909 as a passenger brakeman. He retired Apr. 1, 1955.

## D & I Division

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

Betty Davis, daughter of Retired Roundhouse Foreman D. R. Davis, formerly of Savanna and now of Long Beach, Calif., was married Oct. 6 in Long Beach to Arthur Tondell of Springfield, Ill. She was honored by a shower given by Mrs. MacDonald, wife of Retired District Storekeeper John MacDonald, at their Long Beach home. The couple will live in Springfield.

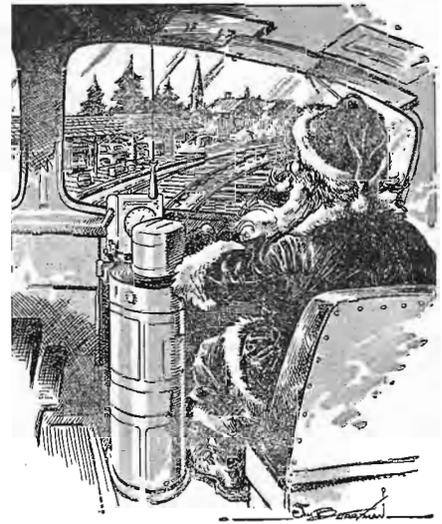
Rose Mary Ramirez, daughter of John Ramirez, of the maintenance of way department in Savanna, became the bride of K. M. Friederich of Chadwick, Ill., in St. John's Catholic Church on Oct. 13; reception held in the Moose Hall.

C. W. Simmons, Savanna freight house, and Mrs. Ethel Guyer were married in the Glenview Hotel in Mt. Carroll on Oct. 20.

Yard Clerk M. Podolski of Savanna stole a march on his friends recently, and returned to Savanna with a bride.

Ivan E. May, mechanical department employe at Savanna, died in his home

## SANTA'S SUREST WAY



at Riverview south of Savanna, on Oct. 1. Surviving are his daughter and three grandchildren. Funeral services were in Savanna.

Engineer Leon Giroux passed away Oct. 7 in St. Joseph's Hospital in Elgin, from injuries resulting from an automobile accident four weeks previous. He started as a fireman in January, 1906, was promoted to engineer in January, 1910, and retired on Jan. 4, 1949. Funeral services were held in St. Mary's Church, with burial at Bourbonnais, Ill.

Retired Switchman Thomas E. Brennan passed away at his home in Savanna on Oct. 5, following a long illness. Surviving are his widow, two sons, Yard Clerk T. F. Brennan and Joe, his sister Nell of Davenport, and a brother, Iowa Division Conductor Harry Brennan, Savanna. Mr. Brennan started railroading as a switchman in Savanna Yard on July 13, 1906, after previous service as call boy and switchtender since 1893. He retired in December, 1943. Burial was in the Catholic cemetery in Savanna.

Mrs. Elmer Holloway, wife of Railway Express messenger, Chicago, passed



**161 YEARS OF SERVICE** is the staunch record of this switch crew at the Broadway yard in Kansas City. From left: Fireman P. V. Rona, 13 years; J. C. Cannon, switchman and relief yardmaster, 29; Engineer T. E. Anderson, 31; Foreman H. V. Banta, 34; Switchman G. D. Eberts, 20; and Yard Clerk J. O. Gorman, 34. Mr. Anderson is local secretary and treasurer of the B.L.F.G.E.

away at the family home on Oct. 11. Surviving are her husband, daughter, two grandchildren, three sisters, and two brothers, including Retired Iowa Division Conductor William Chase of Savanna.

Mrs. Frank Corey, wife of retired Iowa Division conductor, passed away in the Savanna City Hospital on Oct. 15, following a long illness. Funeral services were held in the Hunter-Fuller Memorial Chapel, with burial in Savanna. Surviving besides her husband are a son, Louis, two grandsons, a sister and a brother, Switchman Robert Blair Sr. of Savanna.

Retired Engineer W. G. Hardeastle of Savanna passed away in Jane Lamb Hospital in Clinton, Ia., on Oct. 11, following a long illness. Funeral services were in Savanna. Bill served in the Navy from 1906 to 1910, entered railroad service in the Chicago Terminals as a fireman in 1910, and later transferred to the D&I Division. He was promoted to engineer in April, 1918 and retired on Nov. 5, 1952. Surviving are his widow and two sisters.

Charles Loken, nephew of Ticket Clerk Genevieve Martin, Savanna, and brother-in-law of Mildred Logan, Davenport freight house, was fatally injured Oct. 22. Mr. Loken, a World War II veteran, started railroading in the car department in October, 1948, and in July 1950, was promoted to car inspector, the position he held at the time of his death. Surviving are his widow, a stepson, his mother, sister and brother.

Gold Passes have been issued to three Savanna men—Engineers H. Keller and G. W. Kroll, and Sam Leonardo, turntable operator; also to Engineer M. E. Greener, Dubuque. Silver Passes were presented to T. V. Owens, yard conductor at Ottumwa; M. F. Pollard, agent at Ludlow; and Conductor John A. Schmidt and Kenneth W. James, car department employe, both of Savanna.

Alex C. Whitmore of Sabula, retired freight house employe, and Mrs. Whitmore celebrated their 35th wedding anniversary last month. They have spent their entire married life in Sabula.

Twenty-five telegraphers had a heyday in Rock Island on Oct. 12 when the Quad-City Morse Telegraph Club held its semi-annual meeting at the Fort Armstrong Hotel. The entire meeting was conducted almost without a spoken word. At the banquet table each place held, in addition to the usual setting of china, glass and silver, a wired telegraph key and sounder, and all communication was via Morse Code. The Quad-City organization, an affiliate of the Morse Telegraph Club of America, has 50 members among local working and retired telegraphers. One of the requirements for membership is a record of employment as a telegrapher for at



An informal luncheon group congratulating G. A. Simon, general track foreman in the Twin City Terminals, upon receiving his Silver Pass. From left: E. L. Roland, roadmaster's clerk; L. C. Blanchard, roadmaster, Twin City Terminals; Mr. Simon; E. C. Wheeler, assistant division engineer; and E. C. Jordan, division engineer. For details, read the column of J. J. Taylor.

least one year. The Milwaukee Road is represented by R. G. McGee, agent at Davenport, while J. A. Ogden, district safety engineer at Savanna, and Evan Morse, joint agent for the Milwaukee and CB&Q at Thomson, Ill., hold honorary memberships. Mr. Ogden is "Chief Telegrapher" and Mr. Morse holds the title of "Wire Chief". Mr. Morse, incidentally, is a direct descendant of Samuel F. B. Morse who invented the telegraph in 1836. The club, which was organized in April, 1955, is dedicated to "keeping alive the history, fables and legends of the romantic age of electric communication".

## Twin City Terminals

### MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor  
Stationmaster, Minneapolis

At a luncheon held in the Hasty Tasty Cafe in Minneapolis recently, George A. Simon, general track foreman in the Twin City Terminals, was presented with a Silver Pass for his 45 years' service by Roadmaster L. C. Blanchard. Mr. Simon started railroading as a section laborer on the old I&M Division in 1911. Since then he has held the position of extra gang foreman on the L&R and the H&D Divisions, and also of foreman at Newport, Minn. In 1931 he became general foreman on section 4 at St. Paul, the position he holds at present. J. A. Messicci, general foreman of section 5 at St. Paul, who also attended the luncheon in Mr. Simon's honor, took the picture of the group.

*Conductors on German railroads speaking foreign languages now wear armbands identifying their specialty.*

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Otto Newirth, sectional stockman in the stores division, was presented with a Silver Pass last month.

Julius H. Kalberg retired Oct. 2 after 51 years of service, the past several years in the stores department. . . . Machinist David Carlson retired recently after 51 years of service in the locomotive department; Machinist Helper Andrew Gorski after 27 years of service.

Store Division Clerk Ruth Delorey and husband have moved into a new home.

Stockman L. J. Nelson and wife are the parents of a new baby.

John Amundson, retired boilermaker now living in San Leandro, Calif., attended the retirement party in Minneapolis Oct. 18.

John W. Moe has returned to the roundhouse following his U. S. service.

Nelle A. Hiddleston passed away in Minneapolis on Oct. 15. Before retiring in 1953 she was a clerk and stenographer in the locomotive department for 38 years. She is survived by her sister Emily.

The daughter of Car Checker Robert Ingvaldsen was married Oct. 27.

### ST. PAUL TRAFFIC DEPARTMENT

Mary F. Shields, Correspondent  
c/o General Agent

Bob Adams, assistant city ticket agent in St. Paul, left the saintly city on Oct. 30 to begin his new assignment as traveling agent in Cincinnati. Bob was born and raised in Minneapolis, moving to St. Paul in 1948. He served two stints in the Navy, from January 1941 until No-

vember 1945, and again in October, 1950 until August, 1952. He is still an active member of the Navy Reserve. Frank Engebretson, cashier, accountant and ticket seller in St. Paul, assumed Bob's duties Nov. 1.

Nick Kosta, city freight agent, entered the hospital Oct. 29 for an operation which will keep him away from his desk for a few weeks. Last reports were that the operation was a success and he is coming along fine.

Allen Rothmund, retired freight house cashier and former correspondent for the Magazine, still thinks "Milwaukee" even though he isn't working. He recently sent General Agent George Quinlan a letter to which was attached a message from his son, advising that he was routing traffic via The Milwaukee Road. Dudley Rothmund is traffic manager of Adolph's Ltd., Burbank, Calif., and according to R. B. Amis, general agent in Los Angeles, they favor us with quite a lot of traffic.

#### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Al Farness is the new collector in Local Freight, taking Otto Pontzar's place, and George Keenan is the new car delay clerk.

Darrell Eggertson visited here recently while home on furlough. He is being sent to Europe Nov. 19.

Mike Steen, Earl Mastin, Gene Leise and Agent Cap Hanson of Mankato went pheasant hunting opening day, but only Mike got a bird.

### Terre Haute Division

Christine Reichert, Correspondent  
Superintendent's Office, Terre Haute

September 30 was the retirement date of Engineer Jesse M. Chelf of Chicago Heights, after 36 years of service. Mr. Chelf will make his future home in Bismarck, Mo.

Engineer and Mrs. L. A. White of Terre Haute made a trip to San Francisco recently to visit their son who is with the United Air Lines there.

Barbara J. Scholl, daughter of Car Distributor George Scholl, is attending Indiana University at Bloomington for her sophomore year. Miss Scholl, who is majoring in psychology and philosophy, is an honor roll student.

Fall wedding bells rang out at St. Patrick's Church in Terre Haute for Miss Connie Mahalek and John E. Keller of Terre Haute. The bride is a daughter of Freight House Chief Clerk John Mahalek.

Richard O. Seehausen, switchman at Faithorn for the past 39 years, retired Sept. 30.

George Meara, clerk at Faithorn, re-



**CLOSING THE BOOKS** on 43 years of railroad-ing, Sam Whitaker, clerk in the Terre Haute freight house, is shown with a retirement gift presented to him by fellow employes. He and Mrs. Whitaker plan to spend the winter in Florida.

tired on Oct. 10. Mr. Meara has a service record of 35 years on this division.

Conductor Ernest Hopewell and Mrs. Hopewell enjoyed a fall vacation in New Orleans and Biloxi, Miss.

Levi Johnson, retired Terre Haute switchman, passed away on Oct. 8. He was 87 years of age and had been retired since April, 1937.

Mr. and Mrs. C. J. Currie of Terre Haute celebrated their golden wedding anniversary on Oct. 21 with an open house. Mr. Currie is a retired conductor.

Faithorn Switchman C. W. Buchanan, with 30 years of service, retired in October.

Bringing No. 82 into Latta on Oct. 24, Engineer Charles F. Price made it his final trip of 43 years of service as an engineman on this division.

Silver Passes, in recognition of 45 years of service, have been received by Charles Buell, foreman in the locomotive department at Faithorn, and by E. E. King, locomotive department foreman in Terre Haute.

### Chicago General Offices

#### PASSENGER TRAFFIC DEPARTMENT

W. V. Peterson, Correspondent

Bob Adams, assistant city ticket agent, St. Paul, has been appointed traveling passenger agent, Cincinnati, succeeding Bernie Desens who became traveling freight agent in that city.

From Passenger Rate comes the information that John Dunne is now assistant chief rate clerk, filling the vacancy created by Larry O'Sullivan's retirement. John Semmlow has moved up to Dunne's former position, and Ray Peters has returned from the city ticket

office to occupy Semmlow's previous assignment. Al Pope is slated to fill the vacated ticket clerk position at the city office.

Ann Weber is now secretary to general passenger agent, replacing Ida Grimm who retired after 50 years of service.

Recent newcomers to the passenger department include R. L. Barto, ticket clerk, in the office of the GAPD, New York City; E. R. Naughton, steno, and C. J. Sherlock, clerk, Passenger Rate, Chicago; H. L. Napier, steno, and O. B. Schneider, clerk in the GPA's office Chicago. The reservation bureau welcomed M. D. Cordero, M. A. Vachlon, J. C. Donahugh and M. A. Gates. Advertising has a new clerk, Ted Kauhhausen, and the GAPD's office, Chicago, has added R. K. Baker, clerk, to the staff. R. E. McGrew, ticket clerk at Madison who has been with the Road about two years, went to New York as ticket agent.

#### OFFICE OF FREIGHT AUDITOR

Betty Chiolak, Correspondent

Sympathy was extended to Edwin Reidy, special accountant, on the sudden death of his son Paul on Oct. 7.

At this writing Bill Bodeker is in the Swedish Covenant Hospital and Monica Schmalz is convalescing at home. Vernice Fay, who received a back injury as a result of an auto accident, is back to work after three weeks' absence. Marie White is also back to work after a six month leave, feeling much better.

Cupid was kept busy passing out engagement rings last month. Pat Neitzel received one from Jim Holzapfel on Oct. 13, Dolores Fagiano received hers on Oct. 25 from Leonard Niebow, and Edna Lessentine and Joseph Brough became engaged on Oct. 27.

David Krandon, rate clerk, and Marilyn Mueller, clerk in the local and interline balance bureau, took their vows on Oct. 20 at a candlelight service in Immanuel Lutheran Church, Glenview, Ill. A reception followed in the church basement.

Norman Hendrickson has returned after serving four years in the Air Force, two years in Alaska and two in California. He is now a rate clerk in the revising bureau.

A late vacation was enjoyed by Shirley Homeister who visited Texas and Mexico. Marion Klewer visited with a former employe, Mertis (Godie) Kuntz, who now makes her home in Vero Beach, Fla. James T. Harvey decided on Florida, and Emilia Boever also visited Florida, with a three-day stop in Cuba. Jim Harvey, who called on our retired co-workers John Kreiter, Einar Peurell and Otto Reinert in St. Petersburg, reports that all are healthy and happy in

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their new homes.

Just to keep things in the family this month, Bunny and John Mischke Jr. announced the arrival of a baby girl on Oct. 20. It wouldn't be surprising if some day little Roberta Marie would become an employe of the Road. Mother and Dad, Grandpa Mischke, and Aunt Marie (Bunny's sister) are all employed by the Milwaukee.

I'm very proud to announce the arrival of a baby boy to Ceda and Robert Baldini. "Robert Christopher" was born on his grandmother's 65th birthday and is the 10th grandchild in our family. You see, Ceda happens to be the sister of your correspondent and also an employe of the Road.

Carol Johnson, a former keypunch operator, gave birth to a boy on Oct. 27; named "Larry Earl".

On Oct. 31, Bernice Gryczan left to await the arrival of her happy bundle due in January.

#### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Pat and Bob Neilsen have another son, Blair, born Oct. 14. He was welcomed by brothers Barry, Brian and Bruce.

The veterans' reunion was attended by Bessie White, Cele Koob, Jo Goetz, Christine Steggers, Agnes McGrath, Stella Murphy, Mary Kelly and Irene Barry.

Frances Bondi became engaged recently to Pat Gorman of Springfield, Mo.

At this writing, Clem Barber is convalescing nicely from her illness.

Our fall vacationers are on the go: Hazel Dillon to San Francisco; Juanita Chambers, the Hawaiian Islands; Kitty McCants, Ohio; Mary and Morris Distad, South Dakota and Minnesota; Ardell Westerberg and Elizabeth Miller (formerly of the typing bureau), New York City and Boston; and Christine Steggers, Jamaica, West Indies.

#### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

L. C. Riley has been welcomed to our traveling auditor's staff, with headquarters at Sioux Falls. He was formerly cashier at Rapid City.

John Komurka, formerly traveling auditor at Milwaukee, has been appointed assistant agent at Milwaukee's Fowler Street station.

T. D. Hakes, traveling auditor at Sioux City, is convalescing at home at this writing, after being hospitalized in Olivia, Ia., for several weeks. Paul A. Miller is confined to Michael Reese Hospital in Chicago, Frank Seiser Jr. to St.

Ann's for an appendectomy, and Ella Lauer to St. Elizabeth's Hospital.

Clarence Heuel and wife are vacationing in Miami at this writing.

Tom Puttrich and wife are rejoicing over the birth of their first child, a son, John Warren. Fred A. Janisch reports the birth of a daughter and Frank Zientarski a grandson, William Martin, born to his daughter. It's a boy for the John F. Millards, born Oct. 1. Mr. Millard is traveling auditor at Green Bay.

Mrs. C. M. Mansfield and C. A. Broda have returned to work after leaves of absence.

Sympathy was extended to John Jennings on the death of his little daughter, Mary Ann, and to Charles Schiffer, traveling auditor, on the loss of his mother who lived in La Crosse.

Wedding bells rang recently for Joseph D. Contreras and Betty Jean Novak at St. Boniface Church. A reception was held at the Alamo Post, American Legion Hall, and they honeymooned in Miami.

Norbert Bondi and Maria La Piano of the supervisor of machine accounting office were married Oct. 20 at St. Edward's Church. Reception was held at the Midland Hotel Ballroom and their honeymoon was spent in Miami.

Stanley Stee entered the Army Sept. 6.

#### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Martha Streit, Correspondent

Sgt. Betty L. Koss, formerly of the keypunch room, is stationed with the Women Marines at Keonke Bay, Hawaii. She became the bride of S/Sgt. Kenneth Vermillion there on Oct. 20. The couple will remain in Hawaii until July when Betty's husband is discharged. They will then return to Chicago.

Emilie Kanovski and her family will make their new home in Indianapolis. Emilie worked in the keypunch bureau.

Sympathy was extended to Blanche Polzin on the loss of her father; also to Laura Wojciehowski on the death of her sister.

Rosemary Balch, who recently underwent an operation at Columbus Hospital, is recuperating at her home.

Ann Littwin, vacationing with her brother in California, covered some 2,000 miles. Loretto Rzepka and her sister spent a week at Miami Beach and returned with the usual tan. Mr. and Mrs. Herbert Bahr toured California, Colorado, Utah and Nevada.

John Meyers, who was 73 on Oct. 25, was remembered by fellow employes with a shower of cards and a box of his favorite cigars. He has been an employe of this office for 39 years.



**HARDER-HOFFMAN.** George C. Harder, statistician to vice president-operation, Chicago, and Mrs. Jennie Hoffman of Deerfield, Ill., pictured at home following their recent marriage in the Immanuel Lutheran Church in Glenview, Ill. Since returning from a honeymoon trip through the New England states and Canada, they are making their home in the suburb of Park Ridge. Mr. Harder is the Magazine's correspondent for the operating department in Chicago.



**TOGETHER 65 YEARS.** Mr. and Mrs. Charles B. Fichtner of Milwaukee pose while cutting the cake for their 65th wedding anniversary party at the Elks Club in Milwaukee. The couple were married in Milwaukee. Mr. Fichtner, 86, is a former steel inspector for the engineering department in Chicago who has been retired since 1947. (Milwaukee Sentinel photo)

#### OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

The engagement has been announced of Mary Kathryn Villeneuve, stenographer in the joint facility bureau, and Robert Wilson of South Elgin, a staff sergeant in the Air Force, stationed at O'Hare Field. The wedding will take place in December.

Assistant Engineer George M. Stelzer, back from three weeks' vacation in Cali-

ornia, reports that he looked up two former employes of this office. Edward G. Bloom, formerly in the valuation section, now lives in Hemet and spends much of his time marketing walnuts. Charles Albright, former assistant engineer, is superintendent of the Los Angeles Memorial Coliseum where 25 college and professional football games were played last year with an attendance of more than one-and-a-half million.

Marion Frank, with three girl friends, toured the state from San Francisco to San Diego, visiting many historic places, also saw some night life and made a trip to Tia Juana.

Elizabeth Weig, formerly in the office of auditor of passenger accounts, has transferred to this office as comptometer operator in the investment bureau.

#### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

We welcomed George Jensen into the Milwaukee family.

Harry Capella and Erwin Zielke were promoted to adjusters; Henry Starzee to file clerk.

Mike Kalter has left us to serve with the armed forces.

Mildred Hollingsworth is at home at this writing, convalescing from a setback.

Our friend and retired co-worker, Vincent Hunt, is hospitalized at the Illinois Masonic Hospital at this writing. His former associates have remembered him with flowers.

Mal Spurling has left the hospital where he had been under care for some time and is now resting at home.

Howard Muse toured Mexico and California for his vacation, and absorbed the feeling of the "Old West" so thoroughly that he purchased a very stunning western shirt which he has been sporting around the office. Bessie Waldman enjoyed Washington and New York. Don Devitt sent his regards from Washington, with the sad tidings that Ike was busy and unable to golf with him.

#### OPERATING DEPARTMENT

G. C. Harder, Correspondent  
Office of Vice President-Operation

Mr. and Mrs. George Grudnowski are the proud parents of a daughter, Janet Ann, born in Elgin on Sept. 28. Mr. Grudnowski is secretary to General Manager J. J. O'Toole.

Dorothy Zaddack and Harlyn Hansen, both employed in the police department at Fullerton Avenue, are happily engaged these days in making arrangements for their marriage on Dec. 8. The ceremony will take place at the Bethel Evangelical Church at four o'clock, and will be followed by an evening reception.



November, 1831—United States mails carried for first time by rail, on the South Carolina Railroad out of Charleston.

Nov. 1, 1865—A tank car especially built for transporting oil took on its initial load at Titusville, Pa.

Nov. 5, 1911—C. P. Rodgers landed in California from New York in first transcontinental airplane flight; elapsed time, 48 days, flying time, 84 hours 2 minutes.

Nov. 10, 1775—U. S. Marine Corps founded by Continental Congress.

Nov. 11, 1918—Guns ceased firing over Europe at 11 o'clock as the signing of an armistice between the Allies and the Germans marked the end of World War I.

Nov. 11, 1934—First light-weight streamlined passenger train to use diesel-electric power, and first in regular daily service, placed in operation between Lincoln, Neb., and Kansas City, Mo.

Nov. 15, 1492—Christopher Columbus discovered tobacco when Indians presented him "much appreciated dry leaves."

Nov. 15, 1856—First issue of the

Western Railroad Gazette—now the Railway Age—appeared.

Nov. 15, 1948—Track tests begun on first gas-turbine-electric locomotive to be built and operated in the United States; first unit went into regular pool service Jan. 1, 1952.

Nov. 18, 1883—Standard time, sponsored by the railroads, adopted throughout the United States.

Nov. 20, 1850—Milwaukee & Mississippi Railroad Co., Wisconsin's first railroad (a predecessor line of The Milwaukee Road), opened from Milwaukee to Wauwatosa.

Nov. 20, 1855—First train in Iowa ran from Davenport to Muscatine.

Nov. 21, 1922—Mrs. R. L. Felton of Georgia became first woman to occupy U. S. Senate seat, by gubernatorial appointment.

Nov. 23, 1832—"Old Ironsides", Matthias Baldwin's first locomotive, made initial run from Philadelphia toward Germantown.

Nov. 24, 1903—An electric self-starter for automobiles patented.

*APOLOGIA: The news events of October in last month's Magazine included the surprising information that the Railroad Man's Magazine—now Railroad Magazine—was first issued in October of 1956. As readers of this fine publication know, last month marked Railroad Magazine's golden anniversary—first issued in October, 1906.—Ed.*

On Oct. 1 the Chicago Tribune published an article about Jimmy Mongelluzzo, warden of the wardrobe for the Lyric Opera Company in the Chicago Civic Opera House. The position entails being responsible for the costuming of 100 operas, consisting of some 37,000 costumes valued at \$3,000,000. Many of us read the article and found it very interesting, inasmuch as Mr. Mongelluzzo is the father of S. A. Mongelluzzo of the transportation department and E. A. Mongelluzzo of the office of vice president-operation. They are better known to us as Steve and Eddie.

Several changes have been made in the transportation department, Sidney J. Graser becoming chief clerk; David J. McCloskey on special assignment; Michael A. Cavallo, chief freight car distributor; Steven A. Mongelluzzo taking over the distribution of refrigerator cars; and Roy G. Schiffer the distributor of gondola cars.

The transportation department also welcomed three newcomers. Mrs. Ruby

Wallen, coming from the industrial department, took over the duties of 32-report clerk, the position vacated by Mrs. Marie Grunland who joined forces with the pass bureau. Miss Beatrice Brown, messenger in the telegraph office, became assistant file clerk, the position vacated by Mrs. Jessie Carcione. Also, Lester I. Kodish reconsigning clerk at the Jefferson Street freight house, joined the car distributors in this office.

## Milwaukee Division

### SECOND DISTRICT

F. F. Gotto, Correspondent

Retired Train Dispatcher Edward A. Grade died at his home suddenly on Oct. 25. He had been retired since June 1.

Business on the Second District is still going strong. The sugar beet season has been good, as well as the ore business.

Time Reviser H. K. Matthews has returned from a vacation trip to Washington, D. C., to visit his daughter, and

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**AT THE WOODWORTHS'.** Milwaukee Division Conductor Dan Shutter posed with Mr. and Mrs. R. A. Woodworth during a recent visit at their Pomona, Calif., home. The picture was snapped by another visitor, Agent Matt Grenning of Rondout. Mr. Woodworth, retired superintendent of the Kansas City Division, and the former Nancy Campbell, secretary in the assistant superintendent's office in Milwaukee, have been living in the West since their marriage in 1954.

also to New York.

Agent Bert R. Scholtz of Sherwood passed away Oct. 30. He had been in ill health for some time.

Engineer James Corr of Channing retired in October after 48 years of service.

We now have lunch coaches on trains 21 and 14 between Milwaukee and Channing. They contain vending machines at which passengers may obtain sandwiches, coffee, milk, soft drinks, candy and so on. The idea seems to be working out quite well.

We operated football specials between Green Bay and Milwaukee during October and will have more in November. Green Bay has a lot of backers of the Green Bay Packers.

#### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Herbert Franzen, chief clerk of the Milwaukee Division, passed away in Deaconess Hospital in Milwaukee on Oct. 1 after a short illness. Herb started his railway service in the division offices at Milwaukee and rose to chief clerk of the Northern Division within a few years. In the consolidations of the 30's he entered

the bill and voucher bureau of the accounting department and was transferred to Chicago in 1940. While in Chicago he was active in the affairs of the Brotherhood of Railway Clerks, serving as local chairman. He became bureau head of the bookkeeping bureau while in Chicago. In 1946 he was recalled to Milwaukee and had served in the position of chief clerk since that time, for a total service of 39 years.

Train Dispatcher James Schwantes is recovering nicely from a recent operation. Agent Jim Blauw of Avalon spent a week in a hospital at Janesville, and J. F. Miller, former agent at Zenda, is hospitalized at this writing with a heart ailment.

Conductor Mittlebach, on train 151, spent his vacation touring Florida and Mexico. Brakeman Larry Kreps also went to Florida on his vacation.

A Gold Pass in recognition of 50 years of service was presented recently to Conductor Harry L. Jewell of Milwaukee. Silver Passes for 45 years were conferred on Engineers J. W. Blank of Milwaukee and A. J. Melloy of Walworth, and F. H. Knoebel, chief dispatcher's clerk, Waukesha.

#### I M & D Division

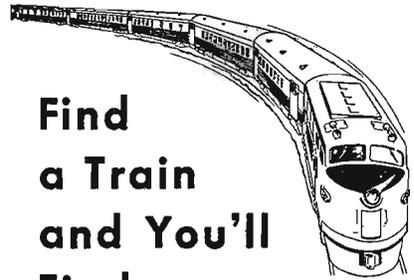
##### EAST END

Erle Jorgensen, Division Editor  
Office of Trainmaster, Austin

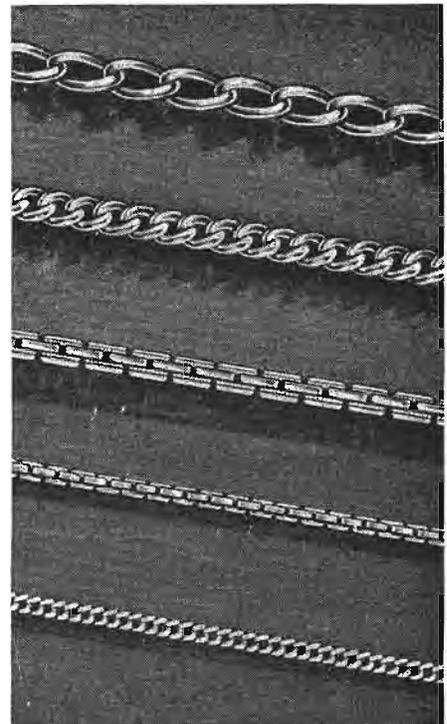
C. B. Davis, chief dispatcher at Sioux City, was appointed chief dispatcher at Austin Oct. 1; D. B. Elder appointed chief dispatcher at Montevideo. Other members of the Sioux City dispatching force now at Austin are E. M. Isaacson, displacing F. H. Bradash as second trick dispatcher, V. K. Drury as swing dispatcher and relief chief dispatcher, and J. M. Burns as first extra dispatcher. Mr. Drury displaced W. W. Faller and Mr. Burns replaced R. D. Oshiem. Mr. Bradash and Mr. Faller will go to Perry, Mr. Oshiem returning to the agent-telegrapher extra board assignments.

Mrs. Bernadine Cocklin returned to her position of chief clerk's steno in the superintendent's office on Oct. 8, after a leave for the birth of her daughter in September.

Yardmaster M. D. Darr, who suffered a heart seizure on Sept. 10, is confined to St. Olaf Hospital at this writing.



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He is making satisfactory progress.

Violet L. Beatty, superintendent's steno, has been granted 90 days leave of absence. Letters indicate she has found a pleasant location at Denver, Colo.

We regret to report the death of the following retired employes: F. E. Felker, retired agent-telegrapher, Ramona, S. D., 85. He had retired in June, 1946. M. E. Larimere, retired agent-telegrapher, Welcome, Minn., on Sept. 20, at age 71. He retired in May, 1944. C. Bonnelle, retired engineer, 68, passed away Oct. 8 at Rochester Hospital after a short illness. He retired in May, 1952. He is survived by his widow Regina of Austin, a son and a stepson. Retired Conductor Henry F. Bushman, 84, passed away Oct. 13. Mr. Bushman retired in November, 1938. He is survived by his widow, a brother and a sister. Retired Switchman Howard B. (Dick) Hinckley passed away Oct. 23 at Phoenix, Ariz., where he had lived with two daughters the past years. Mr. Hinckley retired in December, 1940, and was 86 at his death. Burial was in Austin.

E. L. Groh has been appointed agent-telegrapher at Dundas; V. R. Weinzettl appointed first operator at Northfield in Mr. Groh's place.

E. F. Lucas, appointed agent at Madison, S. D., took charge after his vacation. V. G. Pike has been appointed temporary agent-telegrapher at Ramona, and F. E. Groves agent-telegrapher at Edgerton, Mr. Lucas' former station. R. W. Barker was appointed agent-telegrapher at Wirock in place of F. E. Groves.

Kenneth J. Wencl who, discharged from military service at Fort Riley, Kans., displaced Agent J. F. Frana at Ridgeway, has been granted a leave to attend school under the G. I. Bill, and Agent Frana will continue at Ridgeway temporarily.

Retired Conductor Fred Wagner, 75, passed away recently in Los Angeles. He had retired in December, 1946, and is survived by his widow Jennie in North Hollywood, Calif.

Retired Engineer John McCarthy and wife, who now live in California, were in Austin last month. The lucky man lives within walking distance of the Rose Bowl.

Mrs. E. Harley Kough, widow of deceased engineer, passed away at the home of her daughter in Kansas City. The Koughs were well known in Austin.

L. V. Olson has been appointed agent-telegrapher at Fountain, replacing C. W. Stephenson who retired Oct. 15 after 50 years of service. The latter received his Gold Pass last month.

Mrs. Jack Theophilus has been elected president of Austin Chapter of the Women's Club. Other officers are Mrs.



**NORTHERN MONTANA WEDDING.** Sam Miteff, retired section foreman of Lewistown, Mont., shown escorting his daughter Barbara Rae down the aisle of St. Leo's Catholic Church there for her recent marriage to Arthur J. Stilson of Winifred, Mont. The young couple will make their home in Great Falls. Mr. Miteff retired in 1955 after 38 years of service.

Robert Osheim, first vice president; Mrs. Simon Johnson, second vice president; Mrs. Earl Long, recording secretary; Mrs. Elery E. Barker, corresponding secretary; Mrs. Otto Schoenecke, treasurer; and Mrs. Leo McGovern, historian.

Silver Passes were presented recently to Engineer E. J. Dally of Preston and Operator R. T. Murphy of Farmington.

#### SANBORN-RAPID CITY

Florence Paullin, Correspondent  
Roundhouse Clerk, Mitchell

The hunters swarmed into Mitchell on Oct. 27 from all parts of the country for the opening of the pheasant season. L. J. (Babe) Palmer, foreman at Rapid City, came home to get his limit of pheasants and spend his vacation here.

Machinist Perry Paullin and wife spent part of their vacation at Breckenridge, Minn., and Perry trekked into Chicago to take in a pro football game. Engineer Fred Kemper and wife have returned from a 5,000-mile trip through the South, spending most of their time in Florida.

Retired Conductor George B. Irving, 56, passed away at his home on Oct. 18. George retired on Jan. 6, 1953 on account of ill health. Interment was at Sanborn Ia., his former home.

October 15 was the date, and the occasion was The Milwaukee Road Women's Club party for retired employes, their wives, and other railroad people at the Elks Club. Mrs. Evelyn Larson was in charge, assisted by Mrs. M.

Silvernail, E. Dixon, W. Severson, R. J. Dimmitt, Paul Olson, Louis Iliff, Florence Paullin, James Schlimgen and L. D. Hanson, Retired Engineer Harry Veit responded on behalf of the retired employes. Approximately 125 attended the gala affair.

## Trans-Missouri Division

### EAST END

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

Robert Wolfram, retired switchman, was married recently to Mrs. Augusta Rische of Herried, S. D.

The wife of Ticket Agent Ted Johnson is confined to the Douglas Rest Home, Pierre, S. D.

Gottlieb Baum, retired carman, suffered a heart attack and at this writing is in the Mobridge hospital. He is being attended by his daughter, Mrs. John Hagar of Big Timber, Mont., who is a nurse.

Emil B. Johnson, retired yard conductor, and wife of Shreveport, La., visited here recently.

James Larson, retired boilermaker, passed away recently of a heart attack at Salt Lake City, enroute to visit his son James in Indio, Calif. Funeral services were held at the Trinity Lutheran Church in Mobridge. He is survived by his wife, son, and a daughter, Alma, a student at Northern State Teachers College, Aberdeen.

Patricia Miller, daughter of Conductor Edgar Miller of Mobridge, who was our 1956 state Snow Queen, is featured on the cover of BLAST, the humor magazine of South Dakota University, where she is majoring in business administration. She has also been nominated for "Vanity Fair", a photogenic contest.

Agent Dahl of Rhame, N. D., has resigned and is leaving for the west coast.

Mike Shanaman, son of Car Foreman James M. Shanaman, was chosen king of Tiger Day activities at the Mobridge High School. He is president of the student body and a letter man in football.

Operator Teske is back on the job again as dispatcher, after relieving at Miles City.

Roundhouse Employee Dave Barclay has taken a leave of absence and he and his wife have moved to Yankton, S. D.

Gene Stenecker, son of Conductor Stenecker, and Richard Scherr, son of Engineer Frank Scherr, are attending the School of Mines, Rapid City.

*Horse power was much safer when only horses had it.*

**The Milwaukee Road Magazine**

## Rocky Mountain Division

### NORTHERN MONTANA

E. H. Mielke, Correspondent  
Roundhouse Foreman, Lewistown

Mr. and Mrs. Mervin Thompson announce the engagement of their daughter Evelyn to Marx W. Kemmer of Lewistown. The wedding is set for December. Mervin is an electrician at Harlowton.



Evelyn Thompson

Elmer Nissen, 62, earman at Harlowton for many years, passed away of a heart attack Oct. 9. Elmer did steam engine tender work in the roundhouse until diesels and electrics replaced steam. He was the father of T. G. Nissen, storekeeper at the Harlowton Shops.

Engineer Joe Mondloch passed away Oct. 12 at his home in Great Falls. He was getting ready for work on the Great Falls switch engine at the time.

Car Foreman G. W. Garrison has transferred from Harlowton to Tacoma.

Stock shipments are at an all time high for now. The movement is rather unexpected in that so much stock was moved earlier when range was scarce due to lack of rain.

Engineer J. F. Holecek retired Oct. 5 and has since been resting up for the hunting season of both big game and upland birds.

Your correspondent and wife hopped in their plane recently and went a-fishing, landed at friends' ranch right on the Musselshell at Two Dot, caught some nice Loch Leven trout, and returned in time for supper. Trout supper, that is.

Little Robert Trapp, youngest son of Roundhouse Foreman J. H. Trapp, is a chip off the old block. While trolling recently with his folks in Harris Lake west of Harlowton, young Robert took four rainbow trout.

### EAST END

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

The grade between Bruno and Loweth has been cut down to where a tonnage train does not have to double any more.

We are happy to report that Engineer Harry Keeny is back on the main line again after being on the Gallatin Valley local.

At this writing Engineer and Mrs. Ed Brasch are visiting in Wisconsin with relatives.

Retired Engineer Chester Markel, who was admitted to St. James Hospital in Butte Oct. 5, at this writing is out

and getting along fine.

Engineer and Mrs. Roy Wade have returned from a trip through the Teton Mountains, and into Ogden, Utah, and Salt Lake City.

The engineers' extra board will be done away with Nov. 1, due to an agreement reached between the brotherhoods and the railroad.

Our company is busy these days laying track into the new Safeway Warehouse at Butte.

Silver Passes in recognition of 45 years of continuous service were presented to Engineer H. B. Keeney and wife and Engineer D. A. Robinson and wife, all of Three Forks.

## Milwaukee Shops

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

H. J. Montgomery, Correspondent

William B. Reitmeyer of the mechanical engineer's office succumbed to a heart attack at his home on Oct. 4. Bill was a retired lieutenant colonel of the U. S. Transportation Corps. He started railroading in the Milwaukee Terminals as a fireman in 1917, served as a special apprentice from 1924-28, and was an electrical inspector at Tacoma from 1928 to 1932. Later he was a special draftsman and fireman. During World War II he served four years in the Transportation Corps in the Pentagon and came out of the Army to be set up as engineer in the Milwaukee Terminals in 1947, at the same time he settled down in the mechanical engineer's office as electrical draftsman. He is survived by his wife Ethyl; three sons, William L. of Denver, Lieutenant Clayton B. of the Navy at San Diego, and David J. of Milwaukee; and a brother, Harry, of Birmingham, Ala. Bill's late

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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.

50¢ each: 5 for \$2.00

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CARDWELL WESTINGHOUSE  
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to absorb horizontal shocks  
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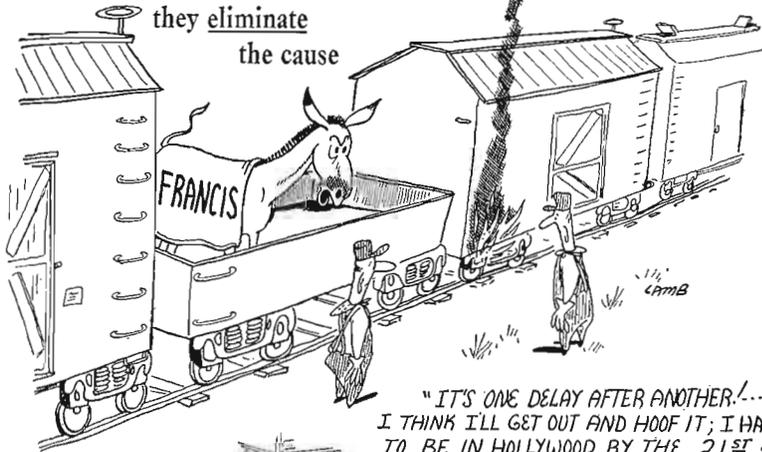
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## UNION REFRIGERATOR TRANSIT LINES

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Timken® bearings don't "doctor"  
the Hot Box Problem—  
they eliminate  
the cause



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(Advertisement)

father was also a Milwaukee Terminals engineer.

Thomas Scott, retired chief draftsman of the mechanical engineer's office, passed away Oct. 13 at the age of 81. Mr. Scott, "Tommy", to most of us, had been retired for 10 years.

Oscar C. Peterson, engineer in the drafting room, was called to Topeka, Kans., recently by the death of his sister. Oscar also lost his mother within the past year.

L. J. "Jim" Rabun, draftsman in the mechanical engineer's office, has taken a position with the Louis Allis Co. in Milwaukee. He is the son of L. H. Rabun, master mechanic in the locomotive department.

"Rudy" Broeksma, retired, visited here recently with his brother Olaf who returned with him from a trip to his native Netherlands. Ed Heidl and Joe V. Miller, retired, stopped in also, coming from Florida. Norbert J. Eberhardy, former draftsman in the mechanical engineer's office who is now with the Atlantic Coast Line, stopped while he was here to attend the funeral of his mother. He is now at Wilmington, N. C.

Pete Dietrich, one of our buddies who looked after our payroll in Chicago, has retired.

John Schnell had to change the lines of that song to "And baby makes four," since the arrival of John Arthur Jr. Little sister is Paddy Ann.

The Tony Teisles are now in their new home at Big Muskego Lake, in the Durham Hill school district. It was a lot of work, but Tony says it was worth it.

The Art L. Schultzes and daughter Donna spent their vacation in the big city—New York—and other points of interest in the East.

Bill Schmidt, machinist apprentice, locomotive department, replaces Lou Lang on the drafting board, to get acquainted with reading blueprints. Louie has returned to the locomotive department to acquaint himself with yet another phase of locomotive work.

E. A. Kuntz has set aside one week for hunting at Horicon Marsh. Elmer is one of the few fellows who know how to make a duck blind.

Gold Passes were presented recently to Engineer W. H. Emigh of West Allis and Frank Sroka, cabinetmaker, Milwaukee; Silver Passes to Peter Vanacek, machinist in the car shop, and Henry Schaffer, car department employe.

## Iowa Division

### COUNCIL BLUFFS TERMINAL

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

Bob Griffith, carman helper who served a hitch in the Air Force, has returned to work.

Harvey Shiery, retired machinist, has received a 50-year pin.

Airman Max Lake is the grandfather of a boy, John Stevens.

Carman Leo Lara was married Oct. 13 to Miss Darline Reif of Council Bluffs.

Yardmaster Howard Loper is in the Veterans Hospital in Omaha at this writing. He is being relieved by Floyd Hudson.

Max Eckert has returned to work in place of Don Casey, store department clerk, who is filling the storekeeper position temporarily at Nehant.

Switchman Percy Deval has returned from a 5,000-mile trip through the southwestern states.

Floyd Parrack is the proud father of twins.

Colleen Maguire, daughter of Agent Jim Maguire, and herself a former employe, is attending State Teacher's College, Peru, Neb.

The installation of the new IBM equipment in the yard office has been completed. Lighting equipment has been installed on both ends of the freight yards. The spreading of decomposed granite on both ends of the yard leads almost finishes the work on our new yards.

Civil Engineer Bill Bobbit has returned after 30 days in St. Paul. Engineer Bill Nell helped during his absence.

To collect news, I have enlisted the help of Switchman Red Underwood and Clerk Marion McGee of the freight house. If you have any, please inform us.

## MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Engineer Glenn Linn has been off for several weeks and is at the Methodist hospital in Des Moines at this writing.

At the October meeting of the Perry unit of the National Association of Retired and Veteran Railroad Employes, Guy Fain, grand president of the organization, gave a talk on the legislation the organization has sponsored which has resulted in increased annuities for veterans and their wives or widows.

Gene Brinton, yard clerk at Perry, recently underwent an appendectomy.

Airman Richard Heenan is the father of a boy born Oct. 15 in an Othello, Wash., hospital. He is stationed at a base near Othello. Mrs. Gene Heenan, wife of the second trick yardmaster, went there to see the new grandson.

Raymond Becker was appointed roadmaster of the Des Moines division in October, due to a rearrangement of the territory of Roadmasters D. W. Loftus and L. W. Wohlers when the Manilla to Sioux City line became part of the Iowa Division.

Conductor Dean Lyons and Engineer Merle Costello, whose sons are at Wentworth Military Academy, Lexington, Mo., attended the 17th annual Dad's Day there.

Thomas Bloomfield, for many years a foreman on the Maxwell section, passed away in October at Phoenix,

*The Milwaukee Road Magazine*

Ariz., where he had been living since December, 1953, when he retired because of ill health. He had been a maintenance of way employe since 1917 and a foreman since 1923. Burial was at Maxwell, Ia. He is survived by his wife and a daughter.

Owen Critchfield, a former employe 83, passed away in a nursing home in Perry in October. He had been in ill health for some time. He is survived by a daughter in Ames.

Earl Tucker, who has many years of service in the Perry car department, has retired.

William Ebersole is the new section foreman at Bayard, replacing D. R. Poole who retired due to ill health. He has been on the Bayard force for several years.

H. R. Johnson, local storekeeper at Perry, was transferred to a similar position in La Crosse when the Perry department was closed.

Homer Dunlap, switchman in Perry yard, made his date as relief yardmaster Oct. 3.

Engineer Charles Hunt, who is on a passenger run between Perry and Savannah, last month exchanged his Silver Pass for a Gold Pass, as did Engineer T. J. Ridpath of Des Moines. Passenger Conductor F. H. McDevitt who works between Marion and Omaha, was issued a Silver Pass; also Section Foreman Fred White of Adel.

Signal Maintainer E. J. Stangl was injured when his auto and a truck figured in an accident near Earling last month.

There is a new baby boy in the family of Brakeman C. W. Zook of Perry, born in October in a Des Moines hospital. The daughter born to Extra Gang Foreman and Mrs. John Loftus at Perry in October is another granddaughter for Roadmaster D. W. Loftus. The latter also has a new grandson, born Oct. 3 to Mrs. Don Varner.

Fireman Paul Bancroft, who is on leave to serve Uncle Sam, last month spent a furlough in Perry with his wife and father-in-law, Engineer Ralph Walker.

Retired Engineer and Mrs. Bert Cline visited all of their children in October, daughter Mrs. Claude Altig Jr. and her family who are living in Oklahoma while Lieutenant Altig takes some special National Guard training, and two daughters in Colorado; also their son John who is a roundhouse foreman at Portage.

Rex Tolle, ticket clerk and baggage-man at Perry, has taken a leave of absence to attend Iowa State University.

Elmer Swanson, a machinist in the Perry shops until ill health obliged him to retire, passed away recently in Denver where the family has been liv-

ing. Burial was in Denver. Mr. Swanson's brother Levi and his father, Oscar, were also machinists in Perry.

Ben Spence, veteran B&B employe, died in the Veterans hospital in Des Moines last month. He retired several years ago, due to poor health.

Ronald Kohles, son of Mrs. Irene Kohles, agent at Earling, was married recently to Norma Jean Weiland in St. Joseph's Church in Earling. A dinner and reception were held in St. Joseph's Hall. Ronald is a student at Creighton University in Omaha.

At the recent convention of the American Association of Traveling Passenger Agents in Tampa, Fla., A. C. Van Sickle, traveling freight and passenger agent with headquarters in Des Moines, was elected vice president of the national organization. K. G. Hosfield, city freight agent in Des Moines, was last month installed as second vice president of the Des Moines Transportation Club.

#### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Miss Jean Marie Mullaley of Marion was married to Ross Dale Hopkins of Waterloo on Oct. 13, in St. Joseph's Church in Marion. The bride is the daughter of Harold C. Mullalley and the late Mrs. Mullalley, and a niece of

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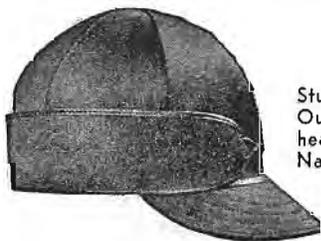
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Chief Dispatcher E. L. McGuire. The groom is the son of the late Mr. and Mrs. R. C. Hopkins of Wall Lake, Ia. The reception was held in the Roosevelt Hotel in Cedar Rapids and the young couple went to New Orleans on a wedding trip. They will make their home in Waterloo.

Trainmaster's Clerk Harry J. Murphy and wife spent a vacation in Pittsburgh with their son-in-law and daughter, Mr. and Mrs. Joe Nelson.

Mr. and Mrs. Elmer Fisher have returned to their home in Marion from a two-week visit with their son and his family, Lt. and Mrs. Bill Fisher and daughter Sharon, in Valdosta, Ga.

George Hennessey, retired roundhouse foreman of Cedar Rapids, has been released from a Cedar Rapids hospital, where he was confined for 10 days.

L. D. Gray, general foreman of gang No. 857 working on the Iowa Division this season, was promoted to roadmaster on the L&R Division on Oct. 1. F. Campbell succeeded him as gang foreman.

O. W. McBride, retired signal maintainer, and wife of Marion are visiting with relatives in Mansfield and Toledo, Ohio, at this writing.

Ray Darr has been appointed signal maintainer with headquarters in Marion, succeeding Mr. McBride. He came from Chillicothe, Mo., where he was a member of a signal crew. His wife and children, Steve, 2, and Rita, 1, will join him as soon as a house is available.

H. T. Paton, instrumentman in the engineering department, moved his family to Marion from Terre Haute on Oct. 17.

Chief Dispatcher E. L. McGuire and wife left on Oct. 19 for a three-week vacation in Florida.

Mayme Berryville vacationed in October in Portland, Ore., San Francisco, and with relatives in Los Angeles and Albuquerque, N. M. Carmen Jones re-

lieved during her absence, and Ida Harry Moore relieved Mrs. Jones as file clerk in the office of superintendent in Marion.

Chief Carpenter W. A. Hodson and wife of Butte spent part of their vacation with friends in Marion; thence to Sioux City to visit former Milwaukee associates. Mr. Hodson has served as chief carpenter at both locations.

Mrs. Hugh Jones and Mrs. W. E. Wilbur attended Grand Chapter of the Order of Eastern Star of Iowa in Des Moines Oct. 22-26. Both are officers of the Marion chapter.

W. R. Nelle, with his wife and son Steven, visited relatives in the Detroit, Mich., area in October. They have moved from Cedar Rapids to Marion.

Roadmaster's Clerk Carl Eby and his family have moved into their new home on Lee St., N. E., in the Knollridge district of Cedar Rapids. Carl did all of the interior and exterior decorating of the new house.

James E. Pannell of Savanna is working temporarily as a tapeman in the engineering department in Marion.

William H. Robinson Sr. died suddenly at his home in Collins on Sept. 17. He was station agent there from 1912 until 1955, when he retired. He had previously worked as agent at Ferguson, Newhall, Dunbar and Pickering, Ia. His widow survives him; also two sons, Berle M., present agent at Collins, and William H. Jr., agent at Marion, and a daughter, Mrs. William Atwood of Collins. Funeral services were held in the Methodist Church and burial was in Collins Evergreen Cemetery.

Mrs. Raymond Burke, a resident of Cedar Rapids for 16 years, died on Oct. 17 at the home of her daughter, Mrs. Joseph Smith, in San Diego, Calif. She and Mr. Burke had left Cedar Rapids on the previous Sunday to make their home in California. Remains were returned to Cedar Rapids for burial. Mr. Burke, former chief clerk in Cedar Rapids, retired because of disability last January.

Thomas R. Bloomfield, 57, died in Phoenix, Ariz., on Oct. 10 after a short illness. He and his wife had been residents of Phoenix since his retirement as a section foreman two years ago. Funeral services were held on Oct. 16 from the Maxwell Christian Church, with interment in the Iowa Center cemetery. He is survived by his wife, Blanche; two sons, Paul of Phoenix and James of Maxwell; and two daughters, Mrs. Jean Beal of Maxwell and Mrs. Patricia Smith of Des Moines. Mr. Bloomfield entered the service of the Road as a section laborer on Aug. 13, 1917 and was promoted to a foreman on May 28, 1923.

Jack Peck III enlisted in the Navy during September and is now at the Great Lakes naval station near Chicago. Jack, who worked part time in the

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**RETIRES, WITH "PERFECT SAFETY".** John M. Miller, veteran Chicago Terminal engineer, shown recently at the end of his last assignment of 49 years of service. He started in 1907 as an engine watchman, was promoted to fireman in 1908 and to engineer in 1913. His retirement was marked by a commendation for an unblemished safety record—during many years of heavy switching service in the terminal and the movement of equipment between the Union Station and Western Avenue Yard, he never figured in an accident or suffered an injury. Since retiring he and Mrs. Miller have moved to St. Petersburg, Fla.

freight house, is the son of C. J. Peck, Jr., district passenger agent at Cedar Rapids.

S/K Vonda J. Freeman arrived from Pearl Harbor on Sept. 24 to spend a 30-day leave with his mother, Mrs. E. L. Freeman.

Leola Gonsales, assistant rate clerk in the Cedar Rapids freight house, vacationed with relatives in California during October.

In recognition of 45 years of service, a Silver Pass was awarded to H. A. Stuart, track department employe in Cedar Rapids. Gold Passes, in token of 50 years of service, were presented to Locomotive Engineers W. E. Hollenbeck of Cedar Rapids and A. C. Johnson of Marion.

## Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Sympathy was extended to the families of Retired Chief Yard Clerk Harry Geeve, who passed away suddenly Oct. 13, and of David P. O'Connor, retired check clerk who passed away Oct. 20.

Galewood employes wish through the Magazine to extend sympathy to the family of Henry Hoffman, who before his promotion to chief clerk at Union Street was employed at Galewood in the car record department. Mr. Hoffman passed away suddenly Oct. 17.

Milton Johnson of the car record department is still ill at this writing, and back in the hospital for observation.

Neva Singerling of the car record department became ill on the last day of her vacation, Oct. 21, and at this writing is in Holy Cross Hospital. She appears to be coming along nicely.

Lillian Arenstein, comptometer operator, died Oct. 20 after an illness of several months. She passed away just three weeks after her sister Rose.

Binford Colquhoun, general clerk, became a grandpa for the first time when his daughter Ruth gave birth to a boy Oct. 27.

Chester Ulrich, entry clerk in the freight house, is recuperating at home at this writing, after being confined to the hospital for several weeks.

Check Clerks Archie Sinclair and Edward Knaeck are off, due to illness, at this writing, the latter being confined to Wesley Memorial Hospital.

The Women's Club, Fullerton Avenue Chapter, sponsored a tour of Brautigam's Florist on Oct. 30 as their first fall money-making project with a net profit of \$37.31. After the tour of the greenhouse, floral arrangements were demonstrated and given as door prizes. A corsage was also presented to Hazel Petersen, program chairman, and one to our president, Mrs. Minnie Tobias. At the time the tour arrangements were made, we were without a ways and means chairman, so our program chairman graciously stepped in. Mrs. Grace



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Proctor of the Galewood office has since been appointed ways and means chairman.

Our Dec. 11 meeting should be very interesting, when the Illinois Bell Telephone Co. presents "The Spirit of Christmas," a sound film in color. This half-hour film, featuring the famous Mabel Beaton Marionettes, tells two of the World's best loved Christmas stories, "The Night Before Christmas" and "The Nativity". After the showing of the film, we will have the usual grab bag.

**L & R Division**

**FIRST DISTRICT**

K. D. Smith, Correspondent  
Operator, Portage

Conductor George Kerwin, 52, passed away recently at his home in Lake Delton as the result of a heart attack. Surviving are his wife; a son, Patrick, in Miami, Fla.; four daughters, Colleen, Marjorie (Mrs. William Berning, Reedsburg, Wis.), Lynne and Mary Lou; two sisters, Mrs. L. J. Windus and Mrs. Gordon Van Wormer, Portage; and two grandchildren. George was one of our esteemed employes who always could be depended on to do a good job. Burial was at Lake Delton.

Frank Ternes, retired trainman, 65, passed away in Milwaukee Sept. 15 after a short illness. He was a 40-year veteran. Surviving are his wife; two brothers, Meinrad and William; and three sisters, Mrs. Magdaline Schaefer, Mrs. Margaret Mies and Mrs. Clara Miller, all of Milwaukee. Burial was in Calvary Cemetery, Milwaukee.

Herbert C. Ruck of Okauchee, formerly of Wauwatosa, 62, passed away of a heart attack at Oconomowoc Hospital Sept. 18. Starting as a telegraph operator, he had 46 years of service with our Road. Surviving are his wife; two daughters, Mrs. Dolores Clendenning of Pewaukee and Mrs. Genevieve Zairvogel of Milwaukee; and a son, Herb Jr., of Okauchee. Burial was with Masonic rites in Wisconsin Memorial Park.

E. M. Obyrne, retired agent, 77, passed away recently at Watertown.

Surviving are two daughters, Mrs. Charles Small and Mrs. Joseph Craig, both of Chicago. His wife passed away in 1953. During the first World War it was Agent Obyrne and myself who worked at Camp Robinson with one helper, handling the three regiments of artillery stationed there. After that job, I never can say I am busy nowadays. Mr. Obyrne was noted for the candy which he made at a little store in Watertown.

The last fishing expedition here resulted in a five-pound walleye taken in the Wisconsin River. Now the gang is buying ammunition, and duck blinds are all set for the fall shooting.

Mr. and Mrs. Emil Pfaffenbach of Watertown recently celebrated their 40th wedding anniversary. Mr. Pfaffenbach, a former train auditor and later sleeping car conductor, has been retired since 1954. The Pfaffenbachs have a son and daughter, Dr. H. E. Pfaffenbach of Stoughton and Mrs. Floyd Neubauer of Watertown, and two grandchildren.

**THIRD DISTRICT**

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

Henry Arntz, retired section foreman, passed away recently. He and Mrs. Arntz had been living in the village of Clifton since his retirement. Funeral services were held at New Lisbon, with burial at that point.

Frank J. Mattson recently ended more than 45 years of railroad service, the most recent of which were spent as engineer on the Merrill switch engine.

Lewis E. Wilcox, with 48 years of engine service to his credit, has also retired. Mrs. Wilcox passed away in 1934, leaving two small daughters, to whom "Louie" devoted himself for their welfare and education. Now married, the two girls with their families spend a considerable part of the summer with their father at his cottage on Clear Lake, where he plans to spend a great deal of his leisure time, fishing and boating. Fond of playing the piano, he is an accomplished musician and well remembered as an entertainer in earlier days.

Conductor and Mrs. Larson recently

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**TOPS IN MEMBERSHIP.** At the recent reunion of the Veteran Employee's Association in Chicago, Frank La Salle was honored for having secured a total of 405 new members, an all-time record for membership solicitation. Mr. La Salle is a veteran of 55 years of Milwaukee Road service, all at the Union Street freight house in Chicago. This picture was taken in 1951 when he (left) was presented with his Gold Pass by Agent R. G. Larson, now retired.

spent a week touring New York City returning to Wausau for a few days rest and thence to Spokane and Iowa to complete their vacation.

On Sept. 15 in the Gesu Catholic Church in Milwaukee, Mary Ann, daughter of the Ben Friedls of Wausau, was married to Engineer Norman Krueger. The young couple took a wedding trip to Mexico.

Pfe. Philip Voeltzke, son of Warehouse Foreman Bill Voeltzke of Wausau, has been chosen to receive the Marine Corps dress blue uniform awarded by Leatherneck magazine to the outstanding graduate recruit in his battalion at San Diego. He was also chosen honor man of his platoon. Brig. Gen. A. L. Bowser issued a letter of recognition for his achievement, which was made in competition with 219 men.

## H & D Division

### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Ticket Agent J. S. Nilan of Aberdeen has received a Silver Pass.

Engineer Clarence Johnson passed away recently.

Wire Chief Charles Todd is on vacation at this writing, taking in the sights on the west coast and visiting his daughter at Olympia, Wash.; Mervin Nimbar relieving. Roundhouse Clerk Harold Murphy, your correspondent's informant for roundhouse news, vacationed with relatives in Milwaukee and also did

some hunting. Speaking of hunting, Roundhouse Foreman Lou Christmas bought a pair of track shoes to use on the "firing line" up at the game reserve. He figured that after shooting his quarry he'd better be ready to run for it before it was claimed by 45 others. Conductor E. C. Conley and son Charley, car inspector, are seeing what the Sand Lake Reserve has to offer in the way of ducks and geese.

Agent H. J. Walth of Warner has bid in the agency at Britton following the retirement of Agent Wosepka.

Mrs. C. W. Lemon, wife of Fireman Lemon, passed away Oct. 24.

Engineer Richard Ryan's wife was released from St. Luke's Hospital and is convalescing at home.

### EAST END

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

The confusion is over. Both of our Smiths have departed from Montevideo. Agent "W. D." has retired, and he and his wife are now nicely settled in their new home in Buffalo, Minn. Chief Dispatcher Wayne Smith was transferred to Spokane the first of the month and he, too, has found a lovely home with mountain view out of a picture window, comes the report.

The new agent at Montevideo is S. A. "Jerry" Beck who came to us from Linton, N. D.

Engineer Mike Scholl, for many years on the Andover line, passed away Sept. 30 after a short illness. Retired Conductor Ed Crooker, whose home was in Star Prairie, Wis., died recently after suffering a stroke. Earl J. Buckley, former passenger brakeman who had been a patient at Veterans Hospital in

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CHICAGO, ILLINOIS

Hot Springs, S. D., for a number of years, died Oct. 22.

Brakeman Gordon Bentson has entered the Navy and is taking his basic at Great Lakes.

Kenneth Tostenson of the Montevideo yard force reports the arrival of his first son, Lonnie Dean.

Emil Anderson, formerly of Twin Brooks, is the new section foreman at Granite Falls, following the death of S. W. Bagaus.

Brakeman Tom Gant has retired. At this writing he is confined to Minneapolis Veterans Hospital.

A Silver Pass was recently issued to Mr. and Mrs. Jack Tomek, and Gold Passes to Mr. and Mrs. Charles M. Ross and Mr. and Mrs. Roy Searle.

Engineer Art O'Neill announced recently with a great deal of pride, that he is now a grandfather, all because his daughter's son, David Ashley King, recently arrived in Chicago.

Mr. and Mrs. Andrew Jordahl and daughter Alice of Fairmount, N. D., stopped in recently to give an account to Dispatcher Warren Mayer's family of the trip they took out west the past month. Andy, who is retired from the Fairmount section, visited around a bit and recalled some of the rugged winters he put in on the Fargo line. It made us shiver just to hear about it.

### Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

Death claimed Retired Engineer William T. Emerson on Oct. 20 at Seattle, at age 89. Mr. Emerson was born in Union Grove, Ia., and started working for the Road at Davenport in 1883. He handled the track layer from Moberge west when Lines West was started. He went into passenger service on the Coast Division on June 4, 1908, was appointed traveling engineer on the old Missoula Division in April, 1916, and traveling engineer on the Idaho Division in October, 1920. He returned to

the position of engineer in June, 1931, running between Othello and Avery, and retired at Spokane in September 1938, after 55 years of service. He later moved to Seattle.

Mr. Emerson was a member of the Brotherhood of Locomotive Engineers, the oldest member of the Puget Sound Pioneers Club and a charter member of the Milwaukee Retired Employees Club. Burial was in Seattle. He is survived by a brother-in-law and sister, Mr. and Mrs. Henry Sittler of San Mateo, Calif., and a niece, Mrs. Ben Benson, of Pacific Palisades, Calif.

C. S. Finlayson, assistant to chief purchasing officer, Seattle, has received his Silver Pass.

Col. J. D. McConahay, formerly employed in the engineering department on the La Crosse & River Division, and son of retired supervisor of signals and communications Lines West, last month was assigned as comptroller to Tokuwaga Air Base, Japan. For the past four years he had been at Hill Air Force Base, Ogden, Utah.

J. "Dick" Dickinson, division lineman at Seattle, left Oct. 10 to become assistant engineer in the communications department in Chicago.

Pete Hansen, recently retired wire chief in the Seattle relay office, is at this writing recuperating from a broken arm, a gardening accident.

J. P. Kneuhman, assistant engineer in the communications department, and Mrs. Kneuhman spent three weeks sight-seeing in eastern cities.

### Milwaukee Terminals

#### FOWLER STREET STATION

Pearl Freund, Correspondent

Fred Roessger, outbound rate clerk, and wife recently visited Viroqua, Gays Mills and Prairie du Chien with son Clarence and wife. They had much to say about the beauty of the Kickapoo valley and Spooks Cave, which is a comparatively new site about 15 miles from McGregor and Prairie du Chien. This cave and underground river were discovered when a couple of men imagined they heard the sound of rippling water one day as they were near Beulah Falls, Beulah, Ia. They have since been quite an attraction for tourists.

Demurrage Clerk Jack Klima and Mrs. Klima toured Colorado on the first leg of their recent vacation.

On Oct. 30 Mrs. Mel Waterman, wife of yard clerk, gave birth to a baby girl at Milwaukee Hospital. The Watermans have three other children.

A new girls bowling team was formed this year by Nancy Houting, law department secretary; Lois Scott, IBM clerk at Fowler Street; Joyce Koester

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and Josephine Bentz, stores department; and Jane Graham who is not affiliated with the Road. The team, sponsored by a local tavern, is in first place at this writing. They bowl in the league at the new Y.M.C.A. on Wisconsin Ave.

The Scotts are taking a motor trip to vacation with friends and relatives at Newport, Ky., Greenwood, Miss., and Sarasota, Punta Gorda, and Miami, Fla.

Connie Overton, who has been handling general clerical duties days, is now on the night force temporarily.

Little Denise Gail Bartelt accompanied her mother Mary to the office recently to get acquainted with Mother's co-workers. Mary has again returned to the cashier department.

Alice Sobczak, outbound rate clerk, and Geraldine Hartner, claim clerk, went to Lake Wales, Fla., recently, for a visit to Silver Springs and Cypress Gardens. The first stop en route was Rock City, Tenn., and Lookout Mountain. They then took the route through the citrus grove country to Miami and thence to St. Augustine. The highlight of the trip was the return through the Smokies, their beauty heightened by the fall weather.

Gene Summerfield has enrolled at Milwaukee Vocational School for the liberal arts course, working it in between his duties at Fowler Street, and being father to two small fry.

Ricky Franco is again bowling this season with members of the Milwaukee Transportation Club at Central Lines.

#### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

#### MUSKEGO YARD

Switchman Arvid Bakke is still ill at this writing. Switchman John Petrie has returned to work after a long illness. Night Caller Henry Windward, who has been off for some time due to illness, has returned to work on the third shift.

The Tom Hamann family have a new baby girl, born Oct. 24.

Switchman Don Ellis is a patient at

Wood, Wis., at this writing.

Switchman Wallie Braatz was married recently.

Switchman Al Getschel, who suffered a stroke and was confined to a hospital, is improving at this writing.

Burkie West spent his vacation in Mexico this year.

Yardmaster Pat Rooney was married on Oct. 6 to Miss Carol Dobiesz.

Mr. and Mrs. Ed Chesnick are parents of little Valerie Ann, born Oct. 9.

The father of Switchman Tommy Barrett passed away Oct. 19.

Mrs. Marie Schultz, sister of Switchman Anton Geiger, was presented recently with a 50-year membership pin by the Ladies Auxiliary of the B.R.T. The presentation was made by Mrs. Edna Stallman, wife of Northern Division conductor.

Mrs. Hattie Mickelson, clerk, is convalescing at home at this writing, after surgery at Milwaukee Hospital.

#### UNION STATION

Mrs. Dolly Johnson of the signal and communications department has returned from a vacation in Nassau and Florida.

Depot Messenger Anne Lester is ill at this writing. Judy Morris of Fowler Street is taking over her job.

Station Ticket Agent Otto Bartel attended the annual meeting of the American Association of Railroad Ticket Agents at Glacier Park, Mont. Mrs. Bartel accompanied him.

#### DAVIES YARD

Charles Pikalek, Correspondent

Sympathy was extended to the family of Reinhold Voss who passed away Oct. 18; also to the family of Adam Dzieniszewski who passed away Oct. 23.

Mr. and Mrs. Frank Pikalek (retired earman), parents of the writer, celebrated their 50th wedding anniversary by exchanging vows on Oct. 27 at St. Rose's Church. Present at the reception were three sons, three daughters, 14 grandchildren and eight great-grandchildren.



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## AMBER JACKET

Originating on  
The Milwaukee Road

**WASHED**  
Capacity 3,500 Tons  
Daily

## INDIANA'S MODERN COAL MINE & WASHERY

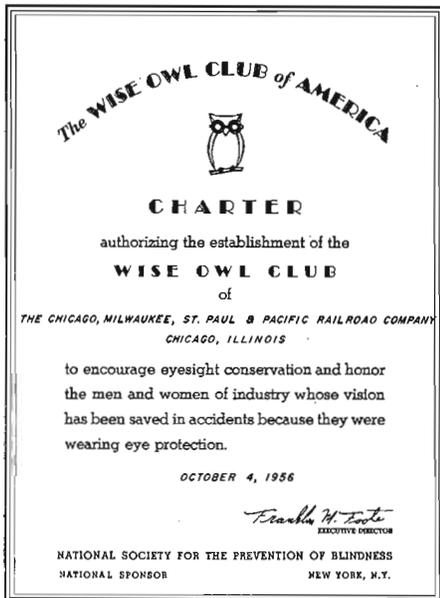
# QUALITY COAL

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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**WE JOIN THE WISE OWLS.** Facsimile of the charter which was issued recently to The Milwaukee Road by the Wise Owl Club of America, an organization sponsored by the National Society for the Prevention of Blindness to reduce the incidence of eye injury among industrial workers. The club is composed of people who have saved their sight by wearing eye protecting equipment at the time of an on-the-job accident. At present the plan takes in employes of the Road's locomotive, car, store, maintenance of way and structures, and signals and communications departments, and some others who might be considered subject to eye injury in their routine duties. Employes are eligible for membership who, having suffered a mishap on the job in which the wearing of eye protection prevented an injury, can produce as evidence their damaged goggles and the statements of witnesses. Upon being welcomed into the ranks they receive a membership card, a handsome lapel pin and a shop badge that can be worn at work. The Wise Owl Club, established in 1947, is now active in industries in all of the 48 states, Canada, Hawaii and Puerto Rico. It is estimated that the vision conserved by its efforts represents a saving of many millions of dollars in compensation, but far beyond measure in terms of happiness, productivity and family welfare.

*An alert citizen, so it's said, dashed into an office of the F.B.I. waving a little notebook. "I just found this on the street," he said. "It's in a secret code."*

*One of the agents glanced at it and read, "K-11, P-1, YO-3." Unable to decipher it, he had it put at once through a complex decoding machine. However, the code remained a complete mystery.*

*Suddenly a young clerk caught sight of the notebook. "Oh, for heaven's sake," she said. "I can decipher that!" And while they all gathered around, she read, "Knit 11, Purl 1, Yarn Over 3."*



**SCHOLARSHIP STUDENT** Roger N. Coe, winner of the annual J. T. Gillick award in 1953 and now a chemical engineering senior at the State University of Iowa, was one of 25 students selected from U. S. colleges this summer for science and engineering training at the Owens-Illinois Technical Center, Toledo, Ohio. Here he is shown making a heat study of pipe insulation. Roger, the third employe's son to receive a Milwaukee Road scholarship, is the son of W. M. Coe of Tama, Ia., a signals and communications department inspector.

**TRIAL RUN.** Senior accounting students of Marquette University, Milwaukee, who toured the Road's accounting offices in Chicago Nov. 1, watching a demonstration of new electronic accounting equipment under the supervision of department officials. From left: H. C. Johnson, assistant comptroller; T. S. Gajewski, assistant supervisor of machine accounting; Marquette students John Mlakar, Wayne Sammons and Ann Kesting of Milwaukee and Harold Magensen, Kenosha, Wis.; and J. E. Vraney, auditor of station accounts and overcharge claims. All of the students are members of Beta Alpha Psi, national honorary accounting fraternity. The machine being demonstrated is an accounting printer of an advanced type for preparing statements and records. Arrangements for the tour were made by Mr. Vraney's son Robert who is a fifth year dentistry student at Marquette.



**SALUTED AT JANESVILLE.** A Milwaukee Road business car spotted near the Janesville, Wis., depot was the setting for this salute to J. M. Brown, retiring agent, and his successor, F. E. Daley, formerly agent at Chicago Heights. J. M. Cunningham, general freight traffic manager-sales and service, Chicago, presided at both a luncheon and dinner which were attended by many of Mr. Brown's longtime friends among the city's shippers and on the railroad. Shown at the dinner, seated from left, are: Walter McKaig, Chevrolet plant; Mr. Brown; A. P. Owen, Chambers & Owen; and Mr. Daley. Standing, from left: James Stephens, Chevrolet plant; R. T. White, division freight agent, Chicago; Ellis Jensen, Janesville Sand & Gravel Co.; Mr. Cunningham; T. C. Peacock, Rock River Woolen Mills; Roy Dean, Central States Lumber Co.; and K. B. Jeffris, Frank H. Blodgett, Inc. Some 50 employes also honored Mr. Brown at a retirement dinner in the VFW Club on Oct. 16. Mr. Brown retired Oct. 1 after 45 years of service, the last 29 as agent. (Janesville Daily Gazette photo)



**FETED ON FINAL RUN.** Bringing the Morning Hiawatha into Milwaukee from Chicago on Sept. 30, Engineer John W. Wilkins was met by this group of well-wishing friends, relatives and fellow employes. As the sign shows, he was retiring after 53 years, one

month and 21 days of service on the Milwaukee Division, all but five as an engineer. Helping to hold the sign is Clifford Eberhardt, his son-in-law, who fired for his last run. (Milwaukee Sentinel photo)



**THE MILWAUKEE ROAD MAGAZINE**

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

**NOVEMBER SCENE** along the Milwaukee Road's Dubuque & Illinois Division in northern Illinois.

