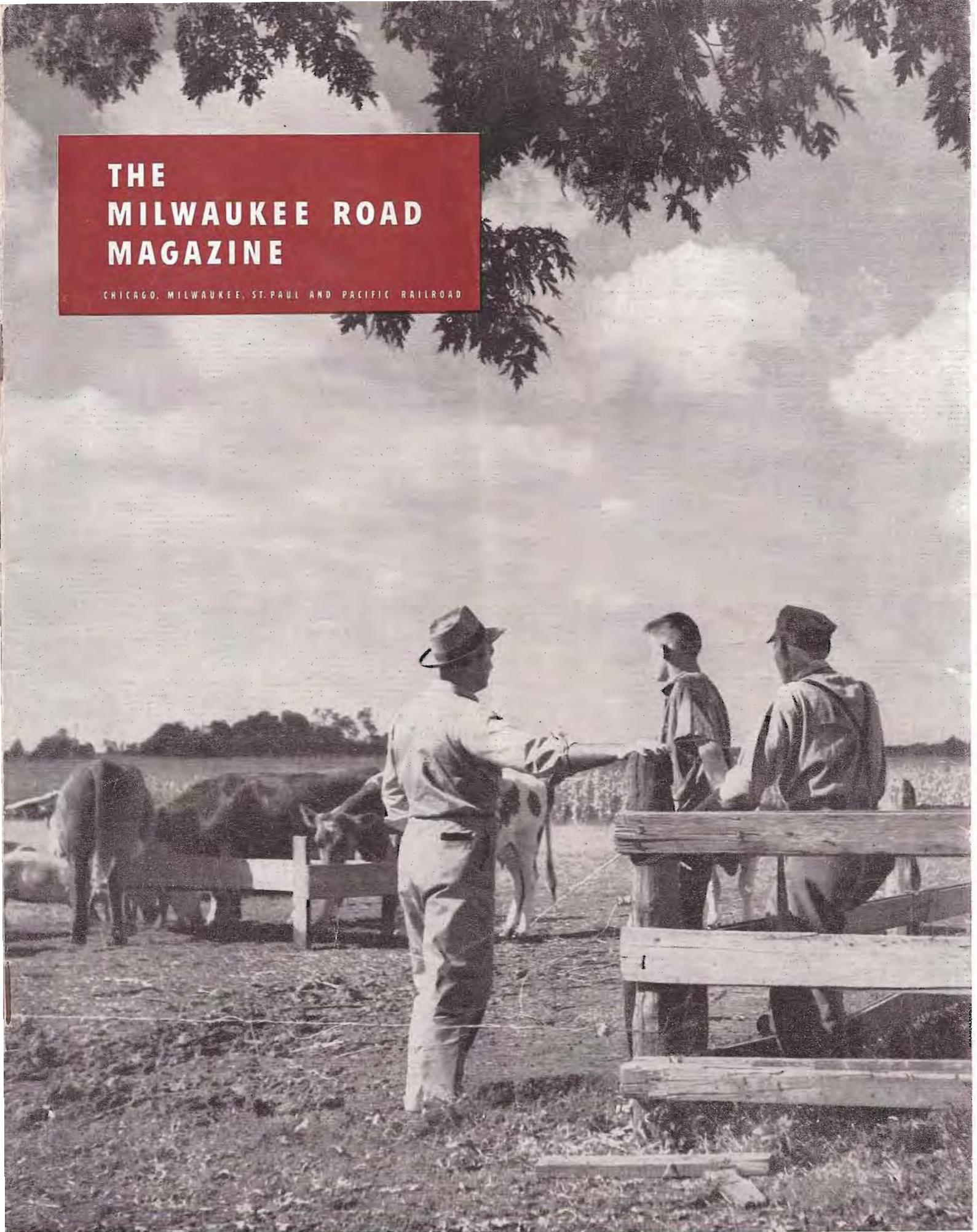


# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



**Working Together—a 4-H Family...see page 10**

**NOVEMBER 1957**

# THE MILWAUKEE ROAD MAGAZINE

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

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## The Biggest Boy In Class

THE other day, while trying to figure why the railroads have some of the troubles they have, I found myself remembering a boy I went to school with. His name was Ed, I recall, and from about the fourth grade on into high school he was far and away the biggest and strongest boy in our class. Poor Ed learned from bitter experience that his size was a genuine handicap in his relationship with just about everybody.

Teachers expected a consistently superior performance of him because he looked more capable of an adult job than anyone else, and the smaller boys had a genuinely happy time at his expense. No matter how a fracas with them turned out, *he always lost*. Ed learned early that if he squashed his annoyers, he would be accused of taking unfair advantage of them. If he let them push him around, he was made to look foolish.

The very worst thing of all was for him to complain to the teacher. The other boys and girls went to her with anything and everything that seemed to them to be wrong, but not Ed. For him things were always different. The rules didn't seem to apply.

Judging by what I hear, I believe that teachers, and possibly the youngsters, are more understanding today than they were then, but I'm afraid that for the railroads, which are the "biggest boy" in their class, too, things are just about as they have always been.

Imagine, for example, the hue and cry that would go up from the public generally, and particularly from our competitors, if we went to the Federal government and to state and city authorities with our hands out for a subsidy, as the airlines and barge lines do, or if we tried to evade the payment of just taxes in the manner of a great many truck operators.

Even in the matter of greater freedom in the making of freight rates we find that simple fairness is decried by our competitors as undue advantage.

Being the biggest boy in class has its drawbacks, as everyone in the railroad business knows. It is to be hoped that one day—and before it is too late—greater justice will be exercised in determining our country's policies with respect to transportation.

*J. P. Kiley*

## COMMENTS FROM OUR CUSTOMERS



### THEY LOOK FORWARD TO THE TRIP

"I would like very much to tell you how pleased I am with the service I receive from several of your trainmen.

"Once or twice a week I catch the 11:59 A.M. train out of Healy station to go to Round Lake, Ill. At 9:33 P.M. I leave Round Lake for Healy. I have two small children. It seems your men are never too busy to entertain my children, or to be ready with a helping hand. They are very friendly, courteous and helpful. We really look forward to our train trip.

"The men of whom I'm speaking are the ticket takers and the brakemen. I only hope this letter will help to give them some of the credit they deserve."

*Mrs. Joseph Orr*

*Chicago, Ill.*

### THREE DESERVE CREDIT

"We ship two Railway Express cars from Philadelphia to the Charles Levy Circulating Company in Chicago each week. On Sept. 9 the cars arrived late from the east.

"Certain personnel of your organization, knowing the importance of switching and spotting our cars in the fastest possible manner, deserve mention for a fine job in handling these cars. Mr. Clarence Withee, trainmaster; Mr. Joseph Warner, yardmaster; and Mr. Samuel Pulford, trainmaster . . . had a switch engine and crew on hand to receive the cars promptly and lost no time in getting them to our consignees' sidings.

"As we gripe long and loud when things go wrong, we also believe in giving credit where it is due."

*Paul C. Jacobs*  
*Traffic Manager*

*Television Publications Division*  
*Triangle Publications, Inc.*  
*Philadelphia, Pa.*

### THEY SAW MORE BY TRAIN

"The Maddens have just had their finest vacation.

"A chance remark I had made to Mr. K. E. McClain [secretary, president's office] about not knowing where to

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

—Moliere

spend this year's vacation caused him to answer, "Why not go on our railroad? I'll ask our Mr. Orren Anderson [district passenger agent] to phone you."

"In the past we always drove on short trips, or went by air on long ones. Mr. Anderson called, and in the course of the conversation uncovered the fact that we had never been to the Rockies and Yellowstone Park. He sent us a suggested two weeks' schedule.

"We wanted to do something different, and . . . it was pleasurable, revealing and significant in that we saw more of the country in a leisurely manner. We are anticipating our next year's vacation to Seattle, with side trips suggested by Mr. Anderson—by rail, of course.

"I wish many more people were fully aware of the advantages of going by rail."

*George G. Madden*  
*Marshall Field & Company*  
*Contract Division*

*Chicago, Ill.*

### JUST PART OF THE SERVICE

"This is just a note to compliment you on one of your operators from Beloit. I believe his name is DeJarlais [R. A. DeJarlais, telegrapher at West Yard and ticket seller at the station].

"Recently we attended a sales meeting in Rockton, Ill., which adjourned early. It was necessary to return immediately to Denver, Salt Lake City and Billings, and we contacted your man in Beloit. He arranged the impossible in getting us reservations and tickets.

"As you are probably well aware . . . few of us care to take the time for a compliment when a job has been well done. I thanked your man but he informed me it was just part of the Milwaukee Road service."

*Edward E. Hart*  
*Sales Manager*  
*Allstate Insurance Co.*

*Denver, Colo.*

### IT WAS PERFECT

"The City of Los Angeles is a wonderful train and I had a perfect trip—much more scenic route than I had any right to suspect. . . . Arrived as rested as though I had slept in my own bed. . . . I highly recommend train travel . . . and the City of Los Angeles."

*Robert M. Lewin*  
*Reporter*  
*Chicago Daily News*

### THE VERY FINEST

"This is a letter of appreciation for the service beyond duty performed by those of your railroad on the City of Portland Aug. 1.

"My mother, a bed patient, was placed on the train at Grand Island, Neb., and taken off at Elgin, Ill. The nurse attending her, and her cousin with her, both said the trainmen in car 4082 gave the very finest service. In fact, my mother enjoyed the trip.

"Please offer our thanks to them, and give them extra merit consideration."

*Margaret Firth*  
*Arlington Heights, Ill.*

### HE SETS AN EXAMPLE

"This note is one of congratulation in having in your service such a fine and exemplary employe as Station Agent John Ewert at Iron Mountain, Mich.

"As a property owner in that area, I have occasion to use your transportation, usually returning via the Copper Country Ltd. We have often noted that your agent John Ewert sets an example of outstanding courtesy to passengers, including ourselves—a standard of service quite over and beyond 'the line of duty'."

*W. A. Kraft*  
*Chicago, Ill.*



President J. P. Kiley

# President Kiley To Retire At End of Year

At the monthly meeting of the Milwaukee Road board of directors held in Chicago on Oct. 17, J. P. Kiley announced that he wished to retire as president on Dec. 31 of this year.

Chairman Leo T. Crowley said following the meeting that the board had appointed a committee to make recommendations as to a successor. Mr. Kiley will continue with the railroad for a time as a consultant, devoting attention to traffic and other matters.

The announcement came as a surprise to Mr. Kiley's associates. Discussing it later, he said that he realized his decision was not expected on the railroad, and for that reason he would like to say to the employes that his reasons were really very simple ones, although the decision was reached with considerable effort.

"I think the most direct way to put it," he said, "is that our family is raised, and Mrs. Kiley and I are fortunate in that we are both in good health. We would like to use this period in our lives to do some of those things which we have wanted for a long time to do but haven't had the time for.

"We propose to start catching up on that program of unfinished business in January with a six-week cruise to Australia. We haven't yet made any specific plans beyond that."

Although Mr. Kiley's decision to step down from the presidency came as a surprise to the railroad, it was an action completely in character with those others which have made his seven years in office perhaps more significant than any equal

period in this company's long history. It was typical in that it was a decision of considerable import, arrived at with a minimum of to-do.

Thanks to a cooperative and far-sighted board of directors and to his own talents for decisive action, as well as to a few coincidences of history, Mr. Kiley's influence on the forward progress of this company has been profound.

## Modernization for the Second Century

The principal item of historical coincidence in his career came at the beginning of his term as president. He took office on Sept. 1, 1950, less than three months before the date marking the 100th anniversary of the railroad's first operation. Within a short while the familiar centennial slogan, "Opening

Our Second Century," took on a new importance as it became apparent that the start of that second century was to witness an extensive program of modernization.

By May of 1952 the Road's first automatic retarder yard was in operation, in Milwaukee. At the time, this was the country's most modern freight car classification facility, embodying as it did both automatic switching and car retardation from a single control tower. The yard brought about such a tremendous improvement in the speed of car classification and train make-up, and effected so many economies, that plans immediately got under way for the huge 70-track yard at Bensenville. This one went into service in 1953, followed by a third one at St. Paul in the fall of 1956.

Meanwhile, the Road's dieselization

Despite busy schedules, Mr. Kiley never misses an opportunity to relax and visit with friends. He is shown here, in 1954, with a group of Milwaukee Road officials as he stopped for a visit with Evan Hall, retired agricultural agent, and Mrs. Hall (pictured with Mr. Kiley) at their home in Warden, Wash., during a trip through the Columbia Basin.



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program was completed. The last regularly scheduled steam operation occurred in January of 1955, making this railroad an all-diesel-and-electric railroad, the first in the Northwest.

Other and smaller yards have been built, teletype and multi-voice telephone systems have replaced telegraph throughout most of the railroad, shop practices have been centralized, streamlined and improved, CTC has been installed over 1,100 miles of line, complex electronic machines have brought accounting procedures in line with modern transportation demands, and an electronic system for reporting train and freight car information instantaneously between St. Paul, Milwaukee, Chicago and Council Bluffs has gone into operation and is now being expanded.

The real significance of this program is evidenced by the fact that many railroads which were better able, financially, to do such things actually did a great deal less.

Although Mr. Kiley is quick and generous in giving credit to the directors, the officers and the employes who made these improvements possible, the results speak eloquently for themselves and stand as a monument to the man who was president during the time it all took place.

### An Employee at 18

John P. Kiley is a native Chicagoan who went to work for The Milwaukee Road just about as soon as the law would allow. In 1913, at the age of 18 or a little less, he worked during school vacation as a rodman on the big track elevation project in his home town. He did the same the following summer, and upon graduation from Villanova College in 1915 with a degree in civil engineering, he went into the Road's valuation department. Here he served in various capacities, from instrumentman to assistant valuation engineer, until 1930, with time out for one year's service with the Army Engineers as a second lieutenant during World War I.

From 1930 to 1940, Mr. Kiley was engineering assistant in the Road's financial department, and later served as

St. Paul Yard, the third multi-million dollar freight car classification yard built on the Milwaukee in approximately four and a half years, went into service a little more than a year ago. It typifies the modernization of the property instituted under Mr. Kiley's leadership.

*A Letter from the Chairman  
of the Board to the President*

### Chicago, Milwaukee, St. Paul and Pacific Railroad Company

UNION STATION BUILDING  
CHICAGO 6, ILLINOIS

LEO T. CROWLEY  
Chairman of the Board

October 16, 1957

Dear John:-

In accordance with your repeated requests I am with great reluctance agreeing to ask the Board to accede to your wishes to accept your resignation as President of the Company as of December 31, 1957, so that you may retire from the active service of the Company under the provisions of the railroad's pension plan.

You know, of course, how very much I regret your decision in this respect and I am acceding to your request with the understanding that you will make yourself available to the Company on a consultant basis. I have enjoyed working with you since I came to the Milwaukee and your unfailing loyalty at all times to our common interests of the railroad, as well as your wonderful cooperation with all of us, will be happy memories of a most pleasant relationship.

Neither will we be unmindful of the great strides that have been made in streamlining and modernizing the property, and in improving the efficiency of operation under your skilful leadership, as so well exemplified by such accomplishments as the retarder yards at Milwaukee, Bensenville and Saint Paul, the rapid transition of our power from steam to complete dieselization, the many pioneering innovations and improvements in our mechanical department, the high morale among employes, and the friendly relationship between the Company and its patrons.

My best wishes go to Mrs. Kiley and yourself for every happiness and all contentment in the days ahead.

Sincerely,



Mr. John P. Kiley  
President





Scene at Rondout, Ill., on Dec. 6, 1952, as President Kiley and daughter Jane, shown in the center of the group, prepared to christen one of the Road's new Super Dome cars. These cars, the first full-length domes in the industry, were among the most spectacular items in the president's broad modernization program.

special representative of the chief operating officer. In 1941 he was appointed auditor of investment and joint facility accounts.

In June, 1943, with this extensive engineering and accounting experience behind him, Mr. Kiley went into the operating department as assistant general manager, Lines East, and began the intensified training which later inspired the Milwaukee Journal to characterize him as "a triple threat man in railroading." Three years later he was appointed assistant to president with headquarters in Seattle, and in May, 1947, was elected vice president, continuing on in Seattle. On June 1, 1948, he returned to Chicago and was elected vice president in charge of operation. He was elected president of the railroad and director on Sept. 1,

1950.

Mr. and Mrs. Kiley have four daughters and eight grandchildren, and it is expected that the latter will figure rather prominently in their retirement plans.

Four of the grandchildren—two boys and two girls—are the children of the Kileys' first daughter, Madeline (Mrs. R. A. Morrison of Seattle); their daughter Rosemary (Mrs. E. R. Hartrich of Chicago) has two boys; and Betty (Mrs. D. J. Roach, Jr., who makes her home near Philadelphia) is the mother of one boy and one girl. Miss Jane Kiley was married to Edward J. Bigane of Chicago on Sept. 21 of this year.

Mr. and Mrs. Kiley will continue to make their home on East 72nd Place in Chicago, where they have lived since returning from Seattle.



Shown together in the cafe lounge section of a Super Dome car on the day of the exhibition run in December, 1952, are Mr. and Mrs. Kiley with their daughters Jane (now Mrs. E. J. Bigane) next to window, and Rosemary (Mrs. E. R. Hartrich). Mr. Hartrich is at Mr. Kiley's left.

## Rail Employe Magazines Reach Two Million Plus

IN A recent address before the New England Division of Railroad Enthusiasts, Inc., Clifford Somerville, editor-in-chief of the *Boston & Maine Magazine*, told his hearers that some 70 railroads of the United States and Canada publish company magazines for distribution principally to railroad employes. The combined circulation of these magazines is more than 700,000, and they reach upwards of two million readers.

Company magazines vary greatly as to type, size and content, Mr. Somerville pointed out. Some circulate only to employes, while others circulate both internally among employes and their families and externally among shippers, newspapermen, businessmen and professional men. Some magazines are issued monthly, some bi-monthly, some quarterly, and some semi-annually. Their format ranges in size from the pocket-size book to the tabloid newspaper. The magazines inform railway employes about policies, plans, operations and goals of their companies. All of them carry railroad information of general interest; most of them carry news about employes and their families. Some are slanted to family readership; others contain informative material for employes and users of railway service.

"The company magazine is the medium which binds together railroad personnel scattered along the system's far-flung lines, as well as personnel in off-line offices," Mr. Somerville said. It also provides a continuing link between the company and retired employes.

"Editorship of a company magazine is truly a challenge," said Mr. Somerville, "especially in the attainment of its objectives of keeping railway men and women informed on matters affecting their companies, and of bringing management and employes together and promoting the family spirit which is so essential to efficient teamwork in railroading."

A person who doubts himself is like a man who would enlist in the ranks of his enemies and bear arms against himself. He makes his failure certain by himself being the first person to be convinced of it.

—Alexander Dumas

## LET'S END THE TRAVEL TAX NOW!

THE time has come, AAA Clubs believe, to end *immediately* the burdensome tax on travel and transportation. Instituted to discourage travel during war-time, this objectionable excise tax still lingers—in part at least—and it plays no small part in actually discouraging foreign and domestic travel.

—*American Motorist,*  
Washington, D.C.

## What About Daylight Time?

At a recent hearing before the House Interstate and Foreign Commerce Committee, the Association of American Railroads aired the industry's position in regard to summer daylight saving time. A statement filed by Philip F. Welsh, general attorney for the A.A.R. in Washington, D.C., declared that the railroads, while not taking a stand for or against the measure, favor establishing a nationwide uniform schedule.

The statement pointed out that when two standards of time are observed, travelers and shippers are often uncertain about the time when trains arrive and depart, and sometimes miss them or suffer other inconveniences. Also, that when communities switch to daylight time, the railroads must attempt to adjust their services to the changed business conditions. To do so they must alter schedules for freight stations, produce terminals, delivery service and both freight and passenger trains.

"In addition to the inconvenience and confusion to the public and the carriers", Mr. Welsh said, "the feature of added expense involved in the efforts of the railroads to accommodate themselves to changes in time is important". He added that estimates show the railroads pay out upwards of \$1 million annually to change timetables and schedules, without taking into account the expense of additional operations required by the two time standards.

The statement emphasized that the railroads would heartily endorse a legislation "that will create for all time zones during any given period of the year either standard or daylight saving time. Such legislation would eliminate the confusion resulting from the existence of two different measures of time."

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# Scholarship Student Starts College Career



Lars E. Henriksen Jr.

ANOTHER name was added to the lengthening list of J. T. Gillick Scholarship students now attending American universities when Lars E. Henriksen Jr. of Bensenville, Ill., signed up for freshman classes at the University of Illinois this fall. As reported in this magazine the past summer, Lars, the son of Carman Lars Henriksen of Bensenville Yard, was awarded the second 1957 four-year scholarship of \$1,200. (The first scholarship for \$2,400 was awarded to Michael H. Shanahan, son of Car Inspector J. M. Shanahan of Tacoma.)

Lars, who is the older of Carman Henriksen's children—there is a 14-year-old daughter, Esther—was the outstanding athlete of Fenton High School in Bensenville. His accomplishments in sports were matched equally, however, by an aptitude for academic pursuits. In the senior class of 129 which was graduated in June, he was fourth from the top. Membership in the local chapter of the National Honor Society attests to his ability. He majored in "math" courses, and in his senior year, outside of his regular program, studied calculus to prepare for college work.

As class officer, "F" Club president, and member of the student council, as well as in the Boy Scouts and the Youth Fellowship of his church, Lars displayed exceptional leadership. "One of the most outstanding students to graduate from this school", is how he was regarded by the faculty.

Sportswise, newsmen in the greater-Chicago area rated Lars as Fenton High's most versatile athlete of the last decade. He captained both the football and basketball teams, and also starred in baseball. In his senior year, coaches of the Northwest Suburban Conference picked him unanimously for all-conference quarterback, and also for a position on the all-conference basketball squad. In both of these sports he established school and conference records.

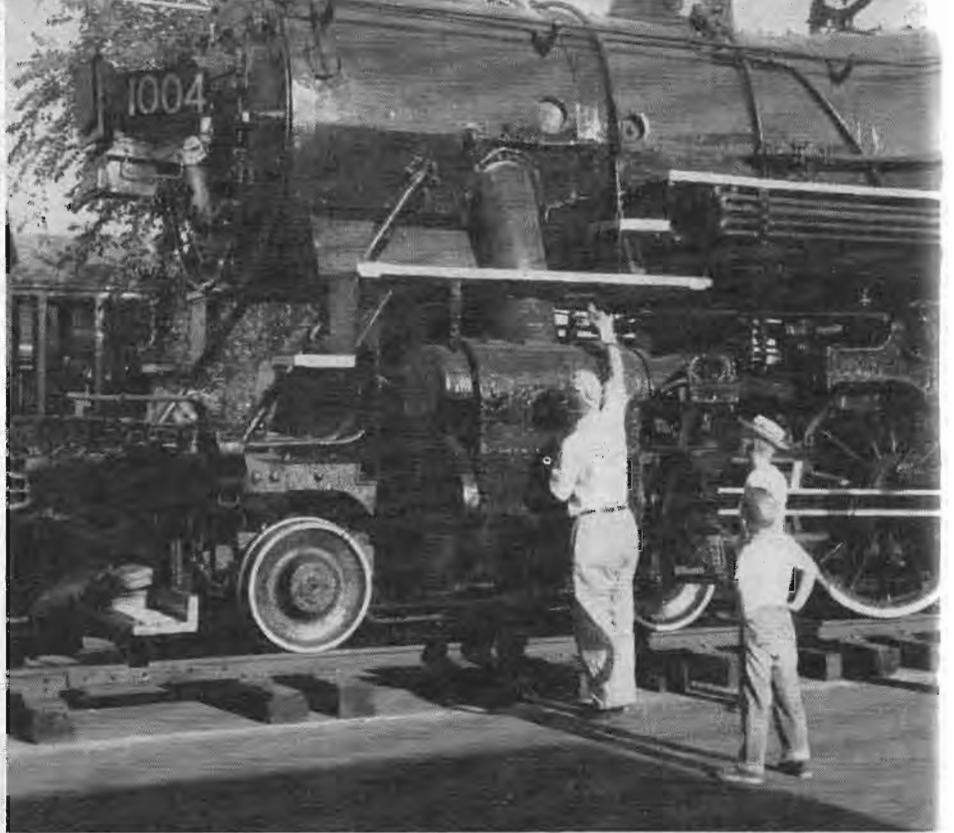
The respect Lars enjoyed among his classmates was demonstrated by their choosing him to reign as king of the school's annual homecoming this year. Again, by vote of the senior class and faculty, he was presented at Commencement with the local V.F.W. Good Citizenship award, and with the Sportsmanship trophy which is awarded by the school to the senior boy "who excels in character, service, scholarship and sportsmanship".

It would not be difficult to foresee that Lars would be offered a choice of athletic scholarships, but he preferred to compete for an academic grant, so as to get most benefit from university training. With an eye on expenses away from home, he has worked for the past three summers. Also, since the J. T. Gillick grant of \$300 annually does not cover his full tuition, he applied for and has received an additional scholarship from the University of Illinois. He is enrolled in the College of Engineering.

## 65 MILLION PASSENGERS—NO FATALITIES

Setting a new record in passenger safety, more than 65 million passengers have traveled in Pullman cars in journeys totaling nearly 40 billion miles since Nov. 12, 1951 without a single passenger fatality, the Association of American Railroads announced in January. In the same 62-month period, according to reports of the National Safety Council, more than 190,000 persons met death in highway traffic accidents.

# MILWAUKEE 1004 a memorial to steam



While small boys watched, as small boys always have, Gus Mohs, a retired Milwaukee Road engineer, performed a once familiar ritual—perhaps for the last time on this railroad. He oiled the locomotive before its final move.

THE last steam locomotive to be operated by The Milwaukee Road came gloriously to the end of the line on July 30 when it was installed as a permanent exhibit at the Mower County Fairground in Austin, Minn. The locomotive, No. 1004, had been in service 57 years.

In its lifetime, the six-wheel-drive Baldwin had traveled an estimated three million miles throughout Minnesota, Iowa, Montana and the Dakotas. Used in recent years as stand-by power, it had last been in service on Mar. 16 on the night passenger run of Train No. 157. Since then it had been standing impatiently in the Austin roundhouse.

The idea of preserving the 1004 as a memorial to the age of steam transportation was conceived by the Austin Model Railroad Club and endorsed by Mayor Charles R. Hanson. The locomotive was presented to the city as a gift by President J. P. Kiley, and accepted with the assurance that provisions would be made for its permanent maintenance as a museum piece.

To execute the plan, the mayor appointed a committee which included himself and the following citizens: William Kamish, president of the model railroad club, as chairman; E. J. Full, Milwaukee Road agent; William Sucha, city juvenile officer; Gene P. Loffler, manager of TV station KMMT and radio station KAUS; Harold J. Davison, Austin theater projection operator; Peter

Engineer Mohs takes it easy in the cab as he waits for a signal. On the temporary track, the locomotive inched forward at about one and a half blocks per hour. (This picture and those on page 9 courtesy the Austin Daily Herald)



Pauley, Milwaukee Road locomotive engineer; Leonard F. Ulwelling, chairman of the B. of L. F. & E. local lodge No. 614; Guilbert W. Jarvis, city editor of the Austin Daily Herald; and Peter J. Holland, a teacher in Area Vocational School and state senator. Mr. Sucha, who was appointed financial chairman, is a son of Milwaukee Road Engineer W. J. Sucha and the grandson of Joseph Sucha, a one-time employe of the Austin back shop. Mr. Davison is a son of the late Engineer Smith Davison, an early Milwaukee Road man in the Austin area.

The site at the fairground chosen for the display involved a move of approximately 1.6 miles, and steps were taken immediately to have the locomotive in place before the Mower County Fair opened on Aug. 6. A route which would avoid all possible track and bridge crossings was surveyed by the Road's engineering department under Division Engineer F. F. Hornig. At the shops, supervised by Car Foreman W. P. Trenkler, the 1004 was given a coat of glistening black paint. The valves in the cab were painted red and silver, and the silver outlines along the cab and engine

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were restored. Carl Dopita, a former engine painter now working in the car department, did the job.

The move was begun on July 25. Weighing 154 tons and with an overall length of 65 feet, the locomotive was powered by a large air compressor, its steam permit having recently expired.

Nudged along by a diesel switcher, the locomotive swung through the yards and north to the Great Western switchover, where it was picked up and spotted on a siding near Winona Street, the nearest approach to the fairground by rail. From that point it was maneuvered over a temporary track made of four 30-foot sections. Hydraulic lifters, working in tandem, picked up the sections after the locomotive passed and carried them forward for the next move. The use of the air compressor and equipment was donated by Martin Bustad, a local moving contractor.

The sight of a steam locomotive laboring down a street which had never witnessed rail travel, and crossing a highway against traffic, attracted a crowd of sightseers. In the cab on this leg of the trip was Gus Mohs, a veteran Milwaukee Road engineer taking a busman's holiday from his retirement.

In route, two difficult turns required

considerable seesawing back and forth. At the fairground the engine was maneuvered through an opening in the fence and placed on a ballasted platform at the east end of the Historical Building. The installation was completed on July 30. According to E. G. Jorgensen, Magazine correspondent at Austin, the move is believed to be the longest ever made by an engine moving off rails and under air compression.

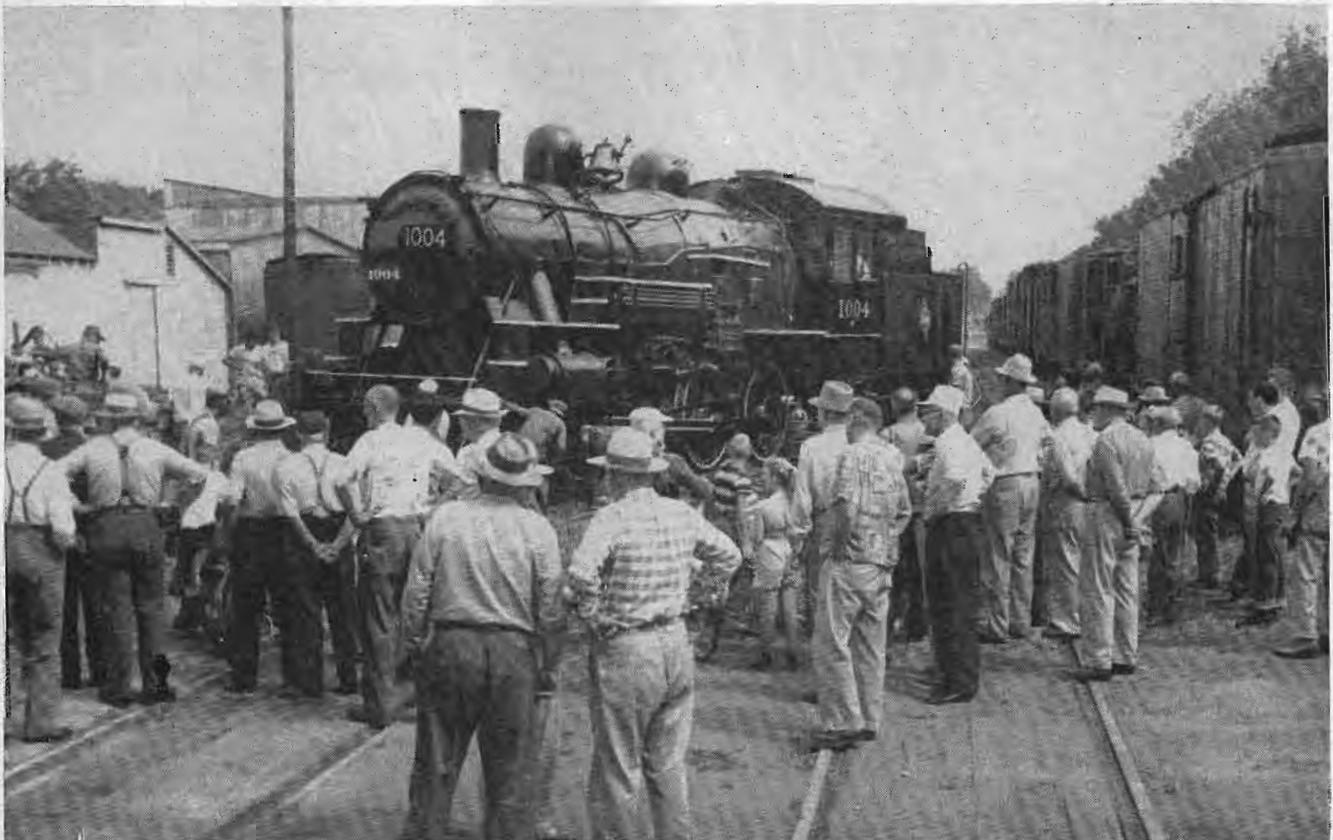
As one of the few remaining symbols of the locomotive power that developed the West, the historical value of the locomotive should increase with the years. As a protective measure, it has been surrounded by a high metal fence. The move to the display site and its upkeep was financed through the sale of lifetime souvenir passes by the Austin Model Railroad Club and the city's service clubs. The model club has also agreed to maintain the memorial in the future.

•  
*Our thanks to Miss Mary L. Davison of Austin, Minn., for furnishing material for this article. Miss Davison is a daughter of H. J. Davison, a member of the Milwaukee 1004 Committee, and a granddaughter of the late Smith Davison, one of the Road's early IM&D Division engineers.*



Representing the Milwaukee at the formal dedication of the locomotive on Aug. 9 were W. J. Hotchkiss, superintendent of the IM&D Division, S. J. Oberhauser, agricultural agent for the state of Minnesota, who gave the dedication address (front, left to right), Roadmaster E. E. Long, Trainmaster E. A. Duszak and Agent E. J. Full (above, from left). Roadmaster Long took some of his vacation to supervise the moving of the 154-ton engine.

In maneuvering the 1004 into position for the trip west on Winona Street, the crew had a lot of help from sightseers.



November, 1957



Honor pins and ribbons chart the 4-H progress of the Cheze young people. Most of these are Mary's, but Agnes and Tom have their share. Agnes is pictured with one of her project scrap books, Tom with a trophy won for swine showmanship at this year's DuPage County Fair, and Mary with her 4-H Key, top state award.



### The Cover

It's the harvest season and the Cheze men, Dad and Tom, together with Don Spencer, chief clerk in the agricultural and mineral development department, Chicago, survey with satisfaction the results of the year's work. The stand of corn in the background provides feed for the Cheze family's cattle and hogs. Tom does a lot of the field work and has exhibited his stock at the DuPage County Fair. As a farm boy living near Wausau, Wis., Don Spencer was a 4-H member himself for seven years.

## Working Together—a 4-H Family



In the vernacular of parents, "getting the children to take an interest around the place" has never been a problem to E. J. Cheze, a car inspector at Bensenville Yard and spare time farmer. Reared since early childhood on the family farm, his four sons and daughters share with Dad and Mother a strong bond—the fun of doing things together. Moreover, as a result of the productive use of their leisure time, each of the young people holds an outstanding record for achievement in 4-H Club work.

Mr. Cheze and Tom discuss the merits of the chicken incubator with which Tom recently won a state 4-H handicraft demonstration. Last June, when a pheasant hen was killed accidentally on the farm, he used it to hatch the eggs in her nest.

This activity makes the Cheze family a part of one of the most constructive efforts on behalf of youth in the history of the country. Nationwide, the 4-H movement is actively engaged in by more than 2 million boys and girls between the ages of 10 and 20. Recognizing the importance of 4-H work, The Milwaukee Road has for 33 years shared in its support in the states it serves, and has followed its progress with more than passing interest.

The participation of the Cheze family was brought to the attention of this magazine by L. B. Horton, commissioner of the agricultural and mineral development department, whose chief clerk, D. W. "Don" Spencer, has done considerable youth work. Mr. Spencer, a University of Wisconsin graduate who was for some time county agricultural agent for

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Headquarters for Mary's work with the state extension service are in Joliet, Ill., but the Cheze family always tries to be together on week ends. The solid front pictured here consists of, from left, Francis, Mary, Mrs. Cheze, Agnes, Car Inspector E. J. Cheze and Tom. This is an unusual family picture, in that there is not a dog in sight—there are perhaps half a dozen among the pets on the farm.



Oconto County, Wis., serves as volunteer leader of the Triple D 4-H Club in the Bensenville area, the unit in which the Cheze sons and daughters have an interest.

Home, to the Cheze family, is a 57-acre farm about a mile north of Bensenville, Ill., not far from the Road's line between Bensenville Yard and the Milwaukee Division main line at Techny, Ill. Mr. Cheze started with the Road in November, 1910 as a carman at Bensenville, shortly after the original freight yard was constructed there. Farming has always been in his blood, and he has engaged in it steadily throughout his long service, working his acreage after his shift at the yard and on week ends. He raises cattle, hogs, poultry and diversified crops.

On a farm, participation in the 4-H program has a strong influence on all family activities. Both Mr. and Mrs. Cheze are interested in their children's progress and cooperate with their efforts to "learn by doing." Daughter Mary, now 23, was a member of the Triple D Club for nine years, during which time she won many regional and district awards. Her proudest is the 4-H Key, the top national award, which was con-

In his capacity as a local 4-H leader, Don Spencer, chief clerk in the agricultural and mineral development department, Chicago, discusses with Tom Cheze the fine points of a tender Thanksgiving bird. This turkey is one of a pair Tom is raising for a diversion poultry project.



An informal flower garden which creates a splash of color at the east side of the house is a tribute to the 4-H accomplishments of Agnes, who is pictured gathering "mums". She has been working on the garden for several years as a home beautification project.



## Working Together — a 4-H Family

(Continued from preceding page)

ferred on her in 1955 as one of the outstanding 4-H members in Illinois. Immediately after graduating from the University of Illinois this year, she entered the state extension service as assistant home adviser for Will County, a job which involves working with 4-H groups in that area.

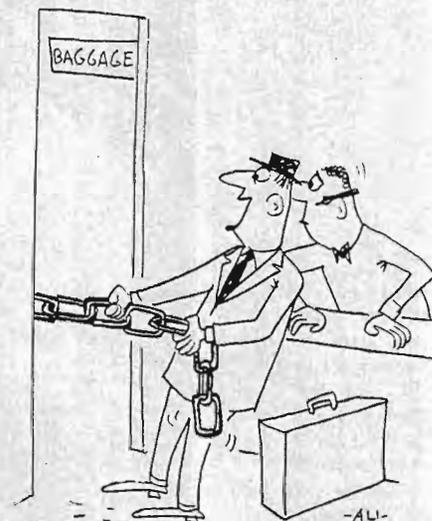
Francis, 21, also has an outstanding record in the Triple D Club, of which he was a member until just recently. A full time job in Bensenville keeps him busy, but he helps on the farm in his spare time. He is planning to be married soon, and when he does the family will acquire still another 4-H enthusiast, as his future bride is a member of the Triple D!

Teen-age Agnes, a June graduate of Fenton High School in Bensenville, is a former president of the Triple D Club and currently a junior leader. Although she is now commuting to a job in Chicago, 4-H work continues to be an important part of her life in the commu-

nity. Her interests lie in agriculture and home economics projects, and her ratings, particularly in home beautification, have won awards in many county judging events. Currently they are up for state recognition.

According to Don Spencer, 17-year-old Tom is "the farmer of the family." Tall and rangy, he will be a regular this year on the Fenton High basketball team. Between his school work, helping on the farm, and serving as a junior 4-H leader, Tom is a busy fellow. His 4-H projects are livestock, chickens and handicraft. With his father, he owns about 8 or 9 steers, and does all of the hog raising on the farm. In a recent demonstration of a handicraft project—making a chicken incubator—he received a state award.

Farmers whose children are in 4-H work tend to be more aware of new ideas and improvements in farming practices. Mr. Cheze is planning to end his long service with the Road next year, but not to retire from farming. He wants to buy a larger farm.



"C'MON KITTY, C'MON, C'MON!"

## Origin of the Word "Station"

How the word station originated is told by Webb Garrison in the January 1957 issue of the Chesapeake & Ohio Railroad magazine *Tracks*.

"Romans of the second century modified their term 'to stand' and coined the expression *stationem*, indicating 'the condition of standing'" says Mr. Garrison. It applied to persons, animals and even buildings.

"So strongly was the word rooted in popular speech it survived the collapse of the empire. Frankish warriors learned it from their conquered foes and took it north. Later, it jumped the English Channel when Normans attacked the Anglo-Saxons.

"Virtually unchanged in spelling, by 1500 A.D. the ancient word was being used to indicate any place in which a person—a guard, for example—was required to stand. By extension it was applied to a guardhouse, and then to a little shelter where travelers could get food and coach drivers could get fresh horses.

"Crossing the Atlantic with early colonists, this type of station gained new prominence under frontier conditions. Hence the name of the coach house attached to early American railroad terminals. Adopted on both sides of the ocean to designate a 'standing house' for passengers or freight, the much-traveled *station* soon came to stand for intermediate stopping points as well as rail terminals."

## They'll Ride The Milwaukee Road To National 4-H Congress

ADVANCE notices on the 36th 4-H Club Congress to be held in Chicago Dec. 1-5 indicate that the week end after Thanksgiving will bring 1,200 4-H boys and girls to the city for the national event. Delegates represent the outstanding young people of the club's more than 2 million members in the United States, Alaska, Hawaii and Puerto Rico. Expectations are that from 150 to 200 of the delegates will travel on The Milwaukee Road.

The theme of this year's congress is the progress made by 4-H young people across the nation in "Improving Family and Community Living." All of the delegates are state winners in some phase of the 4-H program. During the five-day event, some 200 will be named as national winners to receive college scholarships and other awards.

The congress itself is conducted by the Federal Extension Service and the Na-

tional Committee on Boys and Girls Work, a voluntary citizens' group. In cooperation with these agencies, The Milwaukee Road has helped to advance the 4-H program over a period of 33 years. In the past, its efforts have been cited by the National Committee with the presentation of a 4-H Donor Merit Award.

Originally, the 4-H Club was established for boys and girls in farming communities, but recently its scope was enlarged to include urban children as well. Within the last year a leader has been appointed for the city of Chicago. Among the young people attending the 1957 congress will be groups from practically every state on the Milwaukee system. The largest groups are expected from Washington, Idaho and Montana. The Milwaukee is also the line usually chosen for transportation by the Alaskan delegates.

# Charles Schlom Retires



Charles Schlom, retiring chief industrial engineer (left), at the retirement luncheon with P. H. Draver, vice president—traffic (center), and S. J. Cooley, industrial commissioner. R. S. Stephenson, vice president and comptroller, was unable to attend.

CHARLES SCHLOM, chief industrial engineer in the Road's industrial department, retired at the end of September with 45 years of railroading behind him, the last 32 of which were with the Milwaukee.

"Charley" Schlom went into retirement with the distinction of knowing a large percentage of the business people in Wisconsin and Upper Michigan, and being liked by all of them. His easy manner of speaking (brought north from his native Texas), his liking for people, and his encyclopedic knowledge of industrial real estate combined to make him a welcome personality wherever he went.

At a luncheon held in his honor on Sept. 30, S. J. Cooley, industrial commissioner, characterized him as "a fine ambassador for our department".

"We have been together about 35 years," he said, "and I have never known Charley to leave a man with ill feelings either toward himself or toward the company."

The luncheon, sponsored by P. H. Draver, vice president—traffic, and Mr. Cooley, was held in the Union League Club in Chicago and attended by a number of Mr. Schlom's closest friends and associates on the railroad. R. S. Stephenson, vice president and comptroller, was unable to be present, due to a conflict in engagements.

Commenting on the reputation which the guest of honor had achieved, Mr. Draver said that the example he has set is one which he would very much like to see younger people in traffic emulate. This remark was in keeping with one made later by M. M. Wolver-

ton, general freight agent from Milwaukee, who observed that there are today a great many industries in that city alone which have located there and are giving this railroad business "because of Charley Schlom".

A native of Houston, Tex., Mr. Schlom was graduated from Texas A&M College with a degree in civil engineering, and joined the Southern Pacific as an instrumentman in 1912. He transferred to the Santa Fe as assistant engineer, and later went with the Louisiana Railway and Navigation Company as office engineer before coming to The Milwaukee Road on June 1, 1925 as a right of way engineer with headquarters in Chicago.

Being assigned to industrial development work in Wisconsin and Upper Michigan, he has made his home in Madison, Wis., since 1939, and will continue to live there. For one thing, he pointed out, he will be close to some good hunting and fishing.

Mr. and Mrs. Schlom have two sons and a daughter. Charles makes his home in Chicago; John is a second year law student at the University of Wisconsin, and Elizabeth is located in Boston.

P. R. Tanner, formerly assistant division engineer at Butte, who has been an industrial engineer since May 1, 1957, succeeds Mr. Schlom.

## APPOINTMENTS

### Law Department

Effective Oct. 15, 1957:

R. D. Graham is appointed assistant solicitor with headquarters in Minneapolis. Mr. Graham is a native of Minneapolis and a 1952 graduate of the University of Minnesota. Following service in the Navy, he attended the University of Minnesota law school, from which he received his law degree this June.

### Traffic Department

Effective Oct. 1, 1957:

W. P. Morton, who on Sept. 1, 1957 was appointed division freight and passenger agent at Aberdeen, Wash., is appointed division freight and passenger agent at Great Falls, Mont., succeeding H. D. Collingwood. Mr. Collingwood,

who was appointed division freight and passenger agent at Great Falls on Sept. 1, succeeds Mr. Morton as division freight and passenger agent in Aberdeen. Details of their service with the railroad appeared in the October issue of the Magazine.

### Operating Department

Effective Oct. 1, 1957:

F. M. Duffy is appointed agent in Seattle, Wash. Mr. Duffy started with the Road in 1917 at Dubuque. In 1938 he was appointed agent in Chicago Heights, and since then has served in that capacity at Clinton, Ia., and Dubuque. Since 1952 he has been agent in Sioux City.

Effective Sept. 16, 1957:

H. A. Hoeft is appointed agent at Sioux City, Ia., succeeding F. M. Duffy, who was transferred to other duties. Following service in Milwaukee, Mr. Hoeft was assistant agent in Racine and agent in Chicago Heights. Since 1952 he has been assistant agent in Milwaukee, also agent at Chestnut Street there, and since 1954 agent in Aberdeen, S. D.

W. K. Peterson is appointed agent at Aberdeen, S. D., succeeding H. A. Hoeft. Mr. Peterson has been with the Road since 1937, starting as an agent and operator. From 1949 to 1956 he was traveling auditor in Iowa and South Dakota, and for the past year agent in Mason City.

D. C. Fish is appointed agent at Mason City, Ia., succeeding W. K. Peterson. Mr. Fish started with the Road as an operator in Crane, Ind., in 1941. Following service as operator at other Indiana stations, including Bedford, he was appointed assistant agent at Cedar Rapids in May, 1956.

Effective Sept. 18, 1957:

J. E. Applebury is appointed assistant agent in Cedar Rapids, Ia., succeeding D. C. Fish. Mr. Applebury entered the Road's service in 1937. From 1949 to 1951 he was agent in Parnell, Ia., and since then has been traveling auditor with headquarters in Minneapolis.

Honorable industry always travels the same road with enjoyment and duty. And progress is altogether impossible without it.



**RED WING, MINN.** *Situated on the west bank of the Mississippi, Red Wing presents an unusual appearance from the air. The picture was taken in a southwesterly direction, with the main line of the Milwaukee cutting across the top. Burdick Grain Company's 400,000-bushel elevator, completed last year, is at upper left.*

## Looking at the Railroad

OUT in Madison, S. D., last month Agent E. F. Lucas and other employes were "looking at the railroad" with more than usual interest, and from a considerably greater elevation.

"The aerial photo of Madison appearing in the October Milwaukee Road Magazine was studied by all of us here with much interest," he wrote in a letter to S. J. Cooley, industrial commissioner, who had ordered the aerial survey as a service to industries seeking sites for industrial plants.

"We believe," Mr. Lucas added, "that the picture was taken Aug. 25 at about 9 A.M. How much are we off?"

E. J. Stoll, assistant industrial commissioner, who had accompanied the flyer and photographer on the picture-taking flight, replied that the guess was

exactly correct and asked how he had arrived at it. Mr. Lucas explained as follows:

"We noted that the parking lot north of the depot was practically empty. There was extremely light automobile traffic, and freight cars standing on the passing track indicated that the switch engine had not worked that morning. It had to be a Sunday. "To determine which Sunday, we studied the position and number of cars in the yard. Checking the train list of No. 95 arriving in Madison Saturday afternoon, Aug. 24, we found it checked exactly with the number standing on the passing track. So Sunday, Aug. 25, it had to be.

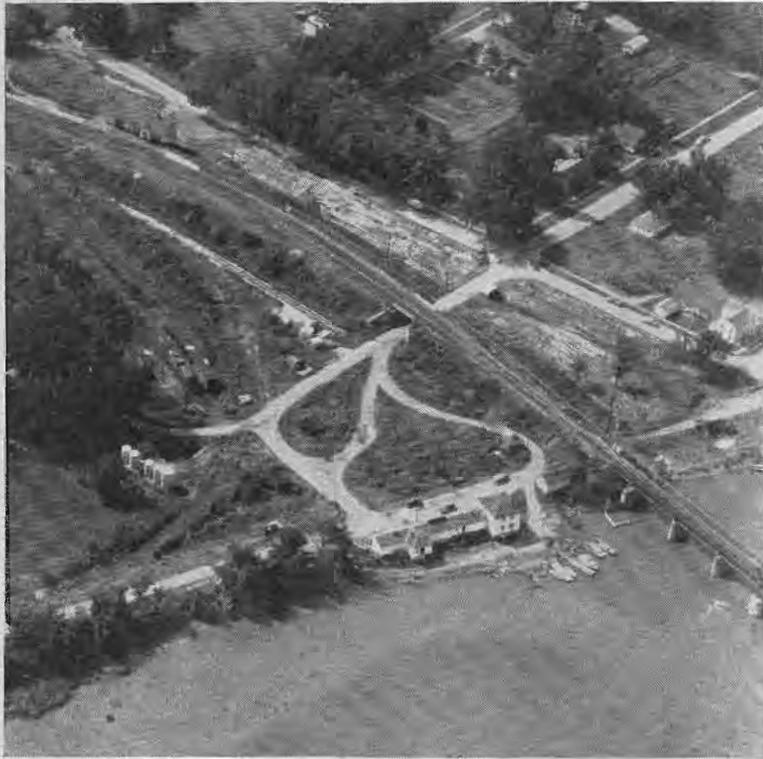
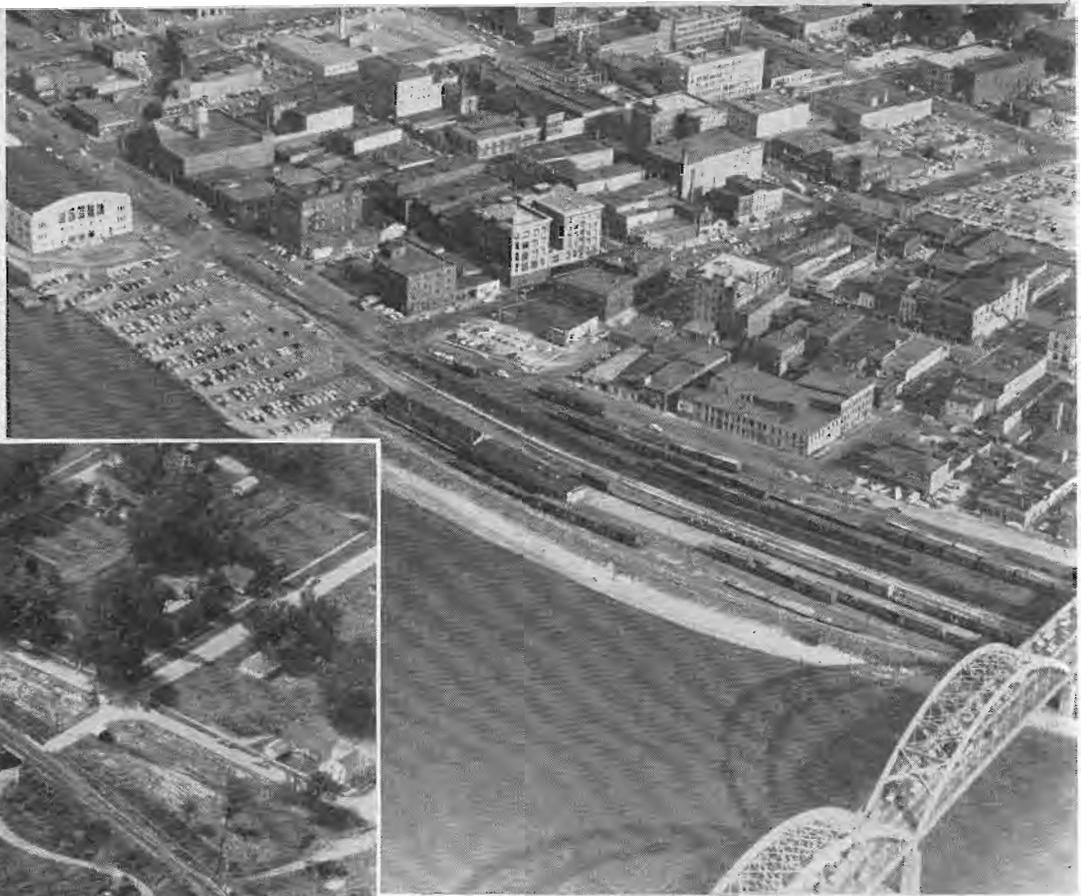
The industrial department has made another group of aeriels available to the Magazine this month.



*The Milwaukee Road Magazine*

**ROCK ISLAND, ILL.**

*(right). A southeasterly view, showing a portion of the city's business district and Milwaukee Road trackage and freight house in the center, along the Mississippi River. At lower right is the Gaines Street Bridge leading across the river to Davenport.*



**SABULA, IA.** *(left). A northwesterly view of Sabula, Ia., just across the Mississippi from Savanna, Ill., showing the Milwaukee Road station, bridge and other facilities. The light area just to the north of the track shows where earth work is in progress in connection with the building of a new levee. The city is beyond picture range at the upper right.*



**WEBSTER, S. D.,** *on a bright summer day, showing the main business district and providing an unusually interesting panorama of local industries served by the Milwaukee. Areas of this picture which have been cropped out for more effective display illustrate effectively the primary purpose for which it was taken—to show the availability of land for industrial development. The angle of view is to the west.*

# retirements



## General Offices—Chicago and Seattle—Including System Employees

BURLINGAME, ADDISON  
Lineman ..... System  
GOETZ, JOSEPHINE C.  
Typist ..... Chicago, Ill.  
LIEBERMAN, BERTRAM  
Clerk ..... Chicago, Ill.

## Chicago Terminals

ANGLE, MINOR N.  
Switchman ..... Galewood, Ill.  
BLANCH, THOMAS F.  
Switchman ..... Chicago, Ill.  
BRAKKE, LEROY J.  
Machinist ..... Chicago, Ill.  
CUNNEEN, WILLIAM  
Switchtender ..... Chicago, Ill.  
DAVIS, ROBERT M.  
Coach Cleaner ..... Chicago, Ill.  
FERRELL, JR., WILLIAM  
Switchman ..... Chicago, Ill.  
KELLY, JAMES B.  
Switchman ..... Chicago, Ill.  
KOUJOURIAN, OSCAR V.  
Carman ..... Chicago, Ill.  
LEACH, CARL K.  
Switchman ..... Galewood, Ill.  
PAYGMAN, HARRY C.  
Switchtender ..... Chicago, Ill.  
PETERSON, ALBERT  
Carman ..... Bensenville, Ill.  
RIVARD, LEO J.  
Switchman ..... Bensenville, Ill.  
SCHIAVONE, LILLIAN M.  
Shaker ..... Chicago, Ill.  
THOMAS, JOHN L.  
Ex. Gang Laborer ..... Chicago, Ill.  
WARREN, HOMER R.  
Checker ..... Chicago, Ill.  
WEDE, WILLIAM  
Laborer ..... Chicago, Ill.  
WILLE, CARL A.  
Foreman ..... Galewood, Ill.

## Coast Division

CONNELLY, EARL  
Clerk ..... Seattle, Wash.  
FRITZ, CHRISTIAN J.  
Sec. Laborer ..... Mineral, Wash.  
GARSTAD, RASMUS B.  
T.V.T.R. Man ..... Tacoma, Wash.  
HOOPES, ARTHUR E.  
Switchman ..... Seattle, Wash.  
KALES, GEORGE D.  
Sec. Foreman ..... Chehalis, Wash.  
LEE, FREDERICK C.  
Signal Maintainer ..... Cedar Falls, Wash.  
LOVETT, GEORGE  
Welder ..... Tacoma, Wash.  
MUNRO, JAMES  
Chf. Sub. Sta. Oper. .... Renton, Wash.  
PIROH, CHARLES A.  
Boilermaker ..... Tacoma, Wash.  
RILEY, CHARLES P.  
Ex. Gang Laborer ..... Tacoma, Wash.  
SCHMICKRATH, HENRY  
Conductor ..... Tacoma, Wash.  
SPURLING, ROMAYNE J.  
Dist. Adjuster ..... Seattle, Wash.

## Dubuque & Illinois Division

CASTLE, LYNN  
B&B Foreman ..... Savanna, Ill.  
CRAFT, WILLIAM H.  
Switchman ..... Dubuque, Ia.  
FISHER, JOHN H.  
Car Foreman ..... Savanna, Ill.  
HANLEY, JOHN F.  
Conductor ..... Dubuque, Ia.  
HOFFMAN, RUDOLPH  
Clerk ..... Davenport, Ia.  
KOHLE, JOHN E.  
Conductor ..... Dubuque, Ia.  
LATHAM, ELMER E.  
Conductor ..... Chicago, Ill.  
McCRAY, WILLIAM  
Sec. Laborer ..... Mt. Carroll, Ill.  
NOWVICK, CECIL V.  
Electrician ..... Savanna, Ill.  
O'DONNELL, JOSEPH E.  
Brakeman ..... Elgin, Ill.  
PARNELL, LESTER M.  
Conductor ..... Dubuque, Ia.  
ROBERTS, JOSEPH C.  
Conductor ..... Davenport, Ia.  
ROGERS, HARRY J.  
Sec. Laborer ..... Mt. Carroll, Ill.  
SANTEE, ERNEST E.  
Conductor ..... Ottumwa, Ia.  
SCHILDMAN, WALTER F.  
Conductor ..... Dubuque, Ia.  
TANNER, GEORGE F.  
Brakeman ..... Dubuque, Ia.  
WAYLAND, EARL L.  
Carman ..... Nahant, Ia.

## Hastings & Dakota Division

ARMANTROUT, ELMER M.  
Boilermaker ..... Aberdeen, S. D.  
DAFNIS, JOHN B.  
Clerk ..... Aberdeen, S. D.  
DILLY, EDWARD C.  
Boilermaker Helper ..... Aberdeen, S. D.  
FAY, JAMES R.  
Conductor ..... Aberdeen, S. D.  
HOWELL, ARTHUR C.  
Brakeman ..... Minneapolis, Minn.  
OSWOOD, ALBIN S.  
Conductor ..... Montevideo, Minn.  
SNOWDEN, FREDERICK H.  
Loco. Engineer ..... Montevideo, Minn.

## Idaho Division

BEALS, GEORGE W.  
Rndhse. Foreman ..... St. Maries, Ida.  
COPLIN, CHESTER H.  
Agent ..... Coeur d'Alene, Ida.  
MARTIN, BEN W.  
Ex. Gang Laborer ..... Fernwood, Ida.  
MORRIS, ALFRED E.  
Sta. Foreman ..... Avery, Ida.  
OWENS, PATRICK W.  
Conductor ..... Tacoma, Wash.  
PHILLIPS, HARRY D.  
Sec. Laborer ..... Spokane, Wash.  
POTTER, ROBERT F.  
Telegrapher ..... Spokane, Wash.  
SCHLATTER, AUDRA L.  
Agent ..... Worley, Ida.  
SERVICE, JACK B.  
Loco. Engineer ..... Spokane, Wash.

## Iowa Division

APPLEBY, OREN L.  
Conductor ..... Des Moines, Ia.  
CRAIG, CHARLES M.  
Conductor ..... Marion, Ia.  
HOLSINGER, FREDERICK G.  
Trainman ..... Marion, Ia.  
MELLISH, HARRY L.  
Conductor ..... Marion, Ia.  
NEFF, JAMES A.  
Trainman ..... Marion, Ia.  
VAN HORNE, RALPH P.  
Conductor ..... Perry, Ia.  
WILLIAMS, VERNON  
Laborer ..... Council Bluffs, Ia.  
WINFREY, LEE W.  
Sec. Foreman ..... Cedar Rapids, Ia.

## Iowa, Minnesota & Dakota Division

CHRISTENSEN, MARTIN  
Loco. Engineer ..... Rapid City, S. D.  
ERVIN, HARRY M.  
Switchman ..... Mason City, Ia.  
HAKES, THURSTON D.  
Trav. Aud. .... Sioux City, Ia.  
HENDRICKSON, FRED  
Mach. Helper ..... Mitchell, S. D.  
JOERGER, ARNOLD J.  
Sec. Laborer ..... Cresco, Ia.  
KIRBY, ALBERT L.  
Conductor ..... Mason City, Ia.  
MALONE, WILLIAM E.  
Conductor ..... Austin, Minn.  
PUMPHREY, GEORGE G.  
Ex. Gang Laborer ..... Charter Oak, Ia.  
REINKE, WILLIAM R.  
Loco. Engineer ..... Sioux City, Ia.  
WEIGLE, CORVIN L.  
Conductor ..... Austin, Minn.

## La Crosse & River Division

BOEDER, ALBERT W.  
Brakeman ..... Milwaukee, Wis.  
DAVIS, LAWRENCE W.  
B&B Carpenter ..... Wabasha, Minn.  
FENNER, FRED W.  
Conductor ..... Milwaukee, Wis.  
FOGG, LLOYD E.  
Train Baggage Man ..... Milwaukee, Wis.  
FRANCIS, JOSEPH J.  
Conductor ..... Milwaukee, Wis.  
HAYES, WILLIAM J.  
Conductor ..... New Lisbon, Wis.  
HEATH, GROVER D.  
Carman ..... Wausau, Wis.  
HESTER, DEWY  
Ex. Gang Laborer ..... Weaver, Minn.  
HOLZWORTH, WILLIAM  
Sec. Laborer ..... Lake City, Minn.  
KRUGER, FREDERICK W.  
Dispatcher ..... LaCrosse, Wis.  
LITTLEJOHN, WARREN S.  
Brakeman ..... Minneapolis, Minn.  
LUTIGER, WILLIAM H.  
Switchman ..... LaCrosse, Wis.  
McCALLEN, WINSLOW R.  
Custodian ..... Windsor, Wis.  
McDONALD, JAMES G.  
Conductor ..... Portage, Wis.

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OLSEN, HERMAN L.  
Trainman ..... Minneapolis, Minn.  
PUGH, EDWARD L.  
Loco. Engineer ..... Milwaukee, Wis.  
RUFF, ARCHIE D.  
Machinist ..... Tomah, Wis.  
SHACKLEY, MILO R.  
Train Baggage man ..... Watertown, Wis.  
WADLEY, FRANCIS J.  
Agent-Oper. .... Menomonie, Wis.  
WIPPERMAN, FREDERICK J.  
Loco. Engineer ..... Portage, Wis.  
YOUNG, ALFRED E.  
Conductor ..... LaCrosse, Wis.

**Madison Division**

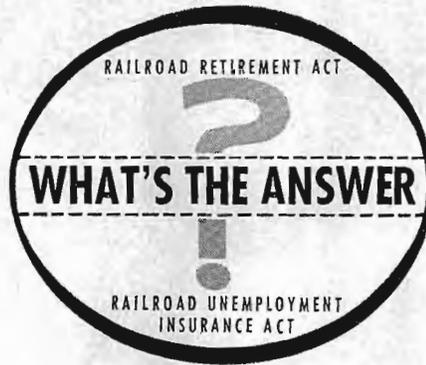
BONHANS, CLARENCE A.  
Loco. Engineer ..... Madison, Wis.  
BUTLER, OLIVER F.  
Agent ..... Elkhorn, Wis.  
CAREY, HOSEA P.  
Conductor ..... Madison, Wis.  
DAUBERT, FRED W.  
Sec. Foreman ..... Monroe, Wis.  
DAVEY, HUGH G.  
Crossingman ..... Janesville, Wis.  
DAVEY, JOHN  
Hostler ..... Janesville, Wis.  
HOWE, MELVIN E.  
Trainman ..... Milwaukee, Wis.  
McINTYRE, WILLARD G.  
Conductor ..... Milwaukee, Wis.  
SAMPSON, WALKER C.  
Clerk ..... Stoughton, Wis.

**Milwaukee Division**

ALBERTH, CHARLES W.  
Trainman ..... Walworth, Wis.  
CAYEMBERG, MARTIN J.  
Clerk ..... Green Bay, Wis.  
CROUMER, CHARLES S.  
Train Baggage man ..... Milwaukee, Wis.  
DALEE, JOHN L.  
Conductor ..... Chicago, Ill.  
FLANNIGAN, CHARLES E.  
Conductor ..... Milwaukee, Wis.  
HEAGNEY, JAMES E.  
Conductor ..... Milwaukee, Wis.  
JEFFERS, ALBERT L.  
Conductor ..... Milwaukee, Wis.  
KOLB, GEORGE L.  
Conductor ..... Chicago, Ill.  
LYNCH, IRVIN W.  
Conductor ..... Milwaukee, Wis.  
NELLESON, ARNO M.  
Clerk ..... Kiel, Wis.  
SCHOMMER, HENRY  
Conductor ..... Milwaukee, Wis.  
SCHROETER, KURT H.  
Train Baggage man ..... Milwaukee, Wis.  
STRUBE, CHARLES E.  
Conductor ..... Milwaukee, Wis.  
VANTINE, WALTER  
Baggage man ..... Milwaukee, Wis.  
ZOELLNER, WILLIAM  
Trainman ..... Chicago, Ill.

**Milwaukee Terminals & Shops**

BARANY, JOHN M.  
Oper.-Leverman ..... Milwaukee, Wis.  
DAHLKE, MAX A.  
Switchman ..... Milwaukee, Wis.  
GARBER, HARVEY A.  
Switchtender ..... Milwaukee, Wis.  
HALIJAK, PETER  
Cutler ..... Milwaukee, Wis.  
HUEBSCHEN, CLAUDE P.  
Switchman ..... Milwaukee, Wis.  
KLUBERTANZ, LOUIS  
Painter Foreman ..... Milwaukee, Wis.  
LEWIS, ROY R.  
Switchman ..... Milwaukee, Wis.  
MANZELMANN, CHARLES F.  
Air Cond. & Elec. Frmn. Milwaukee, Wis.



**Q. Is any of the money paid by railroad employes under the Railroad Retirement Tax Act used to pay unemployment or sickness benefits under the Railroad Unemployment Insurance Act?**

**A. No.** The money which railroad employes contribute under the Railroad Retirement Tax Act is used solely for the retirement and survivor benefit program. Railroad employers pay an equal amount for this purpose. In addition, employers pay a tax under the Railroad Unemployment Insurance Act which is used to support the unemployment and sickness benefit program.

For example, suppose that in August, 1957, an employe earned \$300 in rail-

road employment. From that amount, the railroad withheld \$18.75 (6¼ per cent of \$300) as the employe's share of the railroad retirement tax and added \$18.75 as its share. This makes \$37.50 which was paid by the employer on behalf of itself and the employe under the Railroad Retirement Tax Act. In addition, the employer paid \$6.00 (2 per cent of \$300) under the Railroad Unemployment Insurance Act toward the support of the unemployment and sickness benefit programs.

**Q. I will soon be 65 years old, and I am planning to retire at that time. What is the first step I should take to apply for my railroad retirement annuity?**

**A.** You should obtain an Application for Employe Annuity Under the Railroad Retirement Act (Form AA-1). This form can be obtained from a railroad employer, railway labor organization, or any office of the Railroad Retirement Board.

If at all possible, a retired employe should fill out his application at a board office, where he will receive expert advice and assistance free of charge. If it is not convenient for an employe to call at a board office, he may file his application by mail.

McGILL, PATRICK A.  
Mach. Helper ..... Milwaukee, Wis.  
OTTO, PAUL A.  
Painter ..... Milwaukee, Wis.  
RUCK, OTTO C.  
Boilermaker ..... Milwaukee, Wis.  
SHEBAN, GENEVIEVE K.  
Telephone Operator ..... Milwaukee, Wis.  
VOTH, GEORGE R.  
Chief Clerk ..... Milwaukee, Wis.

**Rocky Mountain Division**

DeLONG, BRUCE S.  
Sub-station Oper. .... Janney, Mont.  
SKELLEY, MICHAEL P.  
Switchman ..... Butte, Mont.  
WOOLMER, HAZEL A.  
Clerk ..... Butte, Mont.

**Terre Haute Division**

GRADY, JAMES E.  
Sec. Laborer ..... Jasonville, Ind.  
LOVEALL, WILLIAM  
Sec. Laborer ..... West Dana, Ind.  
ROBERTS, ELMER  
Loco. Engineer ..... Terre Haute, Ind.  
SHARR, WILLIAM M.  
Loco. Engineer ..... Bedford, Ind.  
SHRUM, WILLIAM F.  
Mach. Helper ..... Terre Haute, Ind.

**Trans-Missouri Division**

FISK, RUSSELL G.  
Conductor ..... Harlowton, Mont.

MANTZ, SAMUEL M.  
Ex. Gang Laborer ..... Roundup, Mont.  
WALTERS, NOAH  
Sec. Laborer ..... Ryegate, Mont.

**Twin City Terminals**

ALDRICH, IRA C.  
Switchman ..... Minneapolis, Minn.  
BERGER, ELMER R.  
Pipefitter ..... Minneapolis, Minn.  
BISHOP, ARCHIE T.  
Conductor ..... St. Paul, Minn.  
CARLSON, CARL A.  
Airbrake Man ..... Minneapolis, Minn.  
CEDERBLAD, ARVID C.  
Mach. Helper ..... Minneapolis, Minn.  
HORGAN, MURRY J.  
Switchman ..... St. Paul, Minn.  
KING, MARTIN J.  
Switchman ..... St. Paul, Minn.  
LUCAS, PETER  
Ex. Gang Laborer ..... St. Paul, Minn.  
McLEAN, JOSEPH H.  
Switchman ..... Minneapolis, Minn.  
NELSON, JOHN W.  
Switchman ..... Minneapolis, Minn.  
ROBERTSON, AGNES  
Secretary ..... St. Paul, Minn.  
SMITH, FRANK  
Carman ..... Minneapolis, Minn.  
TADSEN, THEODORE J.  
Chief Clerk ..... Minneapolis, Minn.  
WOLD, MELVIN A.  
Sec. Laborer ..... Minneapolis, Minn.



## recipe of the month—HUNTER'S BREAKFAST

WHEN mornings are frosty, the hunter wants his breakfast hearty and big. The man-sized meal pictured here serves a party of 6. Make it this way:

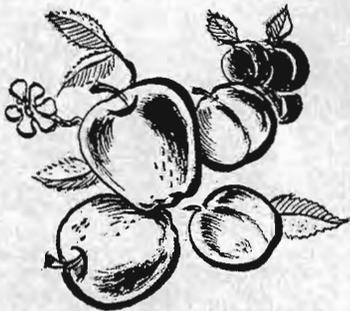
**OVEN-BROILED BREAKFAST PLATTER.** Wrap 12 chicken livers in bacon slices. Place livers, 6 slices boiled ham, 12 brown-and-serve sausages and 12 slices bacon on racks in shallow pans

(jelly roll pans are good). Bake in a 450°F. oven 10-12 minutes until bacon crisps. Place ham slices in center of platter and top with 6 poached eggs. Arrange the other meats around the ham and eggs, together with stacks of cornmeal-buttermilk griddle cakes\*. Serve with steaming coffee.

\*CORNMEAL - BUTTERMILK

**GRIDDLE CAKES.** Empty one 12-oz. pkg. corn muffin mix into a bowl and stir in  $\frac{1}{3}$  cup seedless raisins. Combine  $\frac{1}{4}$  tsp. baking soda with  $1\frac{1}{2}$  cups buttermilk and add to the mix together with 1 egg and 2 tbsps. melted shortening. Stir until smooth. Let stand at room temperature 5-10 minutes. Bake on a hot griddle. (*Pan-American Coffee Bureau*)

### In the Garden, Some New Fruits



A FALL news bulletin from the United States Department of Agriculture carries a report of nine new fruit varieties with superior qualities for home gardens in the northern Great Plains. They include 4 apples, 2 plums, 2 sand-cherry plums and 1 apricot. They are recommended for trial in North and South Dakota, eastern Montana, Wyoming and Colorado, and in northern Minnesota.

The apple varieties are: Garrison—round, long stemmed, medium firm, juicy, mildly acid; Thorberg—oblate, juicy, slightly tart, pleasant tasting; Peace Garden—medium, round to slightly oblate, very firm, mildly acid, juicy;

Killand—medium to slightly below in size, bright red, a good storage apple, at its best for use in fall and winter.

Plums include Gracious and Chinook. Both are large. Gracious is resistant to dry rot. Chinook is a good pollinizer for other plums. Sand-cherry plums include Sagawea and Hiawatha. Both are especially good for jam, but are vulnerable to cold. The new apricot is Mantoy—good for eating or cooking but also vulnerable to winter cold.

Gardeners and nurserymen can get scions or budsticks (no trees) at Northern Great Plains Field Station, Mandan, N. D.

# How to Preserve and Cook Game

WILD game, properly dressed and stored, can be a source of many delicious meals long after the hunting season is over. However, if it's mishandled or hung too long, it can be a problem. Here are some suggestions made by the Consumer Institute of General Electric on how to keep game from going to waste or ending up in a giveaway:

First, check your state law to find out how long game can be held in storage. Then note these points: Game should be promptly cleaned, dressed and cooled. Big, and some small game, and some game birds should be hung in a dry, cool place, well protected from flies. To freeze, they should be wrapped in moisture-proof freezer wrappings in amounts for one meal. Label and date the packages.

Soak the game birds and small game in a mild salt water solution for a few hours, to insure that the meat will be tender and tasty after it is cooked. When cooking, remember that wild meats, being lean, need to be larded with fat, such as salt pork or bacon. Like all meats, the tender steaks and chops may be broiled or roasted; the less tender braised or marinated for two or three

days and used in stews and casserole dishes.

Game birds should be dressed promptly after being brought down. If cleaning isn't possible in the field, at least remove craw and intestines to prevent flesh from taking on a strong flavor. Then scald, pick, draw and wash. Freeze as for poultry. Roast or braise in a tart wine or sour cream sauce, or cook with sauerkraut.

Small game should be cleaned and cooled as soon as killed or brought in. Skin, behead, eviscerate and wash carefully. Cut in serving pieces, package and freeze. Use for casserole dishes, or stew in stock, wine or vinegar.

Venison and other large game should be cut into steaks, chops, roasts, stew meat, and ground meat. You may prefer to let a butcher do this, to get the most value. Then package and freeze in the same way as beef. Steaks and chops can be broiled, roasted or fried. Marinate the less tender parts and braise for stews, ragouts and meat pies. Barbecue or braise swiss steaks. Use the ground meat for meat loaf, chili, burgers and even mince-meat.



## Duck with Mandarin Orange-Bread Stuffing

- 2 (4-lb.) ducks
- 2½ qts. soft bread crumbs
- 1 cup canned mandarin orange sections\*
- ½ cup orange juice
- ¾ tsp. salt
- ¼ tsp. celery salt
- 3 tbsps. melted butter

Rinse ducks in cold water and pat dry. Combine all ingredients. Fill neck and cavity of ducks lightly. Truss the ducks, prick the skin with a fork to permit fat to run out, and roast. Yields 8 servings. (*American Institute of Baking*)

\*Tangerine sections can be substituted for the mandarin orange sections with equally good results.

## Again, It's Cranberry Time

THE puckering tart flavor of cranberries fits right in with cool weather and hearty meals, but these recipes are good all year round. And if you'd be festive, use the bright red berries along with autumn flowers or fruits to decorate the table.

This dessert is best when frosted just before serving. Here's how you make . . .

### Cranberry Festival Torte

- 4 eggs
- 1 cup sugar
- 1 cup cake flour, sifted
- 1 tsp. baking powder
- 1 cup chopped dates
- 1 cup chopped walnuts
- 1 pound can jellied cranberry sauce
- 1 cup heavy cream, whipped

Beat egg yolks until thick and lemon-colored. Gradually add ½ the sugar and beat well. Beat egg whites until stiff. Gradually add remaining sugar to whites, beating until mixed. Fold yellow mixture into white. Sift baking powder and flour together. Fold into egg mixture about 2 tbsps. at a time. Fold dates and nuts in lightly. Turn into two greased 8-inch layer pans, lined with waxed

paper and greased again. Bake in 350°F. oven about 35 minutes, or until cakes shrink from pans. Remove from pans and cool. Crush cranberry sauce with fork and spread between layers and on top. Spread sides and edge of top of cake with whipped cream.

This crunchy salad is excellent with fowl of all kinds. Make it the day before using and serve in lettuce cups. Here's how to make . . .

### Cranberry-Apple Salad

- 1 pkg. raspberry flavored gelatin
- 1½ cups hot water
- 1 pound can cranberry sauce, whole or jellied
- 1 apple
- ¼ lemon

Dissolve gelatin with hot water according to package directions. Chill until it begins to jell. Quarter apple, remove seeds and core, and put through food chopper. Put lemon through chopper, rind and all. Fold cranberry sauce, apple and lemon into gelatin. Pour into mold and chill until firm. Serves 6.



## HOW TO Overdo-It-Yourself

EVERY week end, thousands of home owners pick up their hammers and saws and start saving money by the do-it-yourself method.

How many of these hard-work projects actually save money? How many are displacing family fun and the holiday jaunts the family used to take?

A recent issue of *The American Home* magazine suggested that it's time to turn the spotlight on the do-it-yourself business and see if it's really worthwhile. Certainly it's fun to build a piece of furniture or screen the porch if you can do it right, but there's no point in doing jobs that don't offer a reasonable amount of enjoyment, as well as economy. The article offered these points to consider before you put on your jeans next Saturday:

(1) Why start a job you heartily dislike? It's a rare person who can do a task well if he detests it. Statistics show that people are more accident prone in jobs they dislike. Tackle a job you think you can do, and chances are you won't get hurt.

(2) How good is your equipment? No matter how clever you are with your hands, there are many household jobs that are impossible without proper tools. If you use the wrong one, the job may be botched.

(3) Beware of the job that overtaxes your strength. Your next-door neighbor may not be bothered by lifting a 96-pound bag of cement, but your back may, and your wife's too, if you permit her to help.

(4) Are you still friends with your neighbors? Or do they give you an icy stare when you drive up late Friday with the air hammer you plan on using early Saturday morning. If you do it yourself, show reasonable consideration of others.

*A farmer's barn had burned down and the agent from the insurance company arrived to discuss the claim. Explaining the policy that covered the structure, he told the farmer that his firm would build another barn of similar size instead of paying the claim in cash. The farmer was furious.*

*"If that's the way your company does business," he exploded, "you can just cancel the insurance policy on my wife."* *Wall Street Journal.*

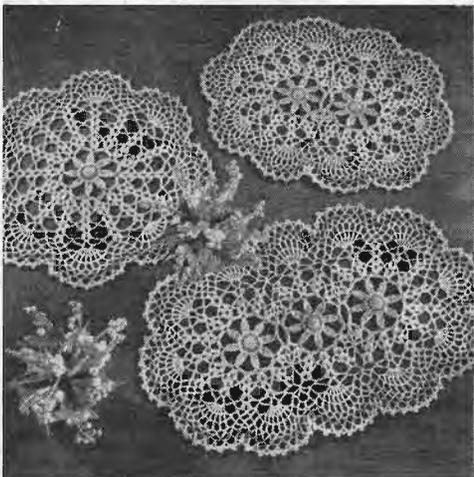
*The Milwaukee Road Magazine*



Irish Lace Collar



Swedish Weaving



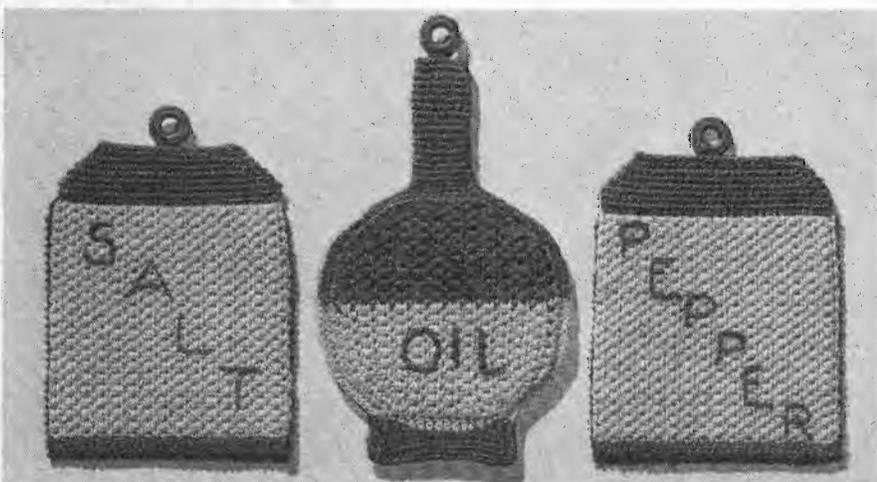
Daisy Doilies



Baby Giraffe

**HANDMADES FOR HOLIDAY GIFTS.** The almanac predicts we will soon be heading into a heavy sea of holiday preparations. The portfolio of gifts we are featuring this month was selected with the busy homemaker in mind—simple gifts that are very easy, and fun, to make. All are crocheted, with the exception of the Swedish designs which are needle-traced with embroidery floss on huck toweling. For free directions, write to *The Milwaukee Road Magazine*, Room 356 Union Station, Chicago 6, Ill.

Potluck Potholders



## New Car Unloader at Tacoma

No, this is not trick photography, but actually what it appears to be—a Milwaukee Road freight car up-ended like a matchbox to facilitate unloading. That's wheat pouring from the chute.

The device which made this feat possible is a new one which was put in service recently at the Port of Tacoma grain elevator. An 80-ton colossus, it tilted the 25-ton carrier to a 37-degree angle, and another 18 degrees to the side. So efficient was the operation that at the conclusion of the dumping the car was cleaner than it would have been had it been unloaded in the conventional manner.

Elevators at the Port of Tacoma have a capacity of 1,550,000 bushels of grain and cars are switched by the Port's own engines. The unloading capacity of the new equipment is 60 cars per 8-hour shift, an increase of 750 tons per shift over the method formerly used. The speed-up in service will not only benefit the Port, but will help the railroads and shippers by saving car-days and releasing cars quicker during periods of movement.

The machine, which cost \$200,000, was moved to Tacoma in two carloads via The Milwaukee Road. Representing our company at the dedication ceremony were J. H. Agner, then division freight and passenger agent who has since been appointed assistant to western traffic manager; J. M. Stander, district freight and passenger agent; and G. E. Montgomery, city freight and passenger agent. The new installation is the only one of its type on the Pacific Coast.



November, 1957

## QUIZ



(Answers on page 27)

1. What is the most common basis for freight car hire in the railway industry—mileage, per diem, or lease?
2. What is the most common basis for passenger car hire—mileage, per diem or lease?
3. Is the Interstate Commerce Commission a federal agency, an agency maintained by the 48 state governments, or an agency maintained jointly by the federal and state governments?
4. Are the headquarters of the Association of Western Railways in Chicago, St. Louis, Denver, or San Francisco?
5. When the conductor makes three short sounds on the train communicating system when the train is running, is he signaling the engineman to stop the train at once, stop at the next station, or reduce speed?
6. When a train takes a sidetrack to meet another train at night, and has stopped clear of the main track, is the headlight of the locomotive on the sidetrack fully lighted, dimmed, concealed or extinguished?
7. To what company do cars bearing the reporting letters REX belong—Railway Equipment Company, Royal Export Exchange, or Railway Express Agency?
8. What is commutation traffic—all traffic for which the railroad collects charges, all passenger traffic, or short distance suburban passenger traffic?
9. Approximately how many railroads are members of the American Short Line Railroad Association—100, 200, or 300?
10. Did the railroads operate more or less than 100,000 special troop trains during World War II?

"Man overboard!" shouted the young sailor on his first voyage. Amid great confusion, the ship was stopped. The sailor stepped up to the captain, saluted and said:

"I'm sorry, sir, I made a mistake when I said 'Man overboard!'"

"Thank God!" said the captain, signaling for full steam ahead.

"Yes, sir," explained the sailor. "It was a woman."

## Coast Division



J. R. Ludwick

The retirement on Sept. 30 of J. R. Ludwick, agent at Seattle, ended 45 years of railroad service. He was with the Road for 40 years. Mr. Ludwick started as a clerk and operator in 1912, working for the Frisco Lines and

later for both the Northern and the Southern Pacific. He joined the Milwaukee in June, 1917, working as an operator on the old Musselshell Division. After Army service in 1918-19 he was agent and operator at various points in Montana and subsequently city freight agent in Butte. Starting in 1930, when he was made traveling freight and passenger agent in Seattle, he served as agent at Miles City, TF&PA in Tacoma, and for a brief period as agent in Tacoma. He was appointed agent at Seattle in November, 1942. On his last day on that position he was the guest of honor at a dinner given by a large number of Coast Division friends at the Arctic Club. He and Mrs. Ludwick live in Kirkland, Wash., and have two little granddaughters who live nearby.

### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

Agent Herb J. Johnson of Morton was presented with a Silver Pass, in recognition of 45 years of service, on Sept. 12.

The wedding of Miss Marelen Grummel and Joseph Philip DeSordi Jr. took place at Sacred Heart Church on Sept. 7. Miss Grummel is the daughter of Mike Grummel of the woodmill and a niece of Retired Agent Ray Grummel. The couple will live in Tacoma while Mr. DeSordi completes his Navy service.

Sympathy was extended to Gertrude A. Alden, assistant cashier in Seattle, whose sister Helen died in a Seattle hospital Sept. 11 after a long illness. Miss Alden was secretary for the Weyerhaeuser Sales Co. more than 25 years, much of that time in Tacoma. She returned to Seattle in 1952.

Yard Clerk W. A. Salzmann Sr. and son Junior, who have been ill for several months, are both convalescing at home at this writing.

Claim Clerk T. J. Dolle has a very interesting house guest, his 87-year-old aunt, Mrs. Mary Hederman of Los Angeles, who spent the summer visiting her 10 children and 27 grandchildren. Mrs. Hederman is an alert and sparkling personality who attributes her serenity and good health to keeping interested in life and its changes. As a hobby she has written many religious poems, some of which have been published.

Agent O. R. Powels and wife enjoyed two weeks vacation of warm sunshine and blue skies on a trip through the Bryce Canyon National Park in Utah, the Grand Canyon in Arizona, and Salt Lake City and Las Vegas, Nev.

Velva Spann, relief clerk in the freight office, is helping out temporarily in the store department.

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

W. F. Kramer, chief clerk to general manager, accompanied by daughters Jeanne and Mary Kay, visited recently in St. Paul, Milwaukee, Green Bay and Chicago.

There was great rejoicing in the home of Train Rules Examiner C. D. Anderson when Michael Chadwick made his appearance Sept. 11. Sisters Cindy and Cathy were on hand to greet the young man.

E. D. Kennedy, former chief clerk to general manager who retired in 1948, moved to San Francisco in September to make his home with his son-in-law and daughter, Mr. and Mrs. George Baldwin.

C. E. Whitt, staff assistant in assistant to general manager's office, with Mrs. Whitt vacationed in Wisconsin, Illinois and Ohio. They visited their daughter in Milwaukee, son in Crystal Lake, Ill., parents in Cincinnati, and relatives and friends in Rockford and Chicago.

Robert Charles Eaton, son of Mrs. Lucille Eaton of the telegraph department, was married recently to Carol Patricia Hansen in Our Lady of Fatima Church in Seattle. The couple are seniors at the University of Washington. Bob is a member of the varsity boat club.

W. F. Bannon, assistant to general manager, accompanied by Mrs. Bannon and children William, John and Margaret, spent the early part of September visiting the senior Bannons in Milwaukee, and Mrs. Bannon's parents in Falls Church, Va.

Darlene Dugger is the new teletype operator in the Seattle relay office. She

was formerly at St. Maries, Ida.

D. D. Duncan, file clerk in the general manager's office, with Mrs. Duncan and daughter Jeanette drove to California during September.

## Off Line Offices

SALT LAKE CITY, UTAH



H. R. Sinclair

H. R. Sinclair, traveling freight and passenger agent with headquarters in Salt Lake City, retired recently after 41 years of service in the traffic department. Mr. Sinclair is a native of Elm Creek, Neb., who started his

railroad service in 1912 with the Missouri Pacific and went from that road to the operating department of the Union Pacific. He came to The Milwaukee Road in 1916 as a telegraph operator and clerk in the general agent's office in Omaha. Shortly afterward he was furloughed for two years, which he spent in the Army during World War I. Upon returning from military service, he was successively telegrapher, rate clerk, and city freight agent in Omaha. He was appointed TF&PA in Salt Lake City in 1923. Business associates honored him at a retirement luncheon given in the Aviation Club in Salt Lake City. He and Mrs. Sinclair have since moved to Glendale, Calif.

## Madison Division

SECOND DISTRICT

W. S. Busky, Correspondent  
c/o Agent, Rockford

Sympathy was extended to General Agent M. W. Van Sickle on the death of his father at the age of 76, at St. Luke's Hospital, Cedar Rapids, on Sept. 16. Burial was in Oak Hill Cemetery, Cedar Rapids.

Conductor Chris Hoogland, who was recently confined to Beloit Municipal Hospital by a sudden illness, is recuperating at home at this writing.

Conductor Harry Cochran had an enjoyable vacation visiting his daughter in South Carolina.

Silver Passes were presented in October to Engineers Walter Hight of Ladd and R. A. Gorman of Beloit.

Charles Alberth, trainman on the Walworth-Chicago commuter express for 52 years, retired on Sept. 1.

The Milwaukee Road Magazine



**RETIREES IN MINNEAPOLIS.** Herman L. Olsen, veteran passenger brakeman on the Second District of the La Crosse & River Division, concluded 57 years and two months of continuous service by shaking hands all around and retiring on Sept. 1. He was well known to employes for

his good nature, and to patrons for his unfailing courtesy. Mr. Olsen started with the Road in June, 1900 at La Crosse and became a brakeman on the former River Division in 1911, sometimes working extra as train baggageman. He has been an active member of the Veteran Employes' Association for many years.



**VETERAN HOSTLER RETIRES** at Janesville, Wis., where John Davey is pictured with fellow employes his final day on the job. From left: Engineer John Hummel, Yardmaster J. G. Gregory, Mr. Davey, Roundhouse Foreman John Gregg, Storekeeper E. F. Krenke, and Agent K. P. Thompson. Mr. Davey, who was born in County Down, Ireland, has lived in Janesville since 1906. He started with the Road in 1908 and had been a hostler since 1913.



**MARRIED IN MILWAUKEE.** Patricia Tomasik, daughter of Mrs. Marie Tomasik, Milwaukee Terminals mail clerk, is this pretty September bride; the bridegroom, Andre Noster. After the wedding, which took place in St. Catherine's Church, a reception was held at the Legion post at 34th and Villard. The young couple will live in Milwaukee.



**TWIN CITIES FAREWELL.** Agnes Robertson, a long time member of the locomotive department force at the Minneapolis shops and most recently secretary to the master mechanic in St. Paul, smiles her thanks for a traveling bag presented to her as a retirement gift. The luggage was "broken in" shortly afterward on a trip to New York and Washington. Agnes had more than 42 years of service in the locomotive department.

**COUNTY CLASSIC CONTENDERS.**

Members of the Milwaukee Terminals ball team which played a full schedule in the County Classic and Beer Leagues. Front, left to right: M. Barba, R. Heaton (captain) and R. Keeling. Center, from left: D. Erdmann, B. Webster, A. Bugni, M. J. Luedke and R. Moriarity. Rear, from left: J. Hiland, J. Butler, A. Owen, R. Vobrial and J. Kimber. As this was written, the team standing was 7 wins and 9 losses in the Classic, and 9 wins and 1 loss in the Beer circuit. Switchman Erdmann and Yardmaster Webster are the team's managers. At a party held Sept. 14 at the home of Switchman Heaton, John Hiland was honored as "most valuable player," and Albert Owen was presented with the Sportsman's Trophy.



**STORY BOOK CHARACTERS** were impersonated by the children of CGM Conductor J. G. Kolb, Ronald, 8, and Barbara, 4, for the annual picnic of Pistakee Highlands subdivision, near Fox Lake, Ill. One of the features of the event was a bike and buggy parade for kids. A number of Milwaukee Road employes are home owners in this rapidly growing subdivision, which currently includes some 300 families.

# here's how we're doing



	AUGUST		EIGHT MONTHS	
	1957	1956	1957	1956
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc.....	\$24,672,576	\$24,208,284	\$168,979,923	\$167,779,551
<b>PAID OUT IN WAGES</b>	10,869,201	10,811,768	83,842,590	83,149,074
PER DOLLAR RECEIVED (cents).....	44.1	44.7	49.6	49.6
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	753,977	760,200	5,886,319	5,740,775
PER DOLLAR RECEIVED (cents).....	3.1	3.1	3.5	3.4
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest.	9,981,042	10,042,720	77,263,084	76,543,781
PER DOLLAR RECEIVED (cents).....	40.5	41.5	45.7	45.6
<b>NET INCOME</b>	<b>\$ 3,068,356</b>	<b>\$2,593,596</b>	<b>\$1,987,930</b>	<b>\$2,345,921</b>
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars.....	124,403	130,610	874,772	907,993
Decrease 1957 under 1956.....		-6,207		-33,221

## FIRST DISTRICT

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

Sympathy was extended to the family of James J. Gallagher, retired conductor, who passed away Sept. 15 in Mercy Hospital at Janesville. Mr. Gallagher, who was 90 years old, had retired in 1944 after 54 years of service. He started with the CNW as a brakeman out of Escanaba, Mich. and after a year there he transferred to the Milwaukee and became a conductor in 1900.

Mr. Gallagher was the oldest member of Bower City Lodge, Brotherhood of Railroad Trainmen, having recently received his 65-year membership pin. He was a member of Carroll Council Knights of Columbus for more than 50 years and a member of Holy Name Society, St. William's Parish.

A Gold Pass was issued recently to Engineer E. F. Hilgendorf of Mazomanie. Silver Passes were presented to Conductors Paul Smithson and Henry Day, both of Madison, Conductor V. A. Marsh of Mineral Point, and Conductor Walter Daley, Janesville.

*Training means learning the rules. Experience means learning the exceptions.*

## I M & D Division

### EAST END

Erle Jorgensen, Correspondent  
Office of Dispatcher, Austin

Retired Train Dispatcher Al Seeman called at the office during his recent trip to Minnesota, and found many changes since moving to California in 1947. The Seemans visited at the summer home of Conductor and Mrs. C. A. Hoffstater at Lakeville, Minn.

Time Reviser Rose Krulish took an extended vacation starting in September. She and a travel companion left Minneapolis for New York, and then London, where they started an escorted tour of England and Europe.

Because of changes resulting from the lengthening of sections on the division, F. M. Minnick is now foreman at Lanesboro, Elmer Horman at Fairmont, and Al Bauman locating at Pipestone.

Fritz Olson, agent at St. Clair, returned to his former assignment at the Mankato tower, handling vacations this year.

Word has been received of the death of William A. Sellman, retired agent of Egan, S. D., who made his home at Flandreau, S. D. He had retired in

July, 1937 at the age of 77.

Freight handlers retired from the Austin platform include Chris J. Hagelund, who with Mrs. Hagelund and her mother, Mrs. Stella Karen, sailed recently for Norway to spend a year in the homeland. Their address is Totten Privatbank-Lena Street, East Toten, Norway, via Oslo, where they write us that they have rented a four-room home, furnished, for \$7 per month. William Hemann, who retired Aug. 1, plans to continue making his home in Austin.

H. J. Swank advises that his son Dick, with his wife and son, has returned to the States after assignment with the Marines. He is now located in California, where Chief Clerk Swank, Mrs. Swank and Frederick plan to spend Christmas vacation and get acquainted with their grandson, who arrived during his father's overseas duty.

John Newlin was our relief clerk the past summer, working as chief dispatcher's clerk and steno-clerk in the superintendent's office during vacations. E. Jorgensen was relieving time reviser.

Among the changes in agent assignments we find that R. D. Osheim is temporary agent at Rose Creek during the absence of K. J. Wencl; L. F. Kruse third operator at Farmington; R. E.

Rathke at Castle Rock; R. C. McDaniel at Mapleton; H. G. Backmann at Rapidan; F. J. Janousek at Lonesdale; F. R. McDaniel at Fairmont; O. D. Theophils at Wirock; L. V. Olson at Rushford; and K. C. Sexter at Meford, Minn. At this writing K. J. Wenel is understudying the traveling auditor's position. M. K. Clemmen, assigned to Webster, Minn., is still on leave of absence on account of illness.

V. A. Defor returned to work as clerk at Hollandale when that position was restored for the loading season, after being on sick leave for some time. Richard Jahr is relief clerk in the yard office and freight office—he is the grandson of Warehouse Foreman William N. Smith and nephew of OS&D Clerk Eugene F.

Smith of Austin. R. L. Saeugling succeeded C. L. French as freight house foreman at Spencer after Mr. French's retirement on July 1, Eugene F. Smith was appointed OS&D clerk at Austin.

Dwight Kneeskern, OS&D clerk at Austin, passed away recently at St. Olaf Hospital upon entering it for treatment of a heart condition. Mr. Kneeskern was division chairman of the BRC at Austin and also a member of the system board. He is survived by his wife, his mother and two sons, all of Austin.

Word has also been received of the death of Alvin H. Bork on June 28 at Grafton, Ia. Mr. Bork was employed many years as section laborer and foreman, and during the summer as operator of weed mowing equipment.

#### MASON CITY AREA

Sophia P. McKillip, Correspondent  
Office of DF&PA, Mason City



W. O. Werner

Warren O. Werner, son of Line-man and Mrs. Otto Werner, has left for Dubuque to enter Mount Saint Bernard Seminary for theological training. He is a 1953 graduate of St. Joseph High School and was graduated in

June from Loras College as a bachelor of arts with a major in Latin.

## Milwaukee Road Carloadings



### SEPTEMBER 1957 compared with SEPTEMBER 1956

% of total revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in September 1957 over September 1956	NUMBER OF CARLOADS			
		SEPTEMBER		INCREASE	
		1957	1956	1957 over 1956	% of increase
6.0%	Iron and Steel.....	6,780	6,177	+ 603	+ 9.8%
5.3	Fruits and Vegetables (Fresh).....	4,503	4,342	+ 161	+ 3.7
2.6	Oil and Gasoline.....	4,153	3,685	+ 468	+12.7
2.6	Cement, Lime, Plaster & Stucco.....	3,033	2,493	+ 540	+21.7
2.2	Agri. Impl., Machinery & Parts.....	1,774	1,020	+ 754	+73.9
1.7	Forwarder Traffic.....	3,246	1,788	+ 1,458	+81.5
<b>20.4%</b>		<b>23,489</b>	<b>19,505</b>	<b>+ 3,984</b>	<b>+20.4%</b>
	loading of these commodities <b>DECREASED</b> in September 1957 over September 1956	SEPTEMBER		DECREASE	
		1957	1956	1957 over 1956	% of decrease
11.3%	Forest Prod. (Excl. Logs & Pulpwood)...	8,660	8,808	— 148	— 1.7%
11.2	Grain and Soy Beans.....	6,739	7,002	— 263	— 3.8
6.3	Coal and Coke.....	9,562	10,869	— 1,307	—12.0
3.5	All Other Prod. of Mines.....	1,449	3,414	— 1,965	—57.6
3.2	Gravel, Sand & Stone.....	6,436	6,936	— 500	— 7.2
2.8	Meat & Packing House Prod.....	3,506	3,954	— 448	—11.3
2.5	Logs and Pulpwood.....	4,565	9,271	— 4,706	—50.8
2.4	Livestock.....	3,640	4,557	— 917	—20.1
2.2	Other Products of Agri.....	1,997	2,384	— 387	—16.2
2.2	Merchandise.....	6,823	7,115	— 292	— 4.1
2.0	Liquors, Malt.....	2,031	2,336	— 305	—13.1
1.9	Grain Products.....	4,382	4,625	— 243	— 5.3
1.9	Automobiles and Parts.....	1,493	1,897	— 404	—21.3
1.2	All Other Animals & Prod.....	958	1,138	— 180	—15.8
25.0	All Other Mfgs. & Miscellaneous.....	23,937	26,173	— 2,236	— 8.5
<b>79.6%</b>		<b>86,178</b>	<b>100,479</b>	<b>—14,301</b>	<b>—14.2%</b>
<b>100.0%</b>		<b>109,667</b>	<b>119,984</b>	<b>—10,317</b>	<b>—8.6%</b>

Charles Smola, retired Mason City storekeeper, bought a new car recently and took a trip to Savanna, Ill., to show it to his friends.

M. C. Winter, who has been agent at Ventura for five years, has been appointed permanent agent at Nora Springs. His family will move there in the spring.

Mr. and Mrs. George W. Stevens (retired machinist) celebrated their 50th wedding anniversary Sept. 9 with a family dinner at Costa's. They were married in Columbus, Kans., on Sept. 9, 1907 and moved to Mason City two weeks later. Mr. Stevens retired in June, 1953, at the age of 75. Helping in the celebration were their two daughters and their families, Mr. and Mrs. James R. Gilruth and Sandra Kay of Clear Lake, and Mr. and Mrs. Earl F. Brown and sons of North Caldwell, N. J.

Willard K. Peterson, agent at Mason City, has been appointed agent at Aberdeen, S. D., and reported there Sept. 15. A parting gift was presented to him by the Mason City employes.

D. C. Fish, assistant agent at Cedar Rapids, was appointed agent at Mason City, taking up his duties in early September.

C. D. (Callie) Hixon, warehouse foreman at Mason City, spent his vacation in the Ozarks.

Gold Passes were presented recently to Conductor H. B. Larson and Engineer Arthur Peterson, both of Mason City.

## D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

During the hay fever season, the following vacationed where weeds were not so prevalent: Gerald Griswold (superintendent's office, Savanna) and family, who spent a week at Lake Amnicon, near Superior; Switchman and Mrs. Hugh Kehoe, who spent some time at Kenora and Winnipeg, Canada, and International Falls; and Assistant Roundhouse Foreman and Mrs. A. J. Lahey of Savanna, who were also at International Falls.

New arrivals: A first grandchild in the home of Conductor Luther Lynn, Savanna, with the arrival of a son at the home of his daughter Judy on Sept. 6. Switchman Walter A. Lewis also has a new daughter, born in September. Mr. and Mrs. John Morgano (mechanical department, Savanna) report the arrival of their first grandson, John Michael, born Sept. 27 in the home of their son Pete at Elkhart, Ind.

Baggage man Lawrence Fish, Savanna, and Esther B. Wagner were married in the home of the bride's mother on Sept. 21. They have since returned from a trip



**WINNERS OF TITLE CHASE** in the Savanna, Ill., minor baseball league were the Orioles, of which Conductor Pete Koser is a co-manager. The champions pictured here are, first row, from left: Terry Koser, Conductor Koser's son; Mark Herbert; Billy Anderson, son of Yard Clerk Earl Anderson; Jimmy Hansen, son of Storekeeper M. J. Hansen; and Barry Ellithorpe. Second row, from left: Karl Getz, Max Dauphin, Mike Kuhse, Richard Fuller, Buddy Thompson, and Richard Phillips, son of Switchman Norman Phillips. Rear, left to right: Managers Richard Fuller, Conductor Koser and Leonard Ellithorpe. The Orioles also won the league trophy in 1956.

to the Dells in Wisconsin and are living in their country home north of Savanna.

Mr. and Mrs. Jason Truninger (Terese Gregory of the superintendent's office), Savanna, are the parents of a young son who was born in Mercy Hospital, Clinton, Ia., on Sept. 30.

Jerry Hoyer, an employe in the car department for 40 years before his retirement four years ago, passed away in the City Hospital in Savanna Sept. 30. Funeral services were held in the Methodist Church in Sabula, Ia., with burial in the cemetery there. Surviving are his widow, four sons, five sisters and three brothers. Joe Hoyer of the car department in Savanna, is a son.

Jesse Johns, brother of Switchman Robert Johns, Savanna, passed away at his home in Savanna Sept. 12 following a long illness. On Oct. 1, Mrs. Augustus Johns, Switchman Johns' mother, passed away in her home at Savanna at the age of 86.

Irving Graham, retired engineer, passed away in Davenport on Sept. 13. Funeral services were held in the Hill & Frederick Mortuary in Davenport, with burial in the Savanna cemetery. Surviving are his widow, three stepchildren and a sister. Mr. Graham started service as a fireman Aug. 8, 1912, was promoted to an engineer in June, 1922, and continued in that service until he retired in June, 1955.

Switchman Fred Kademan passed away at his home in Bettendorf Sept. 28 after a short illness. Burial was in Memorial Park Cemetery. Surviving are a daughter and a son. Mr. Kademan began his railroad service in July, 1921 as a freight brakeman and in 1926 transferred to switching service, the greater part of which was spent in the Tri-City Terminal. He retired on Dec. 29, 1948.

K. W. Farrar Jr., son of Yard Clerk K. Farrar of Savanna, was married to Lynn Zuber in the United Presbyterian Church in Hanover, Ill., on Sept. 15. He is serving in the Navy as storekeeper 3rd-class at Quonset Point, R. I.

Lucian S. Nigus, of Leona, Kan., father of Dispatcher L. W. Nigus of Savanna, passed away Sept. 29.

Albert E. (Spot) Howe of Dubuque passed away Sept. 10 in Xavier Hospital in Dubuque after a long illness. Funeral services were held in Sacred Heart Church, with burial in Mt. Calvary Cemetery, Dubuque. Surviving are two sons, three daughters, two brothers and two sisters. Mr. Howe retired from train service in Aug., 1950 after 45 years of service.

Silver Passes were presented recently to Engineer William Madison of Savanna, Conductor A. W. Henthorne of Marquette, and Conductor C. R. Loibl, Dubuque.

## Chicago Terminals

### BENSENVILLE

Dorothy Lee Camp, Correspondent

Marge Meier, former clerk, and her husband Ed, chief clerk (second trick) welcomed a daughter on Oct. 4 at Elmhurst Hospital. Sons William, Ronald and Gregory were anxious to see the new addition to the family.

Charlie Jacobi, IBM operator, and wife Julie went to Mexico City recently to see Charlie's mother who had suffered a heart attack.

George R. Ryan, former C&M conductor who is now a Wisconsin state trooper, dropped a few lines to his pal, Jayline Conductor Charlie UMBERHAM, saying "hello" to his former co-workers. The state troopers got a good man in George—he was way up near the head of the group he graduated with.

F. J. Kading, retired Cragin Jet tower man, and wife, now of Orangeville, Calif. stopped at Truth Or Consequences, N. M., Hot Springs, and Casper, Wyo., on the way to their new home. They would like their friends to write: 6912 Maine Ave., c/o D. B. Harris.

Word comes from Retired C&M Conductor Frank Hanes and his wife at Crystal River, Route 2, Waupaca, Wis., that they are enjoying their retirement and would also like to hear from more of their old friends.

After being off for about four months, it was funny to come back and not see our night train clerk, Mike Reagan, on the job. Mike retired while I was away and is now enjoying life at his home in Milwaukee. He had traveled between Milwaukee and Bensenville for so many years that I wonder he can sleep without riding a train.

Glenview Agent Ed McLean was a proud father as he gave his daughter Doris Ann in marriage Oct. 5 in Forest Park. The wedding was one of the loveliest your correspondent had attended since "Mac's" oldest daughter married. Doris Ann's attendants included two of her sisters, a niece and nephew, while two sisters and a younger brother looked on—big brother Allen was unable to attend as he is away, studying to be a doctor.

IBM Operator Ronnie Mollenbrink traveled to New York recently to meet his two sisters when they returned from a two-month stay in Germany. The girls saw so many places of interest, they are still in a whirl. In New York Ronnie saw Bob Canahan, former IBM operator here, who sent a "hello" to the gang.

Electrician Ted Woeijke and wife welcomed a new daughter Oct. 4.

Lowell Pugeseck, son of Ted Pugeseck, rate and bill clerk, was home recently on a 14-day leave from the Navy. He and Mrs. Pugeseck, former bill clerk,

planned a short vacation in Wisconsin.

Ned Maze, an ardent hobbyist, is building his own small hobby shop from the back end of a bakery truck. Ned, who is always coming up with an original idea, is surely having fun with this project.

Chief Lineman Jim Ehrhardt and wife Rosemary welcomed a new daughter, Janice Lynn, at Elmhurst Hospital on Oct. 6. Brother Jimmy and sister Judy were all excited over the baby.

Clerk Al Rodisch and Irene Kielhack were married Sept. 29 at a lovely church ceremony in Chicago. There were 10 in the wedding party. The bride's father is Arthur Kielhack of the Milwaukee Road mail room in the Union Station.

### UNION STREET

Carolyn DiCicco, Correspondent

"Frenchy" La Salle, who retired on Oct. 1 after 59 years of continuous service—all on the Union Street freight-house force—was fatally injured in a street crossing accident on Oct. 4. He died the same day in St. Anne's Hospital. Immediate survivors are his brother, Michael La Salle Angelino, and a sister-in-law, Mrs. May Ulbrich. Frank La Salle, to give him the name which appeared on his pay check, was given a royal send-off when he retired. About 60 co-workers attended a dinner in his honor, which was presided over by Agent Bert M. Smith and Larry J. Benson, retired assistant to president and president of the Veteran Employees Association. Frenchy was proud of his Gold Pass, which was presented to him on the anniversary of his 50th year of service, and for having been cited in 1956 for securing for the Veteran Employees Association 405 new members—a record for membership solicitation.

## QUIZ answers

1. Per diem.
2. Mileage.
3. A federal agency.
4. Chicago, Ill.
5. Stop at the next station.
6. Extinguished or concealed.
7. Railway Express Agency.
8. Short distance suburban passenger traffic.
9. Approximately 300.
10. More—113,891 to be exact.

### GALEWOOD

Norma Gunderson, Correspondent

Hattie Blackman, bill clerk, is recuperating at home from an operation at this writing, and doing nicely.

Carl Wille, freight house foreman, retired Sept. 1. He was presented with a purse and the good wishes of his fellow employes.

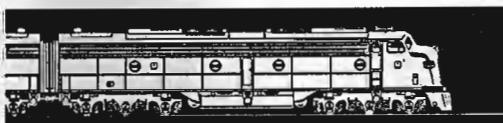
The Nov. 12 meeting of the Women's Club-Fullerton Avenue Chapter—will be a penny social, which always creates a lot of fun. This is the club's major money-making event and employes are urged to support it. Donations of articles will be very much appreciated.

## H & D Division

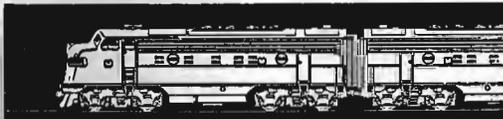
### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

B&B Carpenter Al Meier of Roscoe, who was injured recently in a car accident around Moberly, is convalescing fine at this writing and wants through the Magazine to thank all who had a



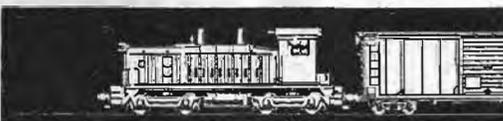
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## ELECTRO-MOTIVE DIVISION GENERAL MOTORS

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London, Ontario

hand in making the time go by while he was in the hospital at Mobridge. Al says, "Thanks a heck of a lot for everything."

When this comes out in print, Dispatcher Jap Wik and Engineer George Sproat and their wives will have full details on the World Series session in Milwaukee, as they took it in during their vacation. George recently received his Silver Pass.

Dispatcher L. F. Larson and wife are vacationing on the west coast at this writing, which means taking in the Pendleton rodeo. Wire Chief C. K. Todd, with his wife, is vacationing on the highway to California. He is being relieved by Mervin Nimbar.

Chief Clerk C. H. Plattenberg and wife recently received their 45-years-of-service Silver Pass; also Charles Wells, locomotive department employe in Aberdeen.

Warren Mayer has bid in the third trick train dispatching job at Aberdeen, and is in the process of finding a home for his family.

Tom Goodier is the recent addition to the Aberdeen force, in the capacity of signal maintainer.

#### EAST END

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

"Todd Goodier" has arrived at the home of Signal Maintainer Tom Goodier and wife. Although daughter Ann wanted a sister, she's all for keeping the baby now. Tom has bid in the maintainer job at Aberdeen and left Montevideo.

Conductor R. E. Copeland and his wife recently celebrated their 40th wedding anniversary.

Conductor Al Oswood and Engineer Fred Snowden have signed up for their pensions.

Silver Passes have been issued to Conductor George Daniels and wife and to Engineer George Sproat and wife, all of Montevideo; also to Conductor C. O.



**DOWN TERRE HAUTE WAY**, Homer McCown, revising clerk at the freight house, talks over the good times with fellow employes who honored him at a farewell get-together upon his retiring on Sept. 30. Seated from left: O. C. Hadden, J. R. Mahalek, Mr. McCown, Agent P. F. Mueller and L. S. Lewis. Standing, left to right: E. A. Smith, C. H. Hammond, R. C. Newkirk, B. V. Blaker and R. Williams. Mr. McCown is a veteran of 41 years of service.

Christie of Minneapolis.

Ed Brennan, signal maintainer at Granite Falls, came home from his vacation to find that one of his daughters had presented him with a grandson. The next day another daughter presented him with a grandson. Both daughters were in the same room at the hospital.

Carl Leonhardt, former roundhouse foreman at Milbank, passed away in San Diego, Calif., Sept. 11. He was buried in Winona, Minn.

Clarence Tryon, former switchman in Milwaukee, died recently at the home of his son Eugene in Montevideo after a long illness.

Retired Conductor M. J. Wiltse advises that his new address is 209 North Garden Street in Bensenville, Ill., and that he and his wife have just celebrated their 55th wedding anniversary.

Louis Lang, night roundhouse foreman at Montevideo, has resigned and gone to Chicago.

Brakeman Stanley Hagemeyer was recently awarded a physics scholarship at the University of Minnesota, so he resigned his position as brakeman, packed his clothes and moved to Minneapolis for some more "school-housin'".

### Terre Haute Division

Contributed by J. Frances Pettus  
Superintendent's Office, Terre Haute

Magazine Correspondent Christine Reichert, secretary in the superintendent's office, is convalescing at her home at this writing, after undergoing surgery in September.

Conductor G. E. Hopewell and wife recently returned from a fishing trip in Florida; Bruce V. Blaker of the Terre Haute freight house from a trip through Minnesota.

Clerk C. H. Dietz has taken the position of revising clerk, following the retirement of Homer McCown.

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MONTREAL

Locomotive Engineer E. Roberts retired recently after 46 years of service, and Locomotive Engineer W. M. Sharr with 40 years of service. Locomotive Engineer C. Lewis retired Sept. 1 after completing 45 years of service.

Sympathy was extended to Switchman T. Tryon in the death of his mother on Sept. 29.

Retired Locomotive Engineer T. W. "Dad" Tabor passed away Sept. 2 at the age of 90. He started with the Road in 1910 and retired in 1937.

It will be wedding bells for Shirley Austin and James Shultz on Nov. 2. Shirley is the daughter of A. H. Austin, chief clerk in the car department, and is presently employed as a bookkeeper in the welfare department of the City of Terre Haute. Mr. Shultz is employed by the General Telephone Company in Terre Haute.

J. F. Wilbur, car foreman at Terre Haute, was appointed district car foreman at Savanna, effective Sept. 1, and will be moving his family there. Mr. Wilbur, who started with the Road in 1936, has held various supervisory jobs on this division. T. R. Anderson succeeds him as car foreman at Terre Haute.

An interesting item has been brought to our attention concerning a hobby of A. L. West, agent at Manhattan, Ill. Mr.



"I WONT BE USING THAT ANYMORE, ABDUL .....  
I'VE CHARTERED A SPECIAL TRAIN WITH  
**TIMKEN ROLLER BEARINGS!**"

(Advertisement)

West operates a Fifth Army personal radio station at Manhattan, which is listed in all government call books for emergency operation in case of a Conelrad Radio Alert, simulated or otherwise. He is in contact with many stations in foreign countries, as well as stations in all parts of this country, and has had printed post cards which he mails to points he has contacted. The cards bear his call number, address, and so on, the Milwaukee Railroad emblem and a picture of the Hiawatha.

## Twin City Terminals

SOUTH MINNEAPOLIS CAR DEPT.  
AND COACH YARD

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

Mr. and Mrs. Redval Wang celebrated their 50th wedding anniversary Sept. 15 with an open house. Mr. Wang is a former carman who retired in April, 1954.

Airbrake Man Carl A. Carlson, who retired Aug. 9, and wife are traveling to Vancouver, Portland, Los Angeles and Tucumcari, N. M.

Car Laborer Fred J. Haas has applied for retirement. Pipefitter Elmer Berger of the locomotive department retired Sept. 15 with more than 42 years of service.

Harold Johnston of the locomotive department is back at work following surgery several months ago. Airbrake Man Mike Sirotiak is home from the

hospital and planning to return to work. Carman Art Anderson returned to the hospital for further treatment, after working for a month.

Store Laborer Henry Gerkin has returned from Europe, where he visited relatives. He remembered all of his co-workers with overseas gifts from various countries.

Sympathy was extended to Helper George Myren in the loss of his mother, Mrs. Lauritz Myren, who passed away suddenly Sept. 16.

Silver Passes have been presented to W. A. Radabaugh, assistant foreman in the locomotive department, and G. A. Johnson, car department inspector.

MINNEAPOLIS LOCAL FREIGHT AND  
TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Letters have been received from two of our employes on leave in the armed services. Tommy Carter wrote from the Amarillo Air Force Base in Texas. It seems service life agrees with him. He has gained 20 pounds in the six months he has been there. Darrell Eggertson wrote from Germany. He has been out of the States since March, 1956 but hopes to be back before the new year.

Larry Johnson was recently appointed freight service inspector.

New employes in the commercial office are Johnny Dybdal as tracing clerk and Virgil Miller as File Clerk.



**LAST DAY AT FAITHORN YARD** for Engineer Carl Lewis of Crete, Ill., shows him at the controls of the day yard engine, which he had been running since 1947. His retirement on Sept. 1 concluded 45 years of service on the Terre Haute Division, starting in 1912 when that part of the railroad was the Chicago Terre Haute & Southeastern. He was promoted to engineer in 1917. Mr. Lewis joined the B. of L. F. & E. at Terre Haute in 1913, and when the CTHGSE organized its own unit, Terre Haute Lodge 851, soon afterward, he became a charter member. For many years he was recording and financial secretary. Mr. Lewis has represented the lodge at national conventions and has also served as local chairman.

## Milwaukee Division

### THIRD DISTRICT

L. W. Hultman, Correspondent  
Agent, Richfield, Wis.

Mrs. A. C. Barber, wife of third trick operator at Slinger, passed away Sept. 10. Funeral services were held at Menomonee Falls. Survivors include a son and a daughter.

Among those who enjoyed vacations recently were Agents Fred Thiel, Hartford; Fred Pisehke, Fond du Lac; J. Barnish, Pardeeville; E. W. Card, Fairwater; and H. H. Albee, Markesan.

W. C. Fiebelkorn, chief clerk at Beaver Dam, and his wife took an extended vacation trip in September to California, visiting Los Angeles, San Francisco, Santa Rosa and Placerville.

A recent gathering of friends and relatives at the home of Mr. and Mrs. E. C. Well commemorated that couple's 30th wedding anniversary.

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### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Daryle Hinderer, telegraph operator at tower A-20, was killed in the crash of a private plane near Bristol, Wis., on Sept. 22.

Brakeman Gilbert Fisher of Walworth is back on the job after recovering from an accident suffered at home.

Train Dispatcher Bill Grandstaff of Milwaukee is sporting a shiny Austin-Healy about the local countryside.

Conductor Jim Kennelly, who retired several years ago, passed away Sept. 22 at Valparaiso, Ind.

### SECOND DISTRICT

F. F. Gotto, Correspondent

A. J. Holmes, agent at Ontonagon who has been in the employ of the Road for 45 years, has received a Silver Pass for himself and his wife.

The following were extended our best wishes on their retirement: A. M. Nellen, clerk at Kiel, Wis.; Conductors Ed Opitchka and A. L. Jeffers; and Kurt Schroeter, train baggageman.

On Sept. 16, Martin J. Cayemberg, checker in the freight house at Green Bay, was the guest of honor at a dinner tendered him by his co-workers on his retirement. He was presented with a complete fishing tackle, with instructions that he furnish a fish dinner once in a while.

We regret having to report the following deaths: Ray P. Clark, retired brakeman, Milwaukee, on Sept. 8; John Mattson, retired engineer, Crystal Falls, on Sept. 4; Olaf Hansen, machinist, Chan-

ning, Sept. 14; Claude Clark, retired engineer, Channing, Sept. 29; and Carl J. Schulkowski, retired carman, Green Bay, Sept. 18.

For the purpose of raising money to finance the National Railroad Museum which is to be established in Green Bay, a trip called the Last Steam Locomotive Excursion was arranged over the C&NW Sept. 24. There were only 100 tickets, and the names of the contributors were printed on the official souvenir brochures, which were retained by the purchasers as keepsakes.

Each of the three railroads in Green Bay had one of their business cars in the train, car Indiana, presently assigned to F. W. Bunce, chief mechanical officer, being used by The Milwaukee Road. Frank J. Newell, assistant public relations officer, Mr. Bunce, and Assistant Superintendent W. M. Freund made the trip, which terminated at the North-ernaire Resort in Three Lakes. The train left Green Bay at 7:00 A.M., and entertainment was furnished by local residents at every stop made. The boiler had to be filled by local fire departments en route and coal for the tender was purchased from local dealers, as the day of the steam train being past, all equipment that serviced it has been retired.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Superintendent, Spokane

The Women's Club, Spokane Chapter, opened its fall season with a potluck dinner in the club rooms Oct. 8. Attendance was good, and everyone enjoyed Caller Tom Winsper and his square dancers in an exhibition of both square and round dancing.

Mrs. N. B. Jones, widow of Conductor Jones, had as her house guest her granddaughter, Laura Greene of Honduras, who has enrolled in WSC at Pullman, for her first year of college. Miss Greene's mother is the former Frances Jones, at one time a member of the Women's Club, and her father is Colonel Greene, who heads the U. S. military mission to Honduras. Their home is at Tegucigalpa.

Archie Pierson, retired conductor, was injured when he fell from a tree at his home in Malden.

Conductor M. C. Peterson came into the office recently with a sack, and emptied its contents on the desk—the keys, rule books, tickets and so forth that one acquires during long service with the railroad. Retirement looked good to him and he has interesting plans for the future. He and Mrs. Peterson have a trailer, and will spend some time this winter in Arizona. They expect to return

## THE IMPROVED FAIR RAIL ANCHOR



THE P. & M. CO.

CHICAGO • NEW YORK • DENVER • ST. LOUIS • BOSTON • ST. PAUL • WASHINGTON • SAN FRANCISCO • MEXICO CITY

**STAYING OUT OF THE RED.** A safety billboard keeps employes at the St. Paul roundhouse up-to-date on the number of days they work without incurring an accident. It was designed by General Roundhouse Foreman J. W. Coodrich, working with Master Mechanic J. L. Brosard. On Sept. 27 the board had been stepped up to 380 days without flashing a red light. About 100 men figure in this record.



to Malden next spring.

Conductor R. F. Green has been ill. Also, his mother was hospitalized recently.

Joe Healey, RM conductor, is running between Spokane and Deer Lodge on passenger in place of Gil Johnson, who retired a while back.

Louis Colgin, who retired about six years ago as sectionman at Warden, passed away Sept. 4. Funeral services were at Spokane, where he had lived since retiring.

A vacation in the mountains of Colorado was enjoyed by A. L. Boyd, retired, and his son Art and family. For the balance of their vacation the family returned to their home in Sherman, Tex., from where Mr. Boyd has since returned to Spokane.

Post cards from Germany, Holland, and the Scandinavian countries are telling us about a wonderful trip the Amicks are taking. A tour with the Army through the Soviet zone of Berlin was included.

Congratulations are due Mr. and Mrs. Dave Gallaher on the birth of their first baby. Mr. Gallaher is an instrumentman in Spokane.

L. H. Johnson, claim clerk at Spokane, brought home several blue ribbons from the Interstate Fair. He raises rare chickens, such as Japanese Blacktails.

Union Station has been bustling with retirements lately. September 30 marked the retirements of Bob Miller, baggage agent, Pat and Jay Walsh, chief and assistant chief dispatchers, and Telephone Operator Florence R. Zigler.

When the retirements of Agents Schlatter and Coplen were mentioned last month, we did not have any "dope" on them, but do now. Mr. Schlatter started his railroad service as section laborer at Donaldson, Ia. in 1902, and became agent at Foraker, Mo., in 1904. He worked at various stations in North Dakota on the NP and Soo lines and also saw service on the RI, SFE and SP, for a total of 55 years and seven months, of which 47 years plus three months

were with the Milwaukee. Plummer Jet. was his first station in 1910, and he retired at Worley, just six miles from there.

Harvey Chester Coplen, or "Cope" as he is known, was born at Latah, Wash., and worked as a cabin boy on the SS Flyer at Coeur d'Alene. In 1908 his folks moved to Plummer, his father being employed by the UP there, and the CMSTP&P yard was being built at that point, so Cope worked on the section, as a freight trucker and later as warehouse foreman. He started as operator at Rye, Wash. His first agency was at Plummer in 1912, and from there he went to Elk River, St. Maries, and in 1948 to Spokane as relay operator. In 1955, deciding to return to agent's work, he bid in at Warden. His service at Coeur d'Alene rounded out 49 years with the Road.

## Chicago General Offices

PURCHASING DEPARTMENT

Bertha Sexton, Correspondent

In assuming the post of Magazine correspondent, this writer is succeeding Robert Nordin, who has left the railroad. Louis Smith, former office assistant to chief executive purchasing officer, has taken over Bob's position as office manager.

Robert Buchanan, price clerk, has returned to our office after serving with the Army in Nurnburg, Germany, and Fort Carson, Colo., as specialist 3rd class in an infantry regiment. During his military leave he married and now has a four-month-old daughter, Deborah. Upon being released from service (at Fort Carson in September) Bob received exceptionally fine commendations from his commander and other officers.

Three of our women employes have changed their names since our last news report. Shirley Harnish, voice writer operator, was married recently to Clinton Munch. Shirley Baumgartner, steno-typist, was married Sept. 21 to Michael Stanfa. After a honeymoon in

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Or six for \$5.00. Size please.



**WINTER SPORT CAPS**

All wool, cotton lined

Plaids: Black & white, red & black, green & black, blue & black, green & white, brown & white, all red. Price, each only .....\$2.75  
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IDEAL FOR COLD  
WEATHER COMFORT**



All wool, cotton lined washable-non-binding. Ear band pulls down over ears, covers cheeks, and back of neck. Blue or black uniform cloth. Price each, only \$3.75 or 2 for \$7.00. Semi-season. Black, maroon, white & red. Price each, only \$2.25 or two for \$4.00.



Flat top uniform wool cloth with all around Ear Band. Price each only \$4.00.

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## AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Paymaster E. H. Sowle was happily present when his son John recently received a master's degree in business administration from Ohio State University. John, a mechanical engineer graduate of Purdue, is a veter-



John M. Sowle

cran of service in the Air Force, from which he was discharged as a first lieutenant. Currently he is being retained in a civilian capacity to do research and development work for the Air Force at the Wright-Patterson plant in Dayton, Ohio. He is the father of two, Mark, age 2½, and Danny, 1, both born while he was in service.

Louise E. Redman, Marlee J. Bieschke, Norman Swanson, Jack E. Suomi, Max Glugla, John R. Ritter, James F. Seng, Gerald R. Wilkin and William R. Hays Jr. are new additions to our office force.

Carol Haub of the Computing Bureau recently became Mrs. Vaceluke at a marriage ceremony in her home. Afterward the bride and groom spent a honeymoon in the Smokey Mountains.

Now that vacation time is practically over, we find we have had representatives of our office in all four compass directions of these United States. Esther Prather covered the north, venturing as far as Toronto, Canada. Marjorie Roberts took care of the east by touring the New England states. South, we were well represented by Ann Kennedy and Ronald Koss in Florida, and Rose Printz in Memphis. Mary Clauson handled the west with a tour through Colorado, Utah and California, including fabulous Disneyland.

Mike Samp of the accounts receivable bureau returned to the office on Sept. 16 after an extended sick leave.

The dining car accountant's office at Western Avenue put out the "welcome mat" for the return of Richard Super-

son who has completed two years of service in the Navy. He visited approximately 15 foreign countries during his tour of duty.

Sympathy was extended to Lillian Hansen of the computing bureau and to Florence Precht of the bill and voucher bureau on the death of their mother, Mrs. Ida H. Hansen, on Sept. 7.

On Sept. 26, Mary Jane Schmidt, formerly of the track timekeeping bureau, became the proud mother of a six-pound boy, Brian Robert.

Harold Rappe of the material bureau and his family joined the throng of about 200 guests at Adams, Minn., on Sept. 18 to help celebrate the 50th wedding anniversary of Mrs. Rappe's parents, Mr. and Mrs. Ole M. Hansen. Mr. Hansen is a retired Milwaukee Road car repairman, with service at Austin, Minn.

## AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Milwaukee Road players win third place in Hamlin Park Industrial League! Employees in the Fullerton Avenue building from the offices of the auditor of station accounts and overcharge claims and of the freight auditor, who formed a baseball team and entered the Hamlin Park Industrial League, tied for first place in their first season, winning nine games and losing one. In the final play-off, they won third place. The victory entitled them to a trophy, which can be seen in the office of J. E. Vraney, auditor of station accounts and overcharge claims.

The players consisted of Frank Bufka, with a batting average of 720, Jack Jennings, Jack Canty, Frank Glasbrenner, Paul Maggio, William "Moon" Mullen, Ronald "Zabo" Zabinski, Norb Bondi, Larry Reggan, Frank Nega, Jim Sides, Tony Cawley, Ralph Gatto, and coach Guy Bowman. The cry of "Wait till next year, we'll win the championship", echoes throughout the building.

A stork shower was given for Delores Swenson of the central station accounting bureau when she left recently to await a blessed event.



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**Republic Creosoting Co.**  
Minneapolis

Hugo Fritz, claim checker, has resigned to continue his college education.

Claim Investigators Frank F. Glasbrenner and Frank Seiser Jr., and Ronald E. Zillner, mail and tracer clerk, were recently inducted into the Army for six months.

Edward J. McNulty, formerly chief rate clerk at the Madison, Wis., freight office, and Kenneth J. Wencl, agent-operator at Northfield, Minn., have been added to our staff of traveling auditors.

William R. Ptaek, rate clerk, reports the birth of another son, "Thomas Walter". Joseph D. Contreras, claim investigator, is rejoicing over the birth of his first child, "David Joseph", and Elmer J. Linden, assistant auditor of station accounts and overcharge claims, informs us that he is the grandfather of "Grace", born recently to his son and daughter-in-law.

Mary S. Miceli, Patricia A. Cusick and Joanne DeMarco are new members of the central station accounting bureau, and Thomas C. Smith and David S. Marier of the record room.

Mr. and Mrs. Anthony W. Slodowy recently visited in Charleston, S. C., with their son William, who is a member of the Trappist Order at Mepkin Abbey.

At this writing, Richard L. Stingle, claim investigator, is hospitalized at Alexian Brothers Hospital.

### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Bert Lieberman has retired after 33 years of service in the office of auditor of passenger accounts. He received a cash gift and the good wishes of many friends. He will make his home in Beverly Hills, Calif.

Mary Lou Heath is on furlough, awaiting the stork. Irene Buller and Marge Wagenknecht are on furlough due to ill health.

Loretta Bucholz and Joseph Koss were married Sept. 28 at St. Joseph's Church. A reception followed.

Shirley and Michael Cacioppo are the parents of a boy, Michael Joseph, born Sept. 25.

## Milwaukee Terminals

### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

### MUSKEGO YARD

Southwestern Conductor W. McIntyre and C&M Conductor C. E. Flannagan retired recently.

John Berkans and Miss Mara Grintals were married recently at Faith Lutheran Church in Milwaukee.

Switchman John P. Mahoney's daughter, Maureen, was married on Sept. 8 to Ronald Jakubiac, at St. Anthony of Padua Church.

Switchman Rex Roberts has returned from an extensive vacation trip to England and the Netherlands.

Chris Hoogland, Southwestern conductor, is in the hospital at Beloit at this writing.

New arrivals in railroad families here include: in Yardmaster Carl Baumkirchner's family, a daughter on Sept. 17, "Christine Ann"; for the Roger Zinke (C&M brakeman) family, a boy, "Jeffrey Francis", on Sept. 17; born to Yardmaster and Mrs. Paul Mertens, a boy on Sept. 3, "Glenn Charles."

Sympathy was extended to the Al Thieson family on the death of Mrs.



**IT'S A GOLD PASS** for Section Foreman Alex Francisco Sr. of Harlowton, Mont., shown here as he accepted it from Roadmaster T. A. Spatafore. Looking on is J. F. O'Dore, assistant superintendent of the Rocky Mountain Division. Mr. Francisco started his half-century service in the track department on Lines West in August, 1907 and had been employed continuously since that time.

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**WEDDING PORTRAIT** shows Marjorie E. Keller, daughter of E. A. Keller, head inbound rate clerk at the Fowler Street freight station in Milwaukee, in bridal white for her recent marriage to Don G. Stauber at Bethel Evangelical and Reformed Church. Members of the wedding party included another daughter of the Kellers', Mrs. James Kruger, with her husband, and the Kellers' son William.

Thieson on Sept. 7. She was a sister of Emil (Dutch) Wifler.

C. E. Tryons, retired switchman, passed away on Sept 7. He had been living with a daughter in Montevideo.

Yardmaster Tom Farrell received sympathy on the death of his brother, who passed away Sept. 6.

Marilyn Ann Mennen, daughter of Switchman Cy Mennen, made headlines in the Milwaukee Journal recently when she won the state AAU one meter diving competition for women held at the Gordon Park pool. She represented the Waukesha Recreation swimmers.

#### UNION STATION

R. C. Korman, mail sorter at the Union Station, died on Sept. 9 in Milwaukee. He had a service date of Oct. 11, 1942.

Irene Werth, janitress in the Union Station, had two nice vacation trips by boat the past summer. A bicycle hobbyist who takes her bike with her, she cycled more than 60 miles on the Michigan shore during her trips.

A Gold Pass, for 50 years of service, has been presented to E. J. Hardina, chief yard clerk. Silver Passes, recognizing 45 years, were presented to Baggageman Frank Behnke and Engineer Edward C. Cook.

*Success is three parts ability, two parts luck, and five parts the right wife.*

November, 1957

#### FOWLER STREET STATION

Pearl Freund, Correspondent

Charles McKee, son of Robert McKee, yard clerk, has enlisted in the Air Force for four years. He is a June high school graduate.

Ernest Fraser has been assigned to the Canal District as the new weighmaster, succeeding Mr. Dickey, who has retired.

Sympathy was extended to Joseph Wuerl, chief clerk at Muskego Yard, on the death of his grandmother, Barbara Hackbarth, at the age of 76. Mrs. Hackbarth, who made her home with her grandson, suffered a heart attack Sept. 21.

Henry A. Hoeft, former assistant agent at Milwaukee, was recently named agent at Sioux City. He was agent at Aberdeen, S. D., before this appointment.

Sympathy was extended to Edward J. Farrell, yard clerk at the A. O. Smith plant, on the death of his brother, William J. Farrell Jr., on Sept. 6. He was formerly a telegraph operator, but had been retired 14 years. Surviving also are Mrs. Farrell Jr. and Sr.; sisters Mrs. Catherine Mooney, Mrs. Florence Patin, and Mrs. Josephine Klug; and brothers Daniel and Thomas—Thomas is a yardmaster at Airline Yard. Services were held at Holy Rosary Church and interment was in Holy Cross.



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| <input type="checkbox"/> Blueprint Reading               | <input type="checkbox"/> Electrical Engineering                  | <input type="checkbox"/> Roadmaster Section Foreman | <input type="checkbox"/> Supervision            |
| <input type="checkbox"/> Bridge & Bldg. Foreman          | <input type="checkbox"/> Electronics                             | <input type="checkbox"/> Surveying & Mapping        | <input type="checkbox"/> Telephony              |
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| <input type="checkbox"/> Construction Engineering        |  |   |   |
| <input type="checkbox"/> R. R. Diesel Electrician        |  |   |   |

Name \_\_\_\_\_ Age \_\_\_\_\_

Home Address \_\_\_\_\_

City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

Occupation \_\_\_\_\_ Name of Railroad \_\_\_\_\_



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**UNION REFRIGERATOR TRANSIT LINES  
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Milwaukee 12, Wisconsin**

Dick Fisher, yardmaster at 7th Street, returned to work following a month's leave due to illness and minor surgery. The family resort at Wausaukee was just the spot for recuperating.

A northern vacation was chosen by Bruno Kowalski, rate clerk. A new granddaughter in the family, Karen Mary, born to Mr. and Mrs. Richard Bergeron, brought him home ahead of schedule.

## L & R Division

### FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

September 8 was a red letter day for Retired Agent Otto Birkel and his wife, now residing in Portage. The occasion was their 60th wedding anniversary. Otto started as agent at Porterfield, Wis., on the old Milwaukee Northern Division and worked at about 21 stations in Wisconsin and Michigan and nine in Montana before retiring at Butte in 1947. We wish him and the Mrs. many more years to enjoy a well-earned retirement.

Have received word that Ed Schindle, former section foreman, age 73, passed away in Oshkosh after a short illness. Before his retirement Ed was foreman at Portage.

On Sept. 26, a retirement party was held at Portage for George Spicer, cashier at the Portage freight house. Some 60 friends attended a dinner at the Elks Club. The emcee was our former agent, W. J. Hayes. Turkey with the trimmings was enjoyed by all. George intends to spend his time fishing, working on his farm, and visiting his family. The gifts presented to him included a spinning rod and reel and line, so I 'spose I will have competition on the bridge now.



James McDonald

Watching the World Series from an easy chair in his comfortable home in Portage was one of the treats contemplated by Conductor Jim McDonald when he made the last trip recently on the Olympian Hiawatha. He retired with 56 years of service. Jim started as a call boy, was promoted quickly to brakeman, and in 1909 to conductor. He had been on the Olympian run from Milwaukee to St. Paul, and most recently to La Crosse, since 1943. The highlight of his service, he says, was handling the details of Franklin D. Roosevelt's special train between Milwaukee and St. Paul in 1936, during his second presidential campaign tour. He was invited to visit with the President in his private car. He and Mrs. McDonald plan to enjoy some travel. They have two sons, Jack in Tacoma and James in Madison, and five grandchildren, all of whom they expect to visit frequently.

We have Brakeman "Sparky" Thompson injured in an auto accident, and Brakeman Rollie Clemmons in a bus accident. Both are convalescing satisfactorily.

Gold Passes were presented in September to Conductors A. E. Young of La Crosse and F. W. Fenner of Watertown; a Silver Pass to Conductor J. A. Ferrier of Read's Landing.

Saw a big flock of geese going south. Don't drag out your hug-me-tights yet, though, as we will have plenty of nice weather before we have to sharpen up the old snow shovel.

## Iowa Division

### MIDDLE AND WEST

Ruby Eckman, Correspondent  
Dispatcher's Office, Perry

Thirteen members of Perry unit of the National Association of Retired and Veteran Railroad Employees were guests of the Cedar Rapids-Marion unit at a picnic held at Beaver Park in Cedar Rapids Sept. 5. Mr. and Mrs. H. L. Mellish opened their home to the visitors

*The Milwaukee Road Magazine*

for the supper and evening hours.

Engineer and Mrs. La Verne Huffman welcomed a daughter on Sept 1. Engineer Clarence Huffman is the grandfather.

Carl Shannon, who worked on the Des Moines division for many years before his retirement, passed away recently at the family home in Des Moines. Mr. Shannon had been in train service, and was a passenger conductor when the abolishment of passenger service on the division took place. He had suffered from a heart condition for some time. Funeral services and burial took place in Des Moines. He is survived by his wife, and a son in California. Mr. Shannon was born in Grimes, Ia., and except for the time he lived in Perry when he was in freight service, had spent his entire life in Polk County. He was 73 years of age. He was a member of the Masonic lodge and the Order of Railway Conductors for many years.

Mrs. James Shirley, widow of Engineer Shirley, has a new great-grand-

son, a baby born to Mr. and Mrs. Raymond Johnson of Iowa City. Mrs. Johnson is her granddaughter.

Miss Gertrude Donahoe, agent at Clive, was off duty during September on account of the illness and death of a sister.

Terry O'Day, who has been with Carl Johnson's bridge and building crew for a long time, was hospitalized recently for a heart seizure.

Train Dispatcher D. W. Petersen and family had the thrill of moving into a new home which was completed in Perry in September. Don did much of the interior work.

Airman Ronnie Cross, who is on leave from the maintenance of way department while serving in the Air Force, was in Perry during September for a visit with relatives before being assigned to Spain.

George Krohn of Marquette was appointed secretary to division superintendent at Perry when Miss Dorothy Slater, who had held the position for 15 years, resigned to return to Marion. Miss Slater has a position in a law office at Marion, and she and her mother, Mrs. J. P. Slater, moved there from Perry in October.

William McGuire is new on the division engineer's force at Perry, having taken the position of rodman held by John Hayes, who returned to school. John Loftus is also new on the force, taking the place of Tom Fisher who also returned to college.

I. E. Knodel, agent at Cooper who is a radio "ham", was the subject of an interesting article in a Des Moines paper during September. Ivan has been a licensed operator for 10 years, and has a set in the depot which has been used frequently during storm emergencies for company as well as public convenience. He has another set in his home. He has received many awards of merit for his activities during flood, sleet and electrical storms. One of his present activities is helping blind operators. He has studied Braille and has a Braille typewriter on which he has typed many pages from the Amateur Radio Hand-



**GOOD WISHES FOR A GOOD FELLOW** went with this presentation of a retirement gift to George Spicer, cashier at Portage, Wis. (right), at a party given recently by 60 friends and fellow employes at the Elks Club. Congratulating him is R. A. Jorns, president of Lodge 1231, Brotherhood of Railway Clerks. Mr. Spicer was cashier at Portage for 41 of his 44 and a half years of service.

**KROMER TRIPLE DUTY NECKERCHIEF**



Keep the neck side and all collars protected from sweat and wear. Put on last. Move back flap up. It protects your mackinaw and cap from wearing hair bristles. Twist bottom loops then fasten under button.

Wash out after every trip or work day. Mention neck size.

Colors: Blue, Blue Polka Dot, Red Polka Dot, White.

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**WASHED**  
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**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

**Sterling-Midland Coal Co.** 8 So. Michigan Ave., Chicago, Ill.

book, a manual for blind novices. He also has a tape recorder to which he dictates from the manual and sends the tape to blind novices. One of his friends is a 10-year-old blind boy at Lohrville. At present he is also aiding a blind woman in Chicago.

Ted Marquart, who worked in the store department at Perry before going to Chicago, has been off duty on account of an operation, which was performed in Duluth. For his convalescence he went to the home of his son Arthur, a dentist in Superior.

Harry L. Thomas, who started as a brakeman on the Iowa Division at Perry, retired recently from the Great Northern and, with his wife, established a record probably not equalled on any railroad—they retired the same day with a total of 92 years of service to their credit. Counting the time Harry worked at Perry and Miles City for the Milwaukee, and his time with the Great Northern, he had 47 years. His wife started with the Great Northern in 1910, and retored with 45 years of service. They both enjoy hunting and fishing and have had a cabin in northern Montana for many years.

Mrs. Mary Guinn, grandmother of Cashier Glenn Guinn of the Perry agent's office, died Sept. 25 at the age of 96.

Brakeman J. L. Fox, who was on leave to serve with the armed forces, was released in September and returned to work on the west division.

Mrs. C. E. Robbins, wife of retired switchman, died suddenly in the Perry hospital Sept. 25. She had had a heart ailment for some time. She was a sister of George Franks and Robert Kinross, switchmen in Perry Yard.

W. R. Alex and D. E. Mills, brakemen on the west Iowa division, were promoted to conductors in September.

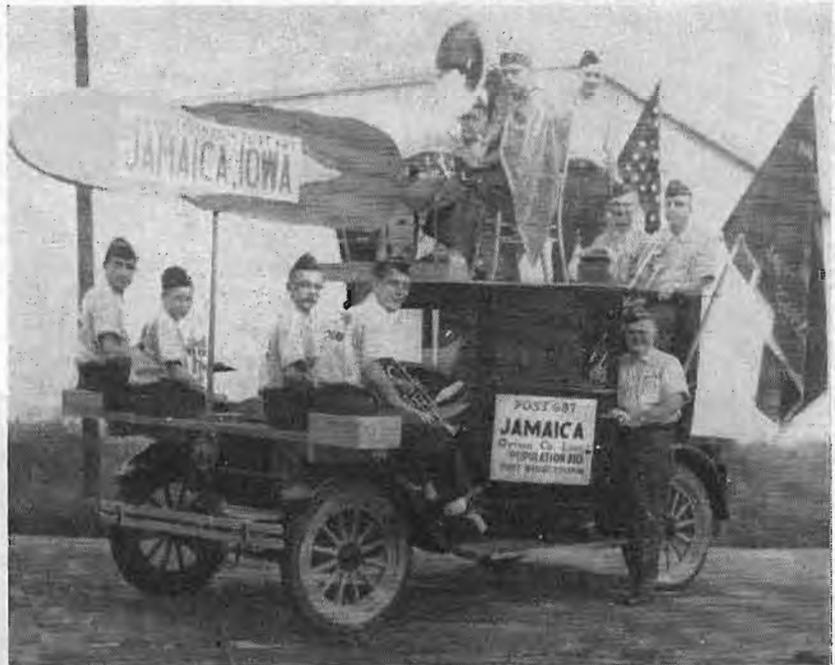
New Silver Pass holders on the division are Train Dispatcher E. C. Wall, and Engineers Clyde Ibsen, C. J. Meusberger and Ward Ewald.

#### COUNCIL BLUFFS TERMINAL

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

Edwin Fleak, 88, died Sept. 13 at his home in Council Bluffs after being in poor health for several years. Mr. Fleak was a car inspector for 48 of his 52 years of service with the Road. He retired in 1937, since when he had become known to many of his friends as The Globe Trotter, due to his extensive travels. Mr. Fleak was the last charter member of the Brotherhood of Railway Carmen lodge 93. Surviving him is his wife Susan, with whom he observed his 60th wedding anniversary in 1952.

Agnes Kinder has returned from her vacation, on which she traveled as far



**ATLANTIC CITY HERE WE COME.** In Jamaica, Ia., where the population of 310 includes 96 members of The American Legion, funds were raised this year to send the local band to the Legion convention in Atlantic City. Band members include Harold Beddow, Milwaukee Road agent at Herndon, Ia., his son Joel, and Bill Seidler, son of Dr. W. A. Seidler Jr.,

company doctor at Jamaica, who are pictured just before starting the trip east. Agent Beddow is standing on the platform on top of the Model T, Joel is seated just left of the Tall Corn State standard in front, and Bill Seidler is seated at its right. In the boardwalk parade, the Model T was followed by a float which carried another huge model of an ear of corn.

south as Key West, Fla. Ed Grund spent his vacation in California.

Work has been completed here on a 200,000-gallon diesel fuel tank.

The Milwaukee Road's two bowling teams are progressing rapidly under the able direction of Captains Noble and DeVol.

Jack O'Neil, formerly chief clerk at Mason City, has been appointed city freight agent at Omaha.

#### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

Assistant Agent D. C. Fish was presented with a gift by the Cedar Rapids freight house employes when he was promoted to agent at Mason City.

Retired Trainman John Cone and wife have returned from a month's vacation in Estes Park, Denver, and Loveland, Colo.

Mrs. E. L. Freeman, with her daughter, Mrs. William Nielson, and her granddaughter, Justine, has returned from San Diego where she visited her daughter, SK 2/e Vonda Freeman. Vonda, who recently returned from Pearl Harbor, has been attending a recruiting school in San Diego. She accompanied the family back to Marion. After her leave, she will be stationed at the recruiting office in Des Moines.

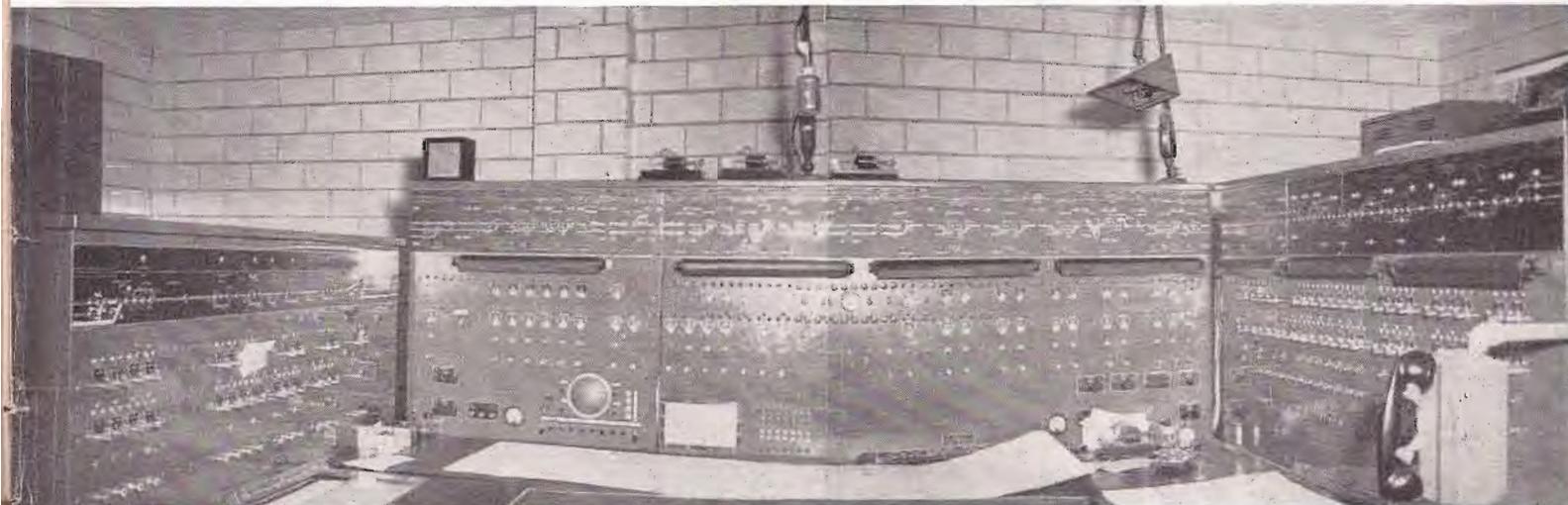
Chief Yard Clerk K. H. Freeman has obtained a leave of absence to attend Harvard University.

Hugh Jones, who was confined to the University Hospital in Iowa City, has returned home to Marion.

Passenger Conductor John H. McLane passed away recently at his home in Marion. He was about to make his last run before retiring. Mr. McLane was born Feb. 8, 1897 at Solon. He was a member of St. Joseph's Catholic Church, Lodge No. 268 O.R.C., and the Milwaukee Veterans Association. He is survived by two sisters, Mrs. Agnes Cooper of Marion and Mrs. Lou Facklis of Mason City; a stepson; and stepdaughters Rolla Hayes and Mrs. Muriel Hirdler of Minneapolis, Mrs. Leona Singer, Long Beach, Calif., and Mrs. Alma Peterson, Duluth.

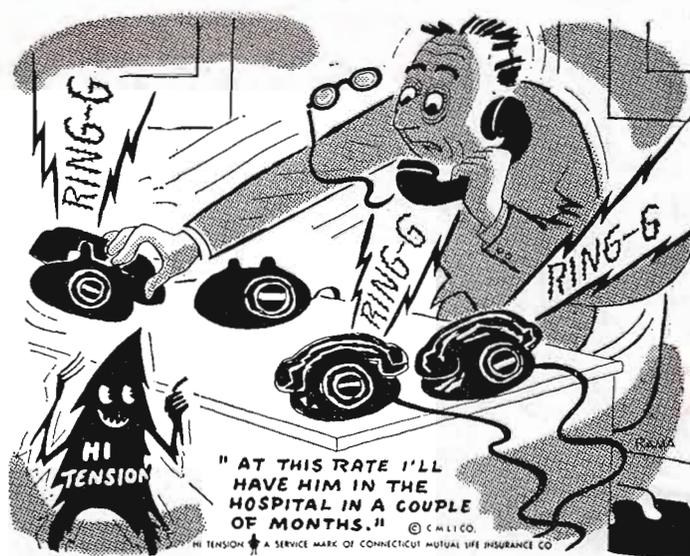
Sympathy was extended to the Freeman family upon the death of Bertha L. Freeman on Sept. 6. Mrs. Freeman was a member of the Marion Christian Church and The Milwaukee Road Women's Club. She is survived by a sister, Pearl Newman of Marion, and three stepchildren, Vera Price of Marion, Chester V. Freeman, Cedar Rapids, and Irma Satterly, Sacramento, Calif.

Mrs. Agnes Edgar has a new granddaughter, Donna Marie, born Sept. 8 to Mr. and Mrs. Don Palmer.



**THE BOARD AT PERRY.** The centralized traffic control board recently installed at Iowa Division headquarters in Perry, Ia., controls the movement of trains between Green Island and Council Bluffs, a distance of 331 miles. Seated before this marvel of modern electronic equipment, the dispatcher watches the flicker of small lights that represent the location of all trains, eastbound and westbound, on single or double tracks, and can, by moving the levers below the lights, operate switches and signal lights.

### Get Off the Worry-Go-Round



**THE WHEELS GO 'ROUND.** A real "wheel" in action. If he doesn't calm down, he'll explode one of these days. Of course you'll see few men with four phones on their desks. We exaggerated this one a bit to emphasize how foolish this man is. Pretty soon he'll be where he can't phone any more. If you doubt that this way of living is disastrous, just read obituary notices for a few days. You'll be shocked to learn how many young men die from sudden heart attacks. Doesn't make much sense, does it?



**WITHOUT STEERING.** W. J. Hotchkiss, superintendent of the Iowa, Minnesota & Dakota Division, watches as Trainmaster E. A. Duszak (left) and Roadmaster P. M. Loftus lower the Hy-Rail Motor Car, which he uses for inspection trips, onto a track at Mason City, Ia. The car, a Pontiac station wagon, is equipped for use on rails as well as highways, and can be driven on or off the rails at any crossing. The gimmick is in a set of retractable flanged wheels, rubber covered for smooth riding, which can be raised or lowered by hydraulic pressure at a moment's notice. The hydraulic system operates off the car battery. When the wheels are in position, the steering wheel locks, and no steering is necessary. The equipment on this car embodies refinements not included in some older type highway-rail cars (Mason City Globe-Gazette photo)

# GNAWING AWAY!

