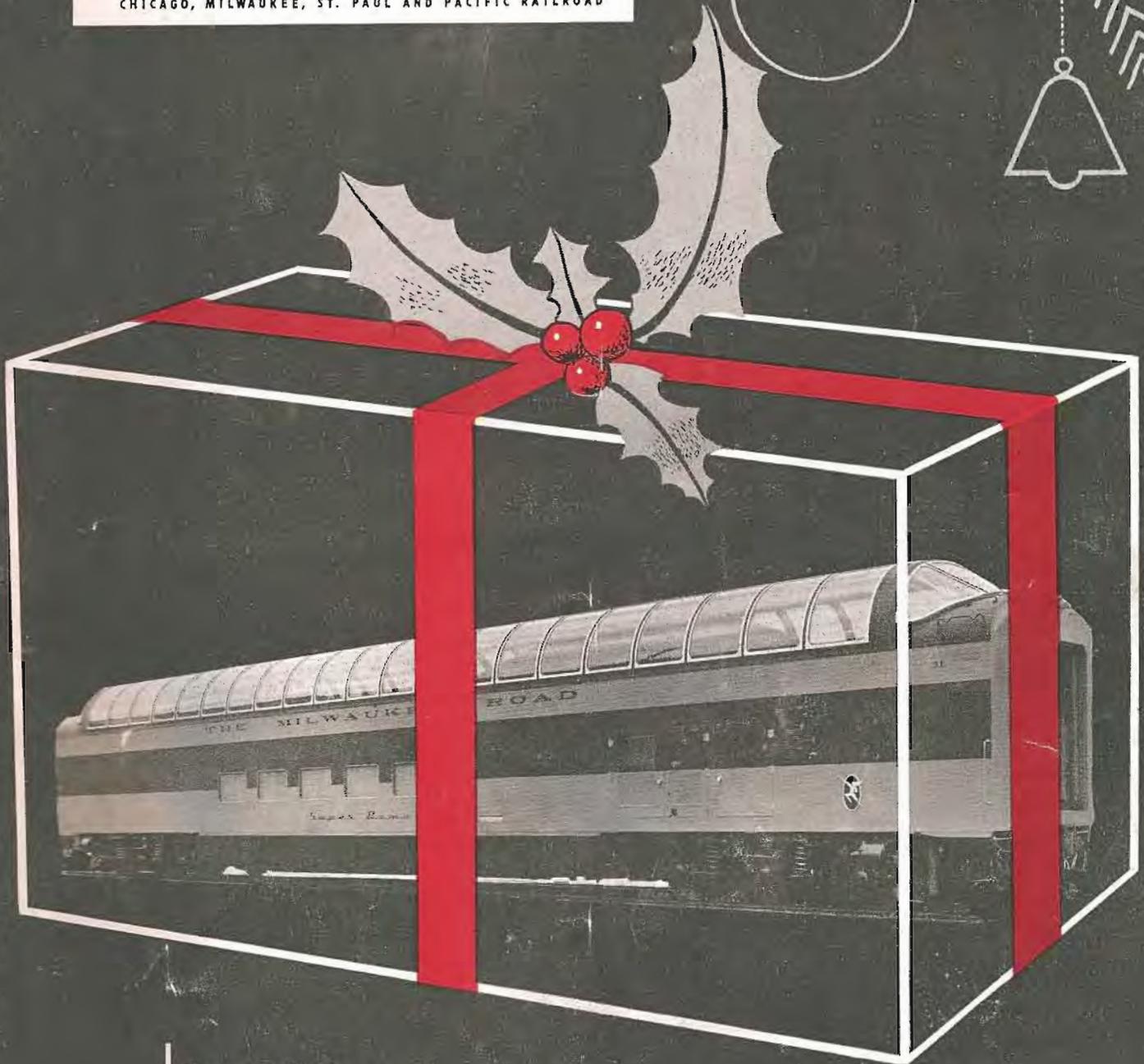


# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



Presenting...

THE SUPER DOMES

page 4

DECEMBER 1952

# THE MILWAUKEE ROAD MAGAZINE

**A. G. Dupuis**  
*Manager*

**Marc Green**    **Marie Hotton**  
*Editor*            *Assistant to Editor*

PUBLIC RELATIONS DEPARTMENT  
UNION STATION—CHICAGO

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## A Thought At Christmas

**I**F, AS I sincerely hope, the messages which have appeared on this page from month to month have stimulated some thought and helped Milwaukee Road men and women find satisfaction in their work, then perhaps it is logical to speak of the "talks" we have had together during the year now ending.

In January we considered why trying to understand each other is necessary to survival. As the months went by, we discussed safety; the importance of mending the loss-and-damage hole in our pocket; and the spirit which develops through years of working together, as exemplified by our veteran employees. And periodically we took the measure of our modernization program, particularly with regard to Air Line yard and the new Super Dome cars.

I enjoy reviewing those talks, for they have had to do with our progress together, and there are few things that are more encouraging than a feeling of real accomplishment.

As Christmas approaches, I want to thank each of you for your conscientious effort in 1952, and to extend greetings to you and those dearest to you. May it be a Merry Christmas in every Milwaukee Road home and a truly Happy New Year!

# speaking of Christmas

Right: It's a wonderful Christmas morning for Sandra Rae and Douglas Swenson, the grandchildren of H&D Conductor J. B. Harding at Montevideo, Minn.



Below: One small choir boy becomes a choir, thanks to the imagination of his photographer father. This is Richard Scott, the grandson of L. W. Dietrich, freight service inspector of Seattle.



The Milwaukee Road Choral Club, a traditional part of Christmas in Chicago, poses in tree-like formation.



Santa arrives in Green Bay, Wis., for a Christmas party given in the station by the Women's Club. In the larger towns and cities throughout the railroad system, Milwaukee Road people enjoy the hospitality of the club's local chapters.



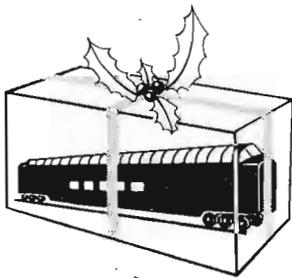
Right: Again this year the Choral Club will entertain the Union Station holiday crowds in the waiting room.

Left: Santa Claus and his helper (Gordon MacRae, star of the Railroad Hour, and Mrs. MacRae) make sure the three little MacRaes are safely in bed before putting their presents under the tree.





The upper level of the Super Dome—a picture of the future of railroad travel. Here is a “room with a view”, where 68 passengers can relax in comfort and look out upon the palisades of the Mississippi and the mountains of the Northwest.



## Presenting...THE SUPER DOMES

With newsreel, newspaper and magazine photographers standing ready, President J. P. Kiley and daughter Jane prepare to christen one of the Super Dome cars in the ceremony at Rondout, Ill., on Dec. 6. Harry Sengstacken, passenger traffic manager, is beside Mr. Kiley.

America's first  
all-dome railroad cars  
attract excited crowds  
in public display.



THE REACTIONS of the many thousands of people who saw them on display earlier this month left no doubt about it—the Super Dome cars are the most spectacular package beneath The Milwaukee Road Christmas tree.

As a measure of the pride with which the railroad is offering the first all-dome railroad cars to the traveling public, no effort has been spared in planning and executing a far-reaching program of promotion which surpasses anything the company has ever undertaken.

The first public showings of the cars—four of 10 to be delivered—were held simultaneously on Dec. 5 in Chicago, Milwaukee, St. Paul-Minneapolis and Seattle. Residents of Tacoma saw one the following day. During the week of Dec. 8 they were given the enthusiastic approval of many thousands attending public displays in Spokane, Miles City, Butte, Aberdeen, S.D., La-Crosse, Madison, Wis., Green Bay, Des Moines, Sioux Falls, Sioux City, Savannah and Kansas City.

Highlighting the presentation of the latest and best in travel accommodations were two round-trip runs, one in the morning and one in the afternoon of

Saturday, Dec. 6, from Chicago Union Station to Rondout, Ill., 32 miles north. More than 900 visiting foreign line ticket agents, guests of the passenger traffic department, were aboard, each train carrying approximately half of the group in 11 cars—four Super Domes, a lounge grill car, and six deluxe coaches. Accompanied by Milwaukee Road off-line general agents, the ticket agents came from depot and uptown offices of the many railroads in Boston, New York, Philadelphia, Washington, Atlanta, New Orleans, and other cities in the East, Southeast and South, to be the very first to ride in the very first all-dome cars in America. The undertaking is believed to be the only one of its kind ever attempted by a transportation agency.

Donning feathered Hiawatha headgear, the ticket agents joined in the spirit of the occasion and, returning, were unanimous in their praise of the Super Domes as the "greatest things on wheels."

The entire effort aimed at acquainting the public with the new equipment was climaxed at Rondout on the morning trip when Miss Jane Kiley, daughter of President J. P. Kiley, broke a



Above, right: Two of the three levels on which the car is built are shown here. Partially visible at the right is the cafe lounge section. Stairs to the dome lead from the level shown in the background.

Right: The dome area is reached by stairs at each end of the car. To afford better visibility forward through the glass dome, the seats have a lower back than most modern coach seats.

Below, right: The unique glass canopy of the Super Domes consists of curved safety glass in sections more than three feet wide and five feet high. Each of these shatterproof windows consists of four layers of glass and two of plastic with an air space between.

Below: Visiting ticket agents and other guests join in the fun as Chiefs Harry Sengstacken, passenger traffic manager (right) and William Wallace, assistant passenger traffic manager, induct them into the Hiawatha tribe.



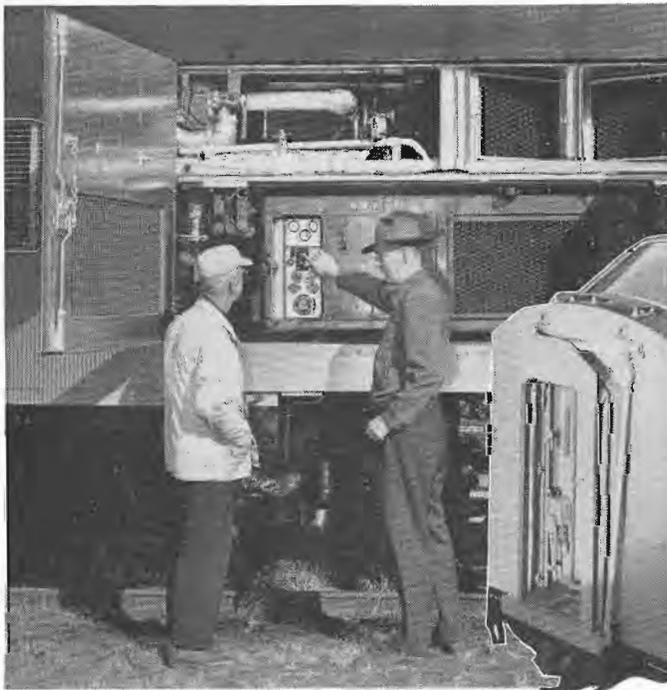


Mrs. J. P. Kiley and daughters Jane (next to window) and Mrs. E. R. Hartrich, together with Mr. Hartrich, joined President Kiley for the first run of the Super Domes on Dec. 6. Picture was taken in the cafe lounge section.



The cafe lounge seats 28 in a beautiful, relaxing setting. An all-electric galley and service bar provides for luncheon or between-meals wants, as well as before-bedtime snacks

Among the most interesting features of the Super Dome cars are the huge equipment compartments containing air conditioning and power equipment. There is one of these compartments, 20 feet long, at each end of the car. Doors are wide enough to permit two independent power plants to be rolled out for servicing when necessary.



bottle containing water from Lake Michigan, the Mississippi River, and Puget Sound against one of the cars in a christening ceremony.

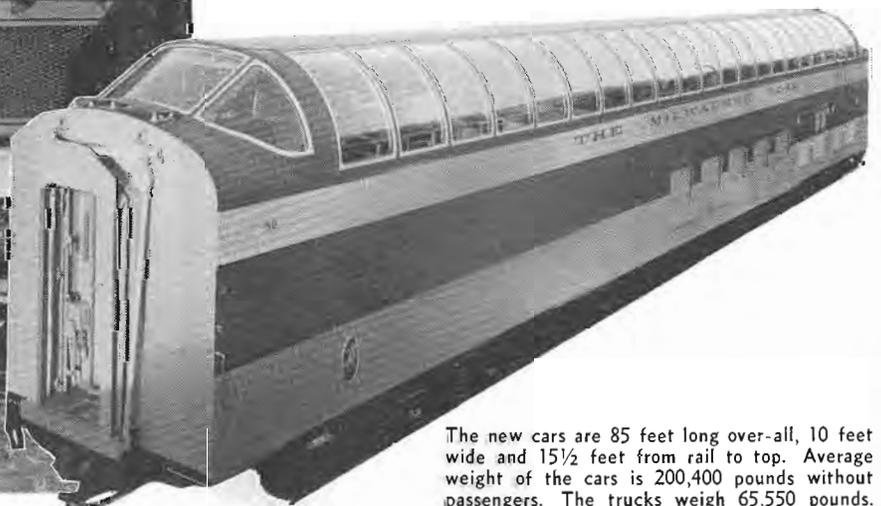
While in Chicago the visiting ticket agents were the guests of the railroad at lunch, and later made a city-wide tour of the city as guests of the Gray Line Sightseeing Company.

### In Service Jan. 1

Although the first six of the new cars were received near the beginning of the holiday season and were greeted by the public in something of a holiday spirit, they were not scheduled to go into service until Jan. 1. At the time this went to press, however, it was considered possible that operating details might be worked out in time for the first of the cars to head west on the Olympian Hiawatha on or before Dec. 20.

The Super Domes will be the first dome cars of any type to operate through to the Pacific Northwest. Six of them will be assigned to this service on the Olympian Hiawatha, while the other four will go into the consist of the Morning and Afternoon Hiawathas operating between Chicago, Milwaukee and the Twin Cities. The new cars will be offered without charge to all passengers, strictly for their added enjoyment of Milwaukee Road service. The Sky Top lounge-observation cars, which have proved extremely popular, will continue in service on these trains.

Being a "first" in the strictest sense of the word, the Super Dome cars call for pioneer work in the task of maintaining and servicing such equipment. Thanks to the cooperation of the Pullman-Standard Car Manufacturing Co.,



The new cars are 85 feet long over-all, 10 feet wide and 15½ feet from rail to top. Average weight of the cars is 200,400 pounds without passengers. The trucks weigh 65,550 pounds.

which built the cars, and the manufacturers of the many items of equipment built into them, the plans for this work are being carefully laid and no problems are anticipated.

### Unique in Many Respects

Although the beauty and unusually spacious feeling of the dome are the features of the new cars which occasion most of the exclamations from viewers, closer scrutiny reveals that mechanical features are only slightly less remarkable.

The air conditioning system is revolutionary and has double the cooling capacity of most modern passenger cars. Each car contains refrigeration equipment capable of producing 20 tons of ice in the course of a day. This compares with seven to eight tons of cooling capacity for standard sleepers and coaches.

Working independently of the train's steam system, this air conditioning system employs a 20-ton compressor and a new "dry-wet" condenser which cools and condenses the hot, gaseous refrigerant from the compressor and dissi-

important departure in the location of all air conditioning and power equipment.

This equipment, traditionally carried underneath the car, is located in two compact compartments, above the trucks, at each end of the car, which are completely protected from the dust and moisture that complicates the under-the-car location. They are accessible from the outside for maintenance at regular division stops, or from the inside for inspection en route.

Fuel tanks, water tanks, steam traps, air line equipment, and other fittings are carried on the underside of the depressed center portion of the car in a compact arrangement.

Diesel engines supply power for air conditioning, lighting and cooking, thus making the cars self-sustaining from a power standpoint. There is also provision for emergency power from the battery train line.

Steam from the diesel locomotive generator is used to heat the cars. By turning a lone switch on the control panel the trainman puts the entire system into operation, then sensitive ther-



Designed exclusively for the Super Domes are these "solar discs", whose task it is to anticipate cooling and heating requirements, according to outside temperature and intensity of sunlight, and adjust the system accordingly. Such precautions were made necessary by the large expanse of glass in the dome section.



Left: Scene at Rondout, Ill., as Milwaukee Road personnel and visiting ticket agents gathered for the christening of the Super Domes.



pates heat from the car to the outside air.

Three standard compact railway air conditioners, which include steam heating coils, will maintain controlled comfort conditions throughout the year. Two eight-ton units supply filtered, conditioned air to ceiling outlets in the 68 passenger observation dome through double glass windshield ducts at each end. A smaller four-ton air conditioner supplies the 28-seat cafe lounge section on the lower level.

With the lounge section of the cars sunk below the usual floor level of standard passenger cars to provide head room, Milwaukee Road and Pullman-Standard engineers found it necessary to make an

mostats take over and operate the steam valves and the air conditioning compressor to keep passengers comfortable.

On cool days heat is provided through the overhead system, but when the weather becomes cold, heat is also supplied by the floor unit-fin radiators. In the dome section this heat radiates upward through wall panels and through openings in the window ledge to provide protection against the cold wall effect of car sides and windows.

The color scheme of the interior, the lighting, carpeting, upholstery and all conveniences of the cars were designed by Milwaukee Road personnel

*(Continued on page 13)*

Below: An unusual view from the middle level of the car, showing both the dome and the passageway alongside the cafe lounge section.





Almost any American or Canadian railroad trademark can be found in a large layout like The Milwaukee Road's Air Line yard in Milwaukee. Per diem charges of \$2.00 per day per car form the basis for using the other fellow's equipment—and offer real incentive for getting it headed back home as soon as possible.

## Per Diem Reaches Half-Century Mark

THE per diem system under which railroads compensate one another for the use of freight cars reached its 50th birthday this year.

The per diem code, sponsored by the American Railway Association (now the Association of American Railroads), became effective July 1, 1902, after other methods of compensating owning railroads had been tried and found wanting and after extensive study and debate on the part of predecessor organizations.

Originally, the rental charge was 20 cents per day; lately it had been \$1.75, and effective May 1, this year, it was advanced to \$2.00.

In the early years of railroading, each railway company followed the practice generally of keeping its cars on its own lines, transferring freight from car to car at interchange points. But gradually, as the railway network was expanded and as railway gauge and equipment parts were standardized, the practice began of interchanging freight cars, usually by agreement between two or more railroads.

The earliest practice was for one railroad to pay the owning railroad a stipulated amount for mileage made by loaded cars only. In 1867, for instance, the usual rate of payment was 1½ cents per loaded car-mile. Later the rate varied somewhat from time to time between roads, and it was gradually extended to include empty car mileage also.

John J. Rigney, car accountant of the Baltimore & Ohio Railroad, is generally credited with being the "father" of the per diem plan as we know it today. At a meeting of the Car Accountants' Association in New York on Apr. 26, 1878, Mr. Rigney presented his per diem plan in considerable detail; and, according to

the recollections of his associates, thereafter he never missed an opportunity to promote the idea.

In 1887 the Association of Car Accountants put in shape the first code of rules for car hire incorporating per diem. These were known as "mixed settlement basis" rules, carrying a rental charge of one-half cent per car-mile plus a payment of 15 cents per day. This arrangement was tried out on the trunk line railroads for several months commencing Jan. 1, 1888, but it proved unsatisfactory and before the end of the year it was abandoned.

In the same year the subject of per diem was discussed by the General Time Convention, which organized a Committee on Car Mileage and Per Diem Rates, the name of which was later changed to Committee on Car Service.

During the next 10 years many plans were submitted by the committee and some were tried out, most of them on the "mixed" basis. But none of these arrangements proved satisfactory, due partly to the fact that they did not provide a sufficient incentive to keep empty cars moving back to their home roads.

One weakness of the mileage plan was that when an empty foreign line car was not moving, no rental was paid; consequently too little attention was given to moving the car back home. Moreover, the "mixed" plans required additional expensive accounting for the mileage and per diem factors.

Finally, in July, 1902, for the first time, the mileage feature was abandoned entirely in connection with most railway-owned cars and the per diem method of interchange rental went into effect.

Privately owned freight cars, as well as refrigerator cars and tank cars belong-

ing to several railroads, continue to be operated on a mileage basis.

Under the per diem system as first adopted, a railroad operating foreign railroad-owned equipment was required to pay the owning railroad 20 cents per day for each car belonging to the latter road as long as it remained on the property of the user. Added to this there was a penalty charge for cars which remained on a foreign road more than 30 consecutive days. The penalty charge did not prove effective in speeding up the return of equipment to the owning roads, and in 1907 it was discontinued.

Various experiments to bring about more promptness in the return of cars to home roads were made, but none was effective until the Commission on Car Service was organized in 1916 as a division of the American Railway Association, now the Association of American Railroads. In 1919 this commission formulated a code of car service rules, to which all member roads subscribed. These rules, with occasional revisions, have worked so satisfactorily that the plan is considered a model by railroads in other countries. Under this code each railroad is obligated to return foreign cars to the home roads as speedily as possible.

The per diem rate is based on certain definite factors, including investment, cost of repairs, replacements, taxes, and other expenses incident to ownership.

In the 50 years since the per diem system was adopted there have been many changes in the daily charge per freight car, and the per diem system of payment, coupled with the code of car service rules, has proved its effectiveness. Today there is no material sentiment on the part of railway managers for anything but its continuance.

The design Suzanne entered in the contest. It was reproduced in folder form.



## Christmas Card Contest Won by Employee's Daughter

by Martha Moehring

Correspondent

Montevideo, Minn.

GOING home for lunch recently, Jim Madden, special officer at Montevideo, Minn., was stopped at the door by the sight of his older daughter practically doing a Highland fling in the middle of the living room. A scrap of paper pushed under his nose explained her exuberance. Although she is only a beginner in the commercial art field, Suzanne had won first prize money, a check for \$50, in a national greeting card contest.

Back in 1934 when Jim and Caroline Madden adopted their little girl, they were content that she was merely sweet and good. Suzanne was 18 months old then, but it wasn't much later that, every time they turned her loose, she started for the piano. So as soon as it was thought advisable, she was given music lessons, and Suzanne went for them the way most children go for candy. Then she started bringing her art work home from school, and it was the kind that you didn't even have to figure out. At age eight she was sketching beautiful ladies in gorgeous gowns and such fanciful creations.

About that time the Maddens adopted

a companion for Suzanne, little Patsy, and between the two, the Maddens were swept along on a merry-go-round. Suzanne was sent to Mount Marty Academy in Yankton, S. D., and when Patsy was old enough she was enrolled also. Suzanne became a very accomplished pianist and did a lot of solo work and accompanying for musical programs. After finishing at the academy she continued on at Mount Marty College and was graduated this spring with a first grade teaching certificate. However, art work had been her favorite subject and she was ambitious to do something with her talent.

A scrap book kept by the Maddens is full of delightful examples of Suzanne's versatile brush and pen. For special days or holidays that call for a greeting card, she sketches and paints clever pictures and composes verses to go with them. Some time ago she submitted a drawing in a contest for Christmas cards with a religious theme. It is a known fact that this contest, sponsored by Barton-Cotton Inc., of Baltimore, calls out the best talent from a large field of artists.

The design submitted by Suzanne was

a manger scene in tones of brown, touched with green and gold. When she took a fling at the contest, Suzanne did not give much thought to the outcome, but the homecoming scene which greeted her dad was the judge's answer. And that check has become the nest egg for further training in her chosen career.

Suzanne explains to Mother and Dad how the design is adapted by the manufacturer. The Maddens sent about 100 of the cards to their friends this holiday season.





# LADDER UP THE

## toward accident-free railroading

For more than 40 years safety has been a watchword on the Milwaukee

Almost as old as the Milwaukee safety program is this lapel pin.



LIKE good health and money in the bank, safety is appreciated fully only in its absence.

*How do you go about selling a man something he already has? The man to be convinced of the value of safe practices is the man who hasn't been injured yet—and he is the man who figures he doesn't need the lecture.*

That, briefly, was the problem faced by The Milwaukee Road some 42 years ago when it first began thinking of safety in terms of a *campaign*, a specific program. Safety had, of course, been a consideration from the day the first locomotive wheel turned, and it grew in importance with the industry. Operating rules are based principally on the need for safety, and yet the idea of promoting safe practices as a specific project was somewhat slow in developing on the railroads, as in other industries.

The need for such an undertaking asserted itself in the minds of Milwaukee Road officers following the Cherry mine disaster at Cherry, Ill., on Nov 13, 1909. Most of the accident prevention work at that time was carried out by the general adjuster, and when in 1910 the decision was made to do something more about the matter, A. W. Smallen, one of the adjusters, was assigned to study the field of safety

work and set up a program for the railroad.

In 1912, with the Titanic disaster, the Bull Moose movement, and Jim Thorpe's brilliant success in the Olympic games occupying the headlines, a very small but very important item found its way into the newspapers. It had to do with the fact that some people were holding a safety convention in Milwaukee—the First Cooperative Safety Congress. The news of the event was all but lost among accounts of more spectacular happen-

ings, but out of that modest safety meeting came the National Safety Council and the far-flung organized safety movement.

Naturally enough, Mr. Smallen, interested in learning all he could about his new work, was at the Milwaukee meeting. With him was G. F. Baker, a district adjuster who later became general adjuster of the railroad. As a result of that meeting and other studies they had made, a Safety First Bureau was established and, under Mr. Smallen's

Typical of the hard-driving safety effort was the around-the-clock series of safety meetings recently held in the Twin City Terminal Division by Superintendent G. F. Wilson and District Safety Engineer F. M. Washburn. They are shown here (Mr. Wilson at extreme right) at the meeting held in the South Minneapolis yard office.



leadership as head of the bureau, safety committees were formed in all departments of the railroad.

At the close of 1918 Milwaukee Road personal injury reports showed 81 fatalities and 4,931 reportable injuries for the year, the casualty rate being 26.95, which meant that almost 27 reportable casualties occurred for every million manhours worked. A quick estimate of the value of safety work over the ensuing years may be had by comparing the 1918 casualty rate of 26.95 with the 1951 rate of 7.57 for the system.

The work of accident prevention progressed throughout the following decade under the direction of Mr. Smallen who, meanwhile, had been assigned six safety inspectors. At the close of the year 1928 the casualty rate had been reduced to 23.17. In a comparison of 20 major railroads, the Milwaukee at that time ranked 19th, or next to the bottom of the list.

In January, 1929, Martin J. Flanigan was promoted from the position of superintendent to that of assistant to general managers—Lines East and Lines West, and the safety department was placed under his jurisdiction. At the same time the staff of safety inspectors was increased to 11, with four of the original inspectors being retained.

There followed a period of great improvement, a casualty rate of 2.08

Right: Welder's helmet for use in electric welding, and plastic face shield.

Below, right: Safety shoes with steel toe box.

Three models of cup type goggles (left column) and three kinds of spectacle type goggles in regular use on The Milwaukee Road.



December, 1952

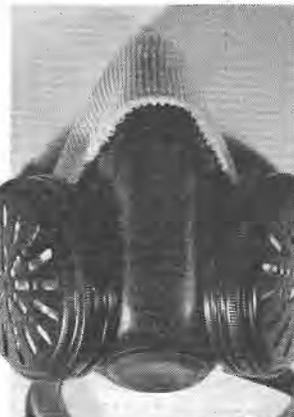
L. J. Benson, assistant to president, speaks on his favorite subject—safety—at a recent division staff meeting in Minneapolis. Left to right: D. T. Bagnell, general superintendent, since retired; R. T. Shields, general inspector—fire prevention; G. M. Dempsey, general inspector—division of safety; Mr. Benson; Superintendent G. F. Wilson; and J. J. Taylor, secretary to general superintendent.



Above: The latest model cup type goggle. Note large ventilation area.



Above, right: The familiar "hard hat". Although it shines like glass, it is very shock resistant.



Below, right: A twin cartridge respirator which can be adapted to various uses by changing cartridges.



Jake Holfeltz, sand blaster at Milwaukee shops, demonstrates use of combination helmet and respirator as he blows dust from a car prior to sand blasting and painting.



some  
MODERN  
safety  
equipment



President J. P. Kiley talks with the division safety engineers at a recent meeting in his office. Left to right: W. H. Block, supervising officer, police department, F. M. Washburn, C. V. Peterson, C. W.

Capron, A. W. Shea, J. A. Ogden, M. E. Stewart, H. J. McMahon, R. A. Dahms, L. J. Benson, assistant to president, Mr. Kiley, and C. M. Dempsey, general inspector—division of safety.

being established at the close of 1931. That year the Milwaukee ranked fourth among the 25 major railroads constituting Group A. This was the lowest casualty rate ever established on the railroad, representing only two reportable casualties for every million man-hours worked.

Upon the death of Mr. Flanigan in September, 1932, the safety department was assigned to E. A. Meyer, who was promoted from the position of superintendent to that of manager safety and fuel department. The improvement in accident prevention continued and at the close of the year 1933 the record showed five fatalities to employes on duty, which was the lowest number recorded before or since. It was in that year that the Dubuque & Illinois Division, under the supervision of L. F. Donald, now vice president—operations, went through the entire 12-month period without a reportable or lost time injury. In that year The Milwaukee Road ranked third among Group A railroads. Two years later (1935), with a casualty rate of 3.44, the Milwaukee won the National Safety Council Award, there being 14 major railroads in the competition that year.

In January, 1939, the division of safety was established under the jurisdiction of L. J. Benson, now assistant to president, and a new safety organization was set up on Nov. 1, 1942 with the appointment of eight district safety engineers. A plan of competition among the operating divisions was set up, effective with the year 1941. The following tabulation shows the divisions which have won the President's Safety Trophy in the years since:

Year	Division	Casualty Rate
1941	Trans.-Mo.	2.59
1942	I. & S. M.	5.99
1943	D. & I.	5.97
1944	Milw.	4.54
1945	Milw.	2.12
1946	Idaho	3.21
1947	Idaho	1.07
1948	T. H.	1.86
1949	L. & R.	1.56
1950	T. C. T.	1.67
1951	T. C. T.	2.01

Throughout the trying period of World War II and the early postwar years the work of accident prevention progressed despite the handicaps of manpower shortage and the need for training new employes. The year 1951 closed with a total of six fatalities to employes on duty—the second lowest figure on record and representing a decrease of 93 per cent in the number of reportable injuries.

Mr. Benson and his staff credit "the growing cooperation and understanding of the man on the job" for the greater part of the improvement, although the men themselves and everyone familiar with the tireless, day-and-night efforts of Mr. Benson and his staff in this struggle against death and human suffering will be quick to point out that a great share of the credit must be theirs.

In view of the closeness with which the history of the National Safety Council parallels accident prevention work on The Milwaukee Road, Mr. Benson arranged for his entire staff of safety engineers to attend the Fortieth National Safety Congress held in Chicago late in October this year.

Although it is a happy fact that progress in accident prevention has been made by all industries carrying membership in the National Safety Council, The Milwaukee Road is greatly en-

## SAFETY CREED of The Milwaukee Road

1. We believe that injuries can be prevented.
2. We believe that everyone should accept a personal responsibility for the prevention of injuries and accidents.
3. We believe in following only safe practices in handling each job.
4. We believe that it is necessary to be safety conscious, familiar with the current safety record and vigilant in detecting and correcting all hazards.
5. We believe that all supervisors should be leaders of the men under their supervision, that they should display initiative in matters of safety and should teach, practice and request obedience to the rules of safety to prove their sincerity.
6. We believe that safety instruction should be continuous, not occasional; it should be aggressive, not passive.
7. We believe that when mishaps occur, it is an indication that someone or something is in need of correction and that through correction, suffering and inconvenience will be prevented.
8. We believe that wholehearted cooperation all along the line is essential to safety.

couraged by its own progress in the last 42 years.

That improvement offers hope that the big job ahead may yet be done.

## Traffic Department

Effective Dec. 1, 1952:

L. W. Schroeder is appointed city freight agent at Omaha, Neb. Mr. Schroeder entered service in 1948 as a telegrapher and clerk in the Omaha local office. He has been a rate clerk in the traffic office there since April, 1950.

J. H. Mitcham is appointed city freight agent at Kansas City, Mo. Starting at Atlanta, Ga., Apr. 1, 1948, Mr. Mitcham has been most recently chief clerk in that office.

## She's Romany Queen



Mary Ann Carlson

QUEEN of the recent Gypsy Day festivities at Aberdeen, S. D., annual homecoming celebration of Northern State Teachers College, was Mary Ann Carlson, pretty daughter of Roadmaster Gust Carlson of Aberdeen.

The celebration is rated as the most colorful of its kind in the Upper Midwest.

With the "King of the Gyps," Mary Ann reigned over an action-packed program. In the gypsy ranks were college students, Aberdeen businessmen and their employes and children. The ceremonies opened with a Friday night student talent show, a bonfire and a snake dance. Saturday a crowd estimated at 20,000—a record for this event—lined Main Street for the Gypsy Day parade. Mary Ann occupied a featured position in the procession, which took one hour to pass the reviewing stand. The day was concluded with a football contest between the Northern State Wolves and the Black Hills Teachers College, and a dance at the Civic Arena.

In addition to being Homecoming Queen, Mary Ann also presided over the school's annual St. Patrick's Day dance as Princess Pat of 1952. She is vice president of the Student Council this year and will be graduated in 1953 with a B. S. degree, having majored in physical education.

## Famous Tower a Victim of Time



A view of the station after the scaffolding had been erected for the shortening of the tower.

THE OLD clock tower on the Union Station in Milwaukee, long one of the city's best known landmarks, has finally had to make a concession to time. Work-

men started Nov. 17 to lower the top 60 feet of the structure. The decision to raze it was made necessary by the fact that the brickwork had deteriorated and the cost of repairing it was prohibitive.

The station, built in 1886, was modernized in 1943, but the tower was not touched at that time. The work of razing it presents no particular difficulties, except as it affects the safety of people passing below. An indication of the precautions taken to protect them is the fact that it required three weeks just to erect the scaffolding for the work. So no debris should fall, the tower is being dismantled literally brick by brick.

With good weather, the job should be finished early in January. The familiar clock with its four 10-foot faces will then be replaced in four round windows in the lower part of the tower. The shortened tower will have a flat roof and the clock will be about six feet above the depot's roof ridge line. In addition to shortening the tower, the spires on the east and west ends of the depot will also be removed.

## Presenting the Super Domes

*(Continued from page 7)*

working with Pullman-Standard's color and design studios. The exteriors carry the familiar harvest orange and royal maroon.

As might be imagined, a number of difficult engineering problems were posed by combining an upper level floored eight feet, eight inches above the rail with a lower level nestled in between the front and rear trucks only 23 inches above the rail.

An entirely new approach to underframe construction was necessary as the conventional straight center sill could not be used. One-piece cast steel underframe ends were constructed. More than 24 feet in length, they combine into a single unit the buffer beam, buffing device pocket, draft gear pocket, double body bolster and rear cross beam.

A new type six wheel truck was developed, probably the largest ever made for a railroad passenger car.

A unique feature of this new truck is its outside spring suspension whereby the large combination truck center bol-

ster is supported on outside bolster coil springs. The trucks are designed for high speed passenger train service and have one-piece cast steel truck frames and bolsters. In addition to the all-coil spring suspension feature, the new trucks have 36½ inch diameter wheels.

Great care also was exercised in designing the car so the weight of auxiliary equipment would be distributed to make for a well balanced car. Stairs leading up to the dome section are at opposite corners rather than on the same side. Power and air conditioning equipment carried at the conventional level of the car also is located at opposite corners to further distribute weight evenly.

Each car contains radio loud speakers, both in the dome and lounge section, and a public address system for use in making train announcements.

Milwaukee Road people can claim many "firsts" to the credit of their railroad in its 102-year history, but none offers greater reason for pride than the Super Domes, newest "plus" feature of the famous Hiawathas.

# how are we doing?

	OCTOBER		TEN MONTHS	
	1952	1951	1952	1951
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. ....	\$25,830,095	\$26,313,751	\$225,651,406	\$221,634,984
<b>PAID OUT IN WAGES</b> .....	11,889,813	11,503,067	113,674,427	112,975,514
PER DOLLAR RECEIVED (CENTS) .....	(46.0)	(43.7)	(50.4)	(51.0)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....	672,156	649,066	6,469,938	6,567,414
PER DOLLAR RECEIVED (CENTS) .....	(2.6)	(2.5)	(2.9)	(3.0)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest .....	11,497,393	11,444,061	98,824,912	97,047,551
PER DOLLAR RECEIVED (CENTS) .....	(44.5)	(43.5)	(43.8)	(43.8)
<b>NET INCOME</b> .....	1,770,733	2,717,557	6,682,129	5,044,505
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	153,467	154,862	1,295,868	1,335,700
Decrease 1952 under 1951 .....	1,395		39,832	

## Railroad Retirement News

### Unemployment Compensation For Veterans

UNEMPLOYED railroad workers who qualify for unemployment compensation under the Veterans' Readjustment Assistance Act of 1952 and who also qualify under the Railroad Unemployment Insurance Act may receive both types of benefits through the Railroad Retirement Board. The compensation and the administrative expenses incurred by the board will come from the Department of Labor.

To qualify, a veteran must have 90 days or more of continuous military service and some of it must have been performed after June 26, 1950. He must also have been discharged under honorable conditions.

The veteran unemployment compensation program became effective on Oct. 15 of this year. The compensation is payable at the rate of \$26 a week. If a veteran is eligible for unemployment benefits at a lower rate under any other state or federal law, he can get a supplementary payment. If he is eligible at a higher rate, he cannot draw against his veteran unemployment compensation.

This means that an unemployed railroad worker may get a supplementary payment through the board if his daily

benefit rate under the Railroad Unemployment Insurance Act is less than \$5.50. Veterans who do not qualify for railroad unemployment insurance or who have drawn all their railroad unemployment benefits must go to state agencies to claim veteran compensation.

A veteran cannot qualify for the veteran unemployment compensation during any period for which he receives an education or training allowance or a subsistence allowance under the Veterans' Readjustment Assistance Act of 1952. Also, if he receives mustering-out pay under that act, he cannot receive the veteran unemployment compensation within 30 days of discharge if his mustering-out pay is \$100, within 60 days if it is \$200, or within 90 days if it is \$300.

### Free Assistance Always Available

RAILROAD employes or their families who require help in applying for benefits under the Railroad Retirement Act are reminded that they can always get all the assistance they need free of charge at any of the field offices maintained by the Railroad Retirement Board or from field representatives on their regular

visits. It is therefore unnecessary to pay fees to attorneys or other agents for help in completing applications and other forms.

Here are the reasons why the Board's field organization can help you best:

1. Each representative is thoroughly trained in the requirements for benefits and is much better qualified than an outsider to aid you in the filing of your claim and to explain the provisions of the act.
2. The field representative will also assist you in completing the necessary forms and assembling the supporting evidence.
3. When you file a claim directly through a field office, you will not only get quicker service but you will have the added protection of an earlier filing date, which is often important.

The board points out that some officials of the railroads and railway labor organizations also offer free assistance in filing applications.

Engineer: "Every night when I turn in I keep seeing signals flashing before my eyes. Red signals and green signals."

Fireman: "Did you ever see a psychiatrist?"  
Engineer: "No, just signals."

## Railroads Not Sharing in Prosperity, B. E. Lutterman Says



B. E. Lutterman

B. E. LUTTERMAN, general attorney with headquarters in Seattle, was the principal speaker at the Everett, Wash., Rotary Club on Nov. 4, which the club designated as Railroad Day.

The import of his talk was that the railroad industry stands virtually alone in not sharing the country's general postwar prosperity.

Citing some of the known results of the government ownership of railroads during World War I, the inevitable result of such future ownership, he said, would lead eventually to government ownership and control of all major industries. The fact was brought out that railroad wage rates are up 140 per cent over 1939 and the cost of material and supplies is also 131 per cent higher, but the average cost of hauling a ton of freight one mile has gone up only 45 per cent in the same period. He pointed out that other public utilities and manufacturers are getting a far greater return on their investments than the railroads.

Small earnings, he said, put the railroads in a position where a mild recession would find them in a critical condition. Furthermore, he said that every phase of railroad operation is being constantly improved. "Year after year," he said, "the transportation agencies have grown in usefulness and in efficiency, providing the country's basic transportation services. Privately owned and operated railroads can and will continue to play an increasingly important role as the keystone of the economic life of the nation."



The Galen Tuberculosis Sanitorium located on highway 10 between Butte and Deer Lodge.

## Dedicate Henrietta Crockett Indian Wing

by L. C. McKinnon

Correspondent, Three Forks, Mont.

WHAT was a dream for 25 years became a reality with the recent dedication of the Henrietta Crockett Indian Wing of the Montana Tuberculosis Sanitorium. The wing has been named in honor of the widow of James Crockett, who was a Rocky Mountain Division engineer for 26 years prior to his death in Lewistown, Mont., in 1936.

The beautiful addition to the sanitorium at Galen, Mont., was not the work of Mrs. Crockett alone, but it is conceded by everyone concerned with the project that without her unceasing efforts, it might never have been built. Mrs. Crockett has spent a great part of her life working for the welfare of Montana's 20,000 Indians. For 18 years she has been secretary of the Montana Tuberculosis Association and for the 14 years prior she was a Montana public health nurse.

As a field nurse traveling over 16 counties, Mrs. Crockett saw at first hand

the heartbreaking evidence of the ravages of tuberculosis among the first citizens of Montana, and for many years she has carried on a labor of love to get adequate hospitalization for them. Few people realized the extent of the condition until Mrs. Crockett brought it to their attention. She talked



Mrs. H. Crockett

to anyone who would listen, however, and didn't stop until she reached the Congress of the United States. An appropriation bill introduced by Congressman Mansfield and Senator Murray was passed by Congress in 1948 and by the state legislature in 1949.

Mrs. Crockett's son, Engineer Hayden Levesque of the Rocky Mountain Division, and his family attended the dedication of the 172-bed wing. Expressing her deep appreciation of the honor conferred on her, Mrs. Crockett said at the ceremonies: "Today marks a high moment in my life, not because the wing is to bear my name—it would be far more fitting if it bore an Indian name in memory of Indian children who have gone to early graves stricken by tuberculosis. It is a high moment because it marks a dream which began on Fort Belknap reservation 25 years ago when I held my first clinic. My gratitude goes out to the Montana Tuberculosis Association, the service clubs, the women's clubs of Montana, our congressmen and governor, and to the Indian leaders who kept faith through long years of hoping that such a wing was possible."

### Railroad Hour Forecast

A SPECIAL Christmas show starring Gordon MacRae and his guest, Dorothy Kirsten, will be broadcast on the 221st Railroad Hour program Monday evening, Dec. 22. Carmen Dragon's orchestra and a mixed chorus directed by Norman Luboff will also be featured. The next five shows are as follows:

- Dec. 29—Review of the Year, with Dorothy Warenskjold
- Jan. 5—My Romance, with Evelyn Case
- Jan. 12—Two Hearts in Three Quarter Time, with Marion Bell
- Jan. 19—The Merry Widow, with Dorothy Kirsten
- Jan. 26—Blue Paradise, with Dorothy Kirsten

## did you know?

Last year the railroads accounted for 58.6 per cent of the total inter-city ton-miles of freight. The largest rail share of total ton-miles in the 1939-51 period was 72.8 per cent in the war year 1943. Following that year the railroads' share of the total traffic has declined each year through 1951. Highway truck traffic which showed sharp relative declines during the war accounted for only 4.5 per cent of the total intercity ton-miles in 1944. The truck percentage rose to 12.4 in 1950, but it declined to 11.9 in 1951. The oil pipe lines' share of the intercity ton-miles was 13.6 per cent in 1951, the peak percentage of the 1939-51 period. In 1951 inland waterways accounted for 15.9 per cent of the total intercity ton-miles.

An article in the October issue of Harper's Magazine, titled "Who Shall Pay for Our Roads?", by Richard L. Neuberger, Oregon state senator, provides an eye-opening review of what the "juggernauts of the asphalt" are doing to the country's highways. He also outlines the resulting taxation and legislative problems.

He writes: "All over the land the story has been the same—in New Hampshire, Ohio, Maryland, Minnesota. A Michigan state senator said of the local truck lobby, 'Never in my time has there been such a lobby at work as is operating here in the capital today'. Salem, Ore., is a long way from Lansing, Mich., but I

could duplicate his words. During my service in both branches of the legislature the lobby which worked to block substantial increases in the weight-distance tax was the most ruthless and determined I ever encountered."

We think it's pretty good, but it's always nice to hear it from someone else. This is how it read in a recent edition of the Pan-American Coffee Bureau's "Newsletter": "The most unusual [coffee] cup in use today is the Milwaukee Road's design which was patented by their [former] dining car superintendent. This

Meat eating habits are changing, according to the talk made recently by Agricultural Agent E. F. Vandrell before the annual meeting of the Montana Aberdeen-Angus Association at Lewistown. There are not many \$6.00 steak eaters any more. Waistline conscious, he says. Pointing out that most everyone is a consumer of meat, he cited these staggering figures: Last year something like 23 and a half billion pounds of meat were used in the United States. In fact, we consumed about 18 tons per minute.

Published claims of the Aircraft Industries Association, Inc., that travel by domestic scheduled airlines is safer than by railroad are not borne out by the official safety reports filed with the I.C.C. and the Civil Aeronautics Board, the Association of American Railroads stated on Nov. 13. The airlines state that during the period from October, 1951, through September, 1952, their fatality rate was 0.38 for each 100,000,000 passenger-miles flown. *This is approximately 3 times as high as the rate of 0.13 on the railroads for the same 12 months.* In every year for which comparative figures are available, the A.A.R. says, rail travel has been from two to 20 times safer than air travel. During the five-year period 1947 through 1951, the airline fatality rate was six times as great as the rail rate.

## How Well Do You Know Your Railroad?



EVEN if you lived in the locality, it's possible you wouldn't recognize this Milwaukee Road installation from the air. If you don't, there's a hint to its identity in the fact that the Milwaukee laid the first railroad track here in 1869 and the city is sometimes called the brick and tile capital of the world.

For the answer turn to page 42.

has sides that flare outward, but the inner rim is banded with a ring of china which is intended to discourage the coffee from leaping out."

Class I railroads, excluding switching and terminal companies, had 1,233,638 employes at the close of September. This was a decrease of 4.12 per cent compared with September, 1951, but 1.18 per cent more than August, 1952. The most recent figure on the number employed by The Milwaukee Road was 31,989 at the close of November.



### test your knowledge of railroads and railroading

(Answers on Page 42)

1. How many driving wheels are there on a 4-8-4 steam locomotive—four, eight or sixteen?
2. What is another name for an angle bar—tie plate, frog, or rail joint?
3. In what part of a steel freight car are stringers used—underframe, side assembly, roof, or end assembly?
4. Which of these two states has the greatest railway mileage—Iowa or Missouri?
5. In standard gauge railway track, are the rails exactly 4 feet 8½ inches apart at all points?
6. What is the POTUS in a railway train—the post office car, the dining car, or the private car of the President of the United States?
7. Where is the headquarters of the Railroad Retirement Board—in Chicago, New York City, or Washington?
8. What is a flat yard—a freight yard for empty and loaded flat cars, a yard used for the construction and repair of freight cars, or a freight yard which is not equipped with a hump?
9. Does the railway track structure include or exclude waylands, embankments and substructures of bridges?
10. In which department of the railroad is the station agent employed—traffic, operating, or accounting?

## Milwaukee R.B.W.A. Holds Biennial



Principals at the banquet. From left: Esther Paul, general chairman, Milwaukee Road; Judge R. J. Steinle; Georgia Turpin, national president, St. Louis; Carol Keller, corresponding secretary of Milwaukee Chapter; Dorothy Blask, president; Minnie Walters, vice president; Pat Steinhoff, recording secretary; and Irma Knoll, treasurer. The latter five are Milwaukee Road employes.

THE RECOGNITION which has come to women in business and industry imposes a responsibility toward leadership and visionary thinking, was the substance of the talk which opened the biennial conference of Milwaukee Chapter of the Railway Business Women's Association on Nov. 29. The speaker was the Honorable Roland J. Steinle, judge of the circuit court of Milwaukee County.

About 350 attended the conference which was held at the Schroeder Hotel. Included in the group were members from Chicago, Omaha, St. Louis, the Twin Cities, New Orleans, Buffalo and Detroit. The visitors were taken on a bus tour of the city.

Dorothy M. Blask of The Milwaukee Road, as president of Milwaukee Chapter, presided at the banquet. In addition

to the talk by Judge Steinle, the program featured professional entertainers and skits calling for audience participation.

A luncheon featuring a talk on "Women's Point of View" concluded the meeting the next day. The speaker, who was Miss Gretchen Colnik, home-making authority of television station WTMJ, told the women they could give men a pattern for peaceful living. "Peace starts at home over the breakfast table, over the back fence, over the telephone and at the grocery store—not over a peace table," she said.

Georgia Turpin of St. Louis, national president of the R.B.W.A., also spoke. As news of general interest she reported that the association has three new chapters in Texas and another is to be installed there shortly.

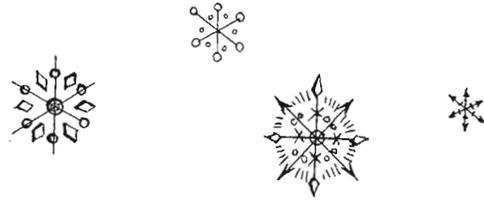
### Tale of a Wallet

THE FOLLOWING commentary on the vagaries of money came recently from O. T. Tomany, conductor on No. 16.

His train was just leaving Othello, he said, when a passenger who identified himself as Peter Bach of Chester, S. D., notified him that he had found a roll of currency on the floor. Through the loud speaker the news was passed around and another passenger, P. O. Fetters of Moose Lake, Minn., identified the money as his. It totalled \$890—eight \$100 bills and several \$20's and smaller

denominations. Mr. Fetters claimed, however, that he had been carrying the money in a wallet, but as it was nowhere about, they concluded that whoever took the wallet had disposed of it quickly and in the confusion had dropped the bills on the floor.

Superintendent A. O. Thor who relayed the story had a word to say about it. "Mr. Bach, who is a man in his late 70's was interested only in seeing that the money was returned to the owner. It is a pleasure to learn of incidents when honesty is displayed to this extent."



## Take Time for CHRISTMAS

To most people the holiday season is a time for memories of childhood Christmases with the family reunions, the air of mystery, the awful suspense and the weeks of preparing. And yet many parents today are neglecting to provide their children with the very experiences that make these pleasant memories possible.

The solution is a simple one—take time. Take time to let the entire family enjoy not only the opening of the presents Christmas morning, but all of the intriguing activities leading up to the big moment.

Take the Christmas tree, for instance. A perfectly trimmed symmetrical tree has a professional beauty about it, of course. But a tree decorated by everybody, from the kindergarten

set up, has more than beauty (although the artistic values may be a bit hard to find). It gives a feeling of satisfaction and pride to the younger children especially, since they've had a part in the ritual.

Let the various other Christmas activities be family affairs, too. Set aside a day to take the children shopping—a day all their own. Allow them to pick out their own purchases whenever you can, and let them talk to Santa Claus, gaze at the window displays and ride the department store trains.

Make it a personal Christmas. The children will enjoy helping with the decorations, the cards and all the rest because *they* will have a chance to participate.—*Better Homes & Gardens*

## HOLIDAY open house

CHRISTMAS is the one time when folks are likely to come calling at any hour of the day. Everyone's assured of a light hearted time, for gaiety prevails even before the party begins. No need to prepare fancy refreshments, either. For instance, to morning callers who arrive as soon as the stockings are down, serve frozen orange juice in a punch bowl, lots of steaming coffee, milk for the children, and fan-shaped buns filled with apples and cranberries (made the day before so you'll be free to join in the fun). These breads are a refreshing contrast to all the sweet things you eat around Christmastime. Here's the recipe. It makes 16 to 20 extra large buns:

### CHRISTMAS FANS

$\frac{2}{3}$  cup milk  
 $\frac{1}{2}$  cup sugar

$\frac{1}{4}$  teaspoons salt  
6 tablespoons shortening  
2 packages or cakes yeast,  
active, dry or compressed  
 $\frac{2}{3}$  cup warm, not hot, water  
(lukewarm for compressed yeast)  
6 cups sifted enriched flour

Scald milk and stir in sugar, salt and shortening. Cool to lukewarm. Sprinkle or crumble yeast into water, stir until dissolved. Add lukewarm milk mixture. Add and stir in half the flour. Beat until smooth. Stir in remaining flour. Turn dough out on a lightly floured board and knead 8 to 10 minutes. It is kneaded enough when the dough feels springy and does not stick to the board. Put into a greased bowl and brush the top with soft shortening. Cover with a cloth;

let rise in a warm place free from draft until doubled in bulk (about  $1\frac{1}{2}$  hours). Punch down dough, pull sides into center, turn out on board. Cut into 4 equal parts, roll each into a strip about 6 inches wide and 14 inches long. Brush with melted butter or margarine. Spoon cranberry-apple filling down center of strip. Bring lengthwise edges of dough together and pinch firmly. Turn roll over so pinched side is down and cut into 4 pieces. Place pieces on greased cookie sheet, then with scissors cut one side of each piece almost through 4 or 5 times. Spread apart like a fan. Brush again with melted butter or margarine. Let rise in a warm place free from draft until doubled in bulk. Bake at 375 F. 15-20 minutes. Remove from baking sheet immediately.



## FILLING

- 2 cups chopped fresh cranberries
  - 2 apples, minced
  - ½ cup sugar
  - 2 teaspoons cinnamon
- Mix all ingredients together.

If yours is the traditional roast turkey dinner, you may want to try this new recipe for a savoury stuffing. Using sausage and pre-cooked rice, it is the essence of simplicity. A fruit salad—chopped orange, apple and cranberries—molded in orange gelatine is an appropriate accompaniment for a meal where the emphasis is on the turkey. This recipe for the stuffing makes enough for a 10-12 pound dressed bird.



## SAUSAGE RICE STUFFING

- ½ lb. bulk sausage meat
- 2 tablespoons butter
- ½ cup chopped onion
- ½ lb. fresh mushrooms, chopped
- 2¾ cups packaged pre-cooked rice
- 3 cups water
- 2 cups diced celery
- ½ cup chopped celery leaves
- 3 teaspoons salt
- ¼ teaspoon pepper
- ½ teaspoon savory
- ¼ teaspoon thyme
- ¼ teaspoon sage

Place sausage in saucepan and saute until brown. Add butter, onion and mushrooms and saute 3 minutes longer. Add rice, water, celery, celery leaves and seasonings. Mix just until all rice is moistened. Bring quickly to a boil over high heat, uncovered, fluffing rice gently once or twice with a fork (do *not* stir). Cover and remove from heat. Let stand 10 minutes. Makes about 10 cups stuffing. Turkey should be roasted at once after stuffing. (Recipe by *Minute Rice*)

December, 1952



Plan to get some of your fancy cooking done before Christmas and rely on the food freezer to keep it ready for whenever the schedule demands it. For example, steamed fruit puddings. Use the thrift cooker to make three at a time, store them in the freezer, and you'll have a dessert for Christmas dinner, another for New Year's Day and a third for in between entertaining.

## STEAMED FRUIT PUDDINGS

- 2 eggs
- 1 cup firmly packed brown sugar
- 1 cup ground suet
- 2 cups soft bread crumbs, lightly packed
- 2 cups seedless raisins
- 1 cup chopped pitted dates
- ½ cup chopped candied orange peel or citron
- ½ cup nuts, chopped
- 1 cup sifted all-purpose flour
- 1 teaspoon baking soda
- 2 teaspoons cinnamon
- 1 teaspoon cloves
- ½ teaspoon salt
- 1 teaspoon vanilla extract
- ¼ cup orange juice
- 1 cup milk
- 1 cup water

Break eggs into large mixing bowl; beat well. Add sugar and suet, blend. Add bread crumbs, fruits, fruit peel and nuts in 2 portions, mixing thoroughly after each addition. Sift together flour, soda, spices and salt. Add to first mixture alternately with vanilla extract, orange juice and milk, mixing well after each addition. Place in three well-greased 1-pint molds, filling ¾ full. Cover with 3 thicknesses of waxed paper; tie securely. Add water to thrift cooker. Insert rack and place molds on rack. Place lid on cooker and cook on high heat until steam escapes freely; then switch to low heat and cook 1¾ hours. Remove molds and let stand 5 minutes; loosen



puddings with a spatula and unmold.

To reheat frozen puddings for serving, place one cup of water in thrift cooker; bring to a boil. Place puddings wrapped in moisture-vaporproof material on rack, cover with cooker lid and steam over low heat for 30-45 minutes. To pretty up the puddings with seasonal decorations, make your favorite hard sauce recipe, spread about ¼-inch thick on wax paper or foil and place in refrigerator until firm. Cut out decorations with cookie cutters. (Recipe by *G-E Consumers Institute*)



**FOR A SMART COOKIE.** When a purchased Christmas present might be too presumptuous, a gift of food may be the thoughtful solution. Here's a handsome bread basket filled with cookies that have been over-wrapped with glistening cellophane. The moist and crisp cookies are packaged separately, with the top layer on a paper plate to fit the basket. The ruffle is made by gathering the cellophane and taping it to the bottom of the plate. Ribbon is drawn across the basket top.



**MODERN COMFORT.** Make the long winter evenings count by investing your time in the creation of an heirloom afghan. This particular style is modern in mood but traditional in practicality. Nine strips make up the finished piece which can be knitted quickly in the easy afghan stitch. White worsted calls attention to the interesting chevron pattern. Directions for making CALIFORNIA RANCH AFGHAN may be had free of charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



A miniature "Friendship Tree" made of cardboard is effective on a small table.

An economical way of displaying your prettiest cards is to fasten them to a few small branches taken from a tree growing in your own yard.

Where space does not allow for a regular tree, make one from chains of colored aluminum foil paper.

## displaying your Christmas Cards

GREETING CARDS now are as much a part of our Christmas custom as the holiday turkey and the tree. It is only recently, however, that people have discovered that Christmas cards properly displayed can provide the holiday decorations in the home throughout the festive season.

A simple way of showing off the greeting cards to advantage is to make a "Friendship Tree." This is done by fastening the choicest cards to the branches of your Christmas tree with cellophane tape. The cards may be hung from top to bottom of a big old-fashioned tree or on a small table tree. They provide a bright splash of color and are easily identifiable by friends.

A variant on the "Friendship Tree" is the paper chain tree. This is good for small living quarters with little room for a regular tree. Loops of green aluminum foil paper held together with cellophane tape are fastened to a triangle of wire or narrow wooden slats. The cards then are attached to the links.

A pyramid of red cardboard makes a good substitute for a tree on which to display cards. Four pieces of cardboard about three feet high are put together like an old-fashioned ice cream carton, narrow at the top, wide at the bottom. The strips are held in place with cellophane tape. Another way to make the tree is to roll yard-wide heavy white paper into a conical shape fastened firmly with transparent tape. Use your prettiest cards to cover it from top to bottom.

Low branches cut off your own tree can be put into service to display your Christmas cards. Choose the branches which have the most twigs, paint them with aluminum paint (the kind you use on radiators), then firmly anchor them in a flower pot with plaster filler. Cover the pot with aluminum foil. The cards can be suspended from the tree with cellophane tape.

If you have a folding screen, tape your cards to each panel from top to bottom. For added effect, use streamers of red and green crepe paper along the sides, fastened at the top with clusters of holly.

*A man may be a fool and not know it—but not if he is married.*

—H. L. Mencken

**OF MYTHS AND FACTS:** The myth: "Out of 125,617 communities in the United States 54,453, or 43.3 per cent, are not served by railroads . . . These 54,453 communities comprise a total population of 7,000,000 persons almost entirely dependent on motorized transportation for their existence" . . . The fact: Such figures appear to be based on total number of place names, such as real estate subdivisions, postoffice subdivisions and neighborhoods, listed in a commercial atlas from which the number of railroad stations has been subtracted . . . The atlas lists 40 communities within the city of Baltimore, for instance . . . In this way, Baltimore would be included as one community with railroad service and 39 other towns as being served only by motor truck . . . Actually, counties which have railroad service embrace 99.25 per cent of the nation's total population.

### The Good of Heart



Mrs. May Barrett

ALONE in a strange city, ill and almost without money, a traveler who met with this experience on a stopover in the Chicago Union Station wrote recently of it to the station officials. The letter was an exceptionally fine testimonial to one

of the station matrons, Mrs. May Barrett.

"By God's grace I was delivered into her kind hands," the letter read. "After hearing my story Mrs. Barrett made me comfortable in the ladies lounge and then arranged to have the Union Station doctor examine me. She took me herself to the doctor's office. The kind doctor, puzzled by my illness, called in a second doctor and between them they diagnosed my illness and quieted my fears.

"When I returned Mrs. Barrett was waiting for me. Taking my hands into her two capable ones she said, 'Now, how are you fixed for money?' and when I told her she said, 'Well, that won't buy a warm meal. You come with me.' And so Mrs. Barrett ordered me a meal and paid for it. After I had finished she reached into her pocket from which she drew two dollars and laid them in my hands. With them I was able to board the train for home many miles distant with confidence, and my trip ended on a joyous note.

"Since returning home I have written to Mrs. Barrett and returned the money she gave me from the goodness of her heart, but I wanted you to know that I will always have a warm regard for the employes who made the Union Station a refuge for a sick and weary traveler."

# retirements

The following employes' applications for retirement were recorded during October and November, 1952

## October

### CHICAGO GENERAL OFFICES

ELLINGTON, JAMES C.  
Industrial Commissioner ..... Chicago, Ill.  
POTTER, CHARLES B.  
Porter ..... Chicago, Ill.  
ROUSSEVE, WALTER R.  
Waiter ..... Chicago, Ill.

### CHICAGO TERMINALS

HOFFMAN, SAM  
Car Cleaner ..... Chicago, Ill.  
LEGATSKY, HENRY  
Switchtender ..... Galewood, Ill.  
MASLON, ALBERT  
B & B Carpenter ..... Chicago, Ill.  
STEELE, ORLEN  
Switchman ..... Chicago, Ill.

### COAST DIVISION

ACKERMAN, JOHN P.  
Carman ..... Tacoma, Wash.  
DAVIDEK, WALTER A.  
Boilermaker ..... Tacoma, Wash.  
HALE, WARREN E.  
Asst. Lumber Agt. .... Tacoma, Wash.  
HERRIN, PAUL L.  
Car Inspector ..... Tacoma, Wash.  
JACKSON, ROY  
Clerk ..... Seattle, Wash.  
JOHNSON, ANDREW E.  
Carman Burner ..... Tacoma, Wash.  
MARCHETT, ANDREW  
Ex. Gang Laborer ..... Othello, Wash.  
RITTER, ELMER N.  
Loco. Engineer ..... Seattle, Wash.  
ROBERTS, BERT D.  
Per. Frt. Insp. .... Seattle, Wash.  
THORSEN, HENRY  
Carman ..... Tacoma, Wash.

### DUBUQUE & ILLINOIS DIVISION

BASKELL, PETE  
Sec. Foreman ..... Mystic, Iowa  
HARTNEY, CLARK E.  
Watchman ..... Dubuque, Iowa  
KLOME, CARL W.  
Agent-Operator ..... Lanark, Ill.  
TRITZ, ANTHONY N.  
Loco. Engineer ..... Dubuque, Iowa

### HASTINGS & DAKOTA DIVISION

HARR, LOYAL M.  
Switchman ..... Aberdeen, S. D.  
JOHNSON, ALBERT  
Conductor ..... Minneapolis, Minn.  
KLUCAS, EDWARD L.  
Brakeman ..... Montevideo, Minn.  
NICOLAI, GEORGE C.  
Loco. Engineer ..... Montevideo, Minn.  
RAY, WALTER A., SR.  
Machinist ..... Aberdeen, S. D.  
SCHULTZ, WM. F.  
Sec. Foreman ..... Olivia, Minn.

### IDAHO DIVISION

FLYNN, JOHN J.  
Loco. Engineer ..... Spokane, Wash.  
HERGERT, JOHN  
Carman ..... St. Maries, Idaho  
KERR, JOHN M.  
Brakeman ..... Cle Elum, Wash.  
PERRONE, GENNARO  
Sec. Foreman ..... Spokane, Wash.  
TURNER, FREDERICK T.  
Mach. Helper ..... Spokane, Wash.

### IOWA DIVISION

BROWN, ARCHIE A.  
Asst. RH Foreman ..... Perry, Iowa  
EDEL, JOHN M.  
Sec. Laborer ..... Ferguson, Iowa  
MOORE, JESSE W.  
Loco. Carpenter ..... Perry, Iowa  
SULLIVAN, DENIS F.  
Machinist ..... Perry, Iowa  
TRASK, CHARLES A.  
Car Foreman ..... Cedar Rapids, Iowa

### WOOLSON, OSCAR A.

Conductor ..... Perry, Iowa

### IOWA & SOUTHERN MINNESOTA DIVISION

BROOKS, WM. M.  
Loco. Engineer ..... Austin, Minn.

### LA CROSSE & RIVER DIVISION

BRANNAN, WILLIAM  
Conductor ..... LaCrosse, Wis.  
CARDER, STANLEY  
Conductor ..... Minneapolis, Minn.  
DEANER, LAWRENCE R.  
Loco. Engineer ..... Minneapolis, Minn.  
FRANCIS, ARCHIE G.  
Loco. Engineer ..... Minneapolis, Minn.  
HAGEN, HALDOR  
Sec. Laborer ..... Coon Valley, Wis.  
HARRIS, LYMAN A.  
Loco. Engineer ..... Minneapolis, Minn.  
JENKS, ELMER G.  
Carman Helper ..... LaCrosse, Wis.

## THE NIGHT BEFORE CHRISTMAS



MORAN, EDWARD V.  
Train Baggage man ..... Wausau, Wis.  
PETERSON, CARL O.  
Loco. Engineer ..... St. Paul, Minn.  
PETERSON, JOHN  
Leadman ..... Tomah, Wis.  
WITZKE, CHARLES F.  
Brakeman ..... Minneapolis, Minn.

**MADISON DIVISION**

BAKER, CHARLES  
Ex. Gang Laborer ..... Janesville, Wis.  
DICHRESTINA, JOHN B.  
Laborer ..... Madison, Wis.  
RUTKOSKY, JOHN  
Sec. Laborer ..... Ladd, Ill.  
SOWLS, JEFFERSON, T.  
Crossing Flagman ..... Janesville, Wis.

**MILWAUKEE DIVISION**

COURTNEY, CHARLES  
Ex. Gang Laborer ..... Grays Lake, Ill.  
GALLENBECK, HUBERT J.  
Crossing Watchman ..... Horicon, Wis.  
HUGUNIN, LELAND W.  
Conductor ..... Green Bay, Wis.  
KOLLATH, JOHN R.  
Carman ..... Green Bay, Wis.  
PAWLOWSKI, TADEUSZ  
Sec. Laborer ..... Deerfield, Ill.

**MILWAUKEE TERMINALS & SHOPS**

BOYNTON, JESSE  
Ex. Gang Laborer ..... Milwaukee, Wis.  
DOORLEY, FRANCIS M.  
Blacksmith ..... Milwaukee, Wis.  
GAFFNEY, THOMAS A.  
Yardmaster ..... Milwaukee, Wis.  
HEYEN, HARRY J.  
Boiler maker Helper ..... Milwaukee, Wis.  
HRUS, PAUL S.  
Blacksmith ..... Milwaukee, Wis.  
KOSH, JOSEPH  
Air Brake Repairer ..... Milwaukee, Wis.  
MARTIN, ADAM  
Carman ..... Milwaukee, Wis.  
ZIMMERMAN, FRANK R.  
Machinist ..... Milwaukee, Wis.

**ROCKY MOUNTAIN DIVISION**

BACON, CLARENCE G.  
Conductor ..... Great Falls, Mont.  
BROWNELL, HAROLD B.  
Asst. Gen. Frt. & Pass. Agt. .... Butte, Mont.

GEPHART, JOHN V.  
Tel. Operator ..... E. Portal, Mont.  
HEIER, ERNEST C.  
Conductor ..... Bozeman, Mont.  
HOPKINS, ELLIOTT R.  
Machinist ..... Deer Lodge, Mont.  
KOHLMASE, ALFRED C.  
Divn. Supt. .... Butte, Mont.  
LAURELLA, GIOVANI  
Sec. Laborer ..... Avery, Idaho

**TERRE HAUTE DIVISION**

MAXWELL, GLEN M.  
Shop Foreman ..... Faithorn, Ill.

**TRANS-MISSOURI DIVISION**

ANDERSON, ANDERS S.  
Pipefitter ..... Miles City, Mont.  
PETROFF, KIM  
Carman ..... Miles City, Mont.  
SCHEPPER, HENRY O.  
T V T R Operator ..... Miles City, Mont.  
SMITH, WEBB  
Mach. Helper ..... Miles City, Mont.

**TWIN CITY TERMINALS**

DRIMAK, ANDREW  
Sheetmetal Worker ... Minneapolis, Minn.  
KSIENZYK, JOHN  
Laborer ..... St. Paul, Minn.  
MATTHIES, FRED J.  
Machinist ..... St. Paul, Minn.  
SARTWELL, ARTHUR L.  
Crossing Flagman ..... Minneapolis, Minn.  
SCHWENKE, EDWARD F.  
Machinist ..... Minneapolis, Minn.

**November**

**CHICAGO GENERAL OFFICES**

DUCKERS, SOPHIE A.  
Clerk ..... Chicago, Ill.  
EICHEN, FRED  
Clerk ..... Chicago, Ill.  
FARMER, MAYME A.  
Tel. Oper. .... Chicago, Ill.  
HANSON, ANTHONY  
Cook ..... Chicago, Ill.  
HUBER, HARRY F.  
Steward ..... Chicago, Ill.  
JAMES, ARTHUR E.  
Detailer ..... Chicago, Ill.  
OPIE, FRANK  
Asst. Bureau Head ..... Chicago, Ill.  
ORLANDO, MARY C.  
Folder ..... Chicago, Ill.

**CHICAGO TERMINALS**

BIHUN, JOHN  
Carman ..... Chicago, Ill.  
COLLINS, FRANK  
Conductor ..... Chicago, Ill.  
FIELDS, ROSIE H.  
Car Cleaner ..... Chicago, Ill.  
HENDRIKSEN, JOHN  
B&B Carpenter ..... Chicago, Ill.  
KEYES, HOWARD  
Boiler maker ..... Chicago, Ill.  
PLATES, GEORGE B.  
Genl. Foreman ..... Chicago, Ill.  
POLONEC, SUSIE M.  
Coach Cleaner ..... Chicago, Ill.  
ZEITSCHER, CARL  
Switchman ..... Chicago, Ill.

**COAST DIVISION**

HANSEN, KRISTIAN H.  
Loco. Carpenter ..... Tacoma, Wash.  
KINKELLA, JOSEPH  
Carman ..... Tacoma, Wash.  
LEE, OREN H.  
Frt. Checker ..... Seattle, Wash.  
WOOD, ALBERT W.  
Switchman ..... Everett, Wash.

**DUBUQUE & ILLINOIS DIVISION**

EXCEEN, WILLIAM F.  
Loco. Engineer ..... Ottumwa, Iowa  
LAWSON, VERNER C.  
Loco. Engineer ..... Ottumwa, Iowa  
OLTHOF, JOHN D.  
Sec. Laborer ..... Dubuque, Iowa  
SMITH, LEE A.  
Switchman ..... Savanna, Ill.

**HASTINGS & DAKOTA DIVISION**

FISCHER, SEBASTIAN A.  
Carman ..... Aberdeen, S. D.  
LINDEMAN, JOHN  
Sec. Foreman ..... Linton, N. D.  
RUEHMER, AUGUST F.  
B&B Carpenter ..... Milbank, S. D.

**IDAHO DIVISION**

CASEY, JAMES A.  
Boiler maker ..... Othello, Wash.  
HAYS, FRANK L.  
Agent-Operator ..... Coeur d' Alene, Ida.

**IOWA DIVISION**

BRUCE, FRANK O.  
Agent-Oper. .... Defiance, Iowa  
CORY, FRANK L.  
Clerk ..... Coon Rapids, Iowa  
LARIMORE, TIMOTHY E.  
Loco. Engineer ..... Perry, Iowa  
THEULEN, HENRY G.  
Loco. Engineer ..... Perry, Iowa  
VALLINCH, FRANK  
Sec. Laborer ..... Co. Bluffs, Iowa

**IOWA & DAKOTA DIVISION**

CRELLY, FRANK L.  
Machinist ..... Sioux City, Iowa  
HULCE, HERSCHEL M.  
Loco. Engineer ..... Sioux City, Iowa  
MORAN, CHESTER R.  
Conductor ..... Sioux City, Iowa  
ROLLER, PETER  
Water Inspector ..... Mitchell, S. D.  
SCHEIL, FRED M.  
Boiler maker Helper ..... Sioux City, Iowa  
SHELDON, MARK W.  
Pumper ..... Sioux Falls, S. D.  
SIGFREDSEN, BERTEL  
Ex. Gang Laborer ..... Mason City, Iowa

**IOWA & SOUTHERN MINNESOTA DIVISION**

HAGEN, DANIEL  
Loco. Engineer ..... Madison, S. D.  
HUNTER, ROBERT F.  
Loco. Engineer ..... Madison, S. D.  
KELLEY, ADELBERT S.  
Conductor ..... Albert Lea, Minn.

**LaCROSSE & RIVER DIVISION**

HUMFELT, GARRETT B.





**HIAWATHA NIGHT.** A family crowd of about 800 attended the annual fall festival of the Hiawatha Service Club at the Serb Memorial Hall in Milwaukee Nov. 15. The Service Club hosts above are, from left: General Secretary-Treasurer O. E. Weissenborn, Arthur Zabel, General Chairman Leo Kenney, Festival Chairman Ray Cary (standing), William Joerres and General Vice Chairman William Cary. Below: The crowd watching the professional stage show which was part of the night's entertainment.



Crossingman ..... Red Wing, Minn.  
**HUVEN, MATHIAS J.**  
 Sec. Laborer ..... Merrill, Wis.  
**HYSON, THOMAS F.**  
 Section Foreman ..... Watertown, Wis.  
**JOHNSON, AUGUST B.**  
 Loco. Engineer ..... Minneapolis, Minn.  
**JOHNSON, GEORGE A.**  
 Sec. Laborer ..... Wisc. Rapids, Wis.  
**KLAENHAMMER, CARL F.**  
 Sec. Foreman ..... Menomonie, Wis.  
**MILLER, ARTHUR A.**  
 Electrician ..... LaCrosse, Wis.  
**RAABE, JULIUS E.**  
 Laborer ..... Tomah, Wis.  
**WILSON, ORVILLE R.**  
 Operator ..... Hastings, Minn.

**MADISON DIVISION**  
**CLEVELAND, FRANK C.**  
 Sec. Laborer ..... So. Wayne, Wis.  
**JEFFREY, ESLIE O.**  
 Conductor ..... Janesville, Wis.  
**WILLISON, JOHN A.**  
 Machinist ..... Madison, Wis.

**MILWAUKEE DIVISION**  
**ANDERSON, NELS O.**  
 Ex. Gang Laborer ..... Grays Lake, Ill.  
**CAREY, CHARLES D.**  
 Trucker ..... Channing, Mich.  
**RUSSELL JOHN J.**  
 Brakeman ..... Chicago, Ill.  
**ZASTROW, EWALT A.**  
 Loco. Engineer ..... Milwaukee, Wis.

**MILWAUKEE TERMINALS & SHOPS**

**CHAMNESS, ALBERT J.**  
 Cabinet Maker ..... Milwaukee, Wis.  
**FEDENIA, NICK**  
 Carman ..... Milwaukee, Wis.  
**HOFFMAN, EMIL J.**  
 Boilermaker Helper ..... Milwaukee, Wis.  
**JATCZAK, JOSEPH**  
 Car Helper ..... Milwaukee, Wis.  
**JAWORSKI, FRANK**  
 Carman ..... Milwaukee, Wis.  
**MARTIN, JOHN A.**  
 Mach. Helper ..... Milwaukee, Wis.  
**PACK, CHARLES S.**  
 Chf. Train Rules Examnr. Milwaukee, Wis.  
**SUCHOCKI, VINCENT S.**  
 Carman ..... Milwaukee, Wis.  
**WENDLAND, JOHN F.**  
 Trav. Frt. Agent ..... Milwaukee, Wis.

**ROCKY MOUNTAIN DIVISION**

**COURTNEY, GEORGE C.**  
 Stower ..... Harlowton, Mont.  
**O'DELL, VICTOR F.**  
 Conductor ..... Deer Lodge, Mont.

**TERRE HAUTE DIVISION**

**BROWN, JAMES R.**  
 Carman ..... W. Clinton, Ind.  
**CHAMBERS, WALTER W.**  
 Conductor ..... Terre Haute, Ind.  
**HORNING, RALPH R.**  
 B&B Foreman ..... Terre Haute, Ind.  
**MORRIS, WM. D.**  
 Laborer ..... W. Clinton, Ind.  
**POWELL, JAMES H.**  
 Signal Maintainer ..... Terre Haute, Ind.

**TRANS-MISSOURI DIVISION**

**CASEBOLT, JOHN M.**  
 Section Foreman ..... Melstone, Mont.  
**COTTON, VERNE C.**  
 Conductor ..... Miles City, Mont.  
**HOPPER, JAMES**  
 Electrician ..... Mobridge, S. D.  
**STAFF, JACOB F.**  
 Car Inspector ..... Mobridge, S. D.  
**WAY, FLOYD R.**  
 Loco. Engineer ..... Mobridge, S. D.

**TWIN CITY TERMINALS**

**BAGNELL, DONALD T.**  
 General Supt. ..... Minneapolis, Minn.  
**CHRISTIANSON, OSCAR H.**  
 Blacksmith ..... Minneapolis, Minn.  
**COGSWELL, ARTHUR C.**  
 Carman ..... St. Paul, Minn.  
**HANSON, OLE**  
 Lead Carman ..... St. Paul, Minn.  
**HOEFFKEN, CORA G.**  
 Tel. Operator ..... Minneapolis, Minn.  
**JUSTAD, ARTHUR J.**  
 Machinist ..... Minneapolis, Minn.  
**PROSE, THOMAS A.**  
 Switchman ..... Minneapolis, Minn.  
**SATHER, MAURICE P.**  
 Carman ..... Minneapolis, Minn.  
**TSCHUMPERLIN, RAY M.**  
 Trav. Pass. Agent ..... Minneapolis, Minn.  
**WEBER, JOSEPH H.**  
 Ex. Gang Laborer ..... Minneapolis, Minn.  
**WIKEN, LAURITZ**  
 Carman ..... Minneapolis, Minn.  
**WILLIAMS, CLARENCE L.**  
 Caller ..... Minneapolis, Minn.

# about people of the railroad

## Iowa Division

### EAST END

Benjamin P. Dvorak, Correspondent  
Milwaukee Passenger Station, Cedar Rapids

O. W. Lundquist, assistant civil engineer, died in a Cedar Rapids hospital Oct. 25 after an illness of several months. He came to the Marion engineering department in 1935 and had been an employe of the Milwaukee for 25 years at the time of his death. His remains were taken to Chicago for burial. He is survived by his widow, one son, William A., four brothers and a sister. Mr. Lundquist was a graduate of the University of Minnesota.

H. Lee Layton died at his home in Marion on Oct. 29, having been ill only briefly. He was an engine inspector for the Road for 35 years before his retirement. He is survived by his widow; two sons, Leo of Glenwood, Ia., and LeRoy of Portland, Ore.; and three stepchildren, Elmer Layton of North Platte, Neb., Clarence Steel of National City, Calif., and Ruby Chudzinski of Springville, Ia.

Mrs. Bert C. Burrows of Marion, widow of Conductor Burrows, died Nov. 20 following a long illness. A son, Leonard E. of Monterey Park, Calif., survives her.

The recent election held by the Women's Club resulted as follows: Mrs. E. E. Godwin, president; Mrs. Robert Emerson, first vice president; Mrs. A. W. Hodgson, second vice president; Mrs. W. R. Johnson, treasurer; and Mrs. W. R. Hughes, secretary.

Homecoming at Marquette University Oct. 28-31 was attended by George Hennessey, retired roundhouse foreman, who graduated with the class of 1900—school of mechanical engineering. Mrs. Hennessey accompanied him.

Cigars were passed by Dispatcher Don Ott at whose home a new daughter, Elizabeth Ann, arrived Nov. 7.

With the changes in personnel in the office of superintendent at Marion, we have H. B. Johnson working as statistician. He was formerly ticket clerk in the Marion station. A. Atkinson, formerly yard clerk at Marion, has replaced Mr. Johnson in the ticket office. V. B. Dvorak is temporarily assigned to the position of general clerk and C. E. Curttright is assigned to the position of time revisor.

Trainmaster N. J. Klein has purchased a home in the Elmcrest Country Club district at Cedar Rapids and has moved from Minneapolis. His wife, little daughter and son joined him Nov. 21.

Irene Chisman was married to Richard W. McWilliams of Fairfield, Ia., Nov. 2 in the First Presbyterian Church, Ottumwa. She was given in marriage by her father, Locomotive Engineer Clarence Chisman of Cedar Rapids. The bride is a graduate of Ottumwa Heights College and the groom attended Parsons College in Fairfield and Drake University in Des Moines. During World War II he served 46 months with the Army Air Force in the South Pacific.

Roadmaster J. L. Vavra moved his family from Tama to Marion in October. Section Foreman H. W. Kindig, formerly of Cedar Rapids, is also a resident of Marion now.

### COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent  
Perishable Freight Inspector

Floyd Parrick, former Magazine correspondent, has left Council Bluffs and is now working as a clerk at Coon Rapids, Ia.

Fred Bucknam, chief clerk at the freight house, and his wife and daughter Barbara

have returned from a vacation in the Northwest.

Switchman Orba Kensinger is back on the job after being absent for many months due to an injury. Orba reports that he and family recently returned from a trip which included Oakland, Cal., Portland, Ore., and Olympia and Seattle, Wash.

We extend our sympathy to the family of Frank Valinch, who passed away recently. Mr. Valinch retired Oct. 1. He was a sectionman here for many years.

Jack Sands, formerly employed in the store department, is now working in the car department.

Car Inspector Vern Larson passed out cigars to celebrate the arrival of his eight-pound son Steven born Nov. 12.

Special Agent Jim Hacker who formerly lived at Cedar Rapids has moved his family to Council Bluffs.

Sectionman Polly Retenio who was in the hospital is now recuperating at home.

Coach Cleaner Le Roy Grieder reports the birth of a son, Timothy Patrick, on Nov. 11.

A banquet was held Nov. 22 at the home of T. P. Schmidt in honor of his father, Martin P. Schmidt, who was the founder of the Omaha, Council Bluffs and South Omaha Car Foremans Association. Each year for the past 35 years the car department supervisors and the retired supervisor of this terminal have met in memoriam on his birthday. This year 28 were present.

## Madison Division

### FIRST DISTRICT

W. W. Blethen, Correspondent  
Superintendent's Office, Madison

White chrysanthemums decorated the altar of Blessed Sacrament Church on Nov. 15 for the wedding of Catherine Anne Watson, stenographer in the superintendent's office at Madison, and Peter J. Ganshert of Madison. A breakfast for 30 was held at the Wooden Bowl, followed by a reception for 300 at the Park Hotel. After a motor trip to Florida, the Gansherts flew to Nassau in the Bahamas. They will be at home in Madison after Dec. 8.

Train Dispatcher Rollie Marlett and Mrs. Marlett celebrated their silver wedding anniversary Nov. 20. The Marletts were vacationing at the time at Ashton, S. D.

Perishable Freight Inspector Roy Miskimins and Mrs. Miskimins of Madison announce the arrival of a son on Nov. 22.

Rae Scherneck, clerk in the B&B department, spent the Thanksgiving holiday in Tulsa, Okla.

Sympathy is extended to Warehouse Foreman Thomas McDermott on the recent death of his mother.

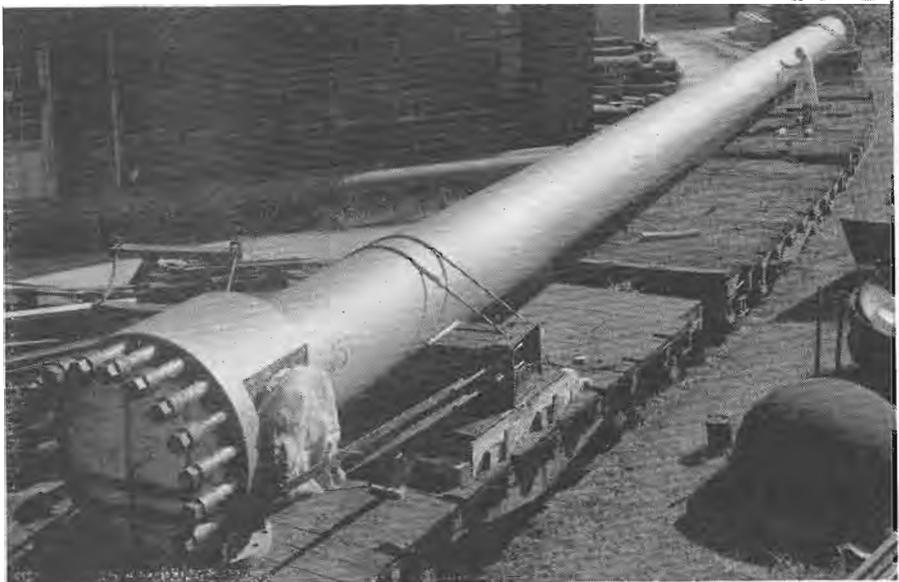
Conductor Henry Day has recovered sufficiently to be at home. He was confined to a hospital for several weeks.

Oscar Kline, retired train dispatcher, and Mrs. Kline are visiting their daughter's family, the Leslie B. Seeleys, in Los Alamos, N. M., at this writing.



WITH JEEP AND TRAILER. A. H. Vogt (right), locomotive engineer of Ladd, Ill., with friends, Mr. and Mrs. Lee Maynard of Phoenix, Ariz., and the deer which they and Mrs. Vogt bagged on a recent vacation in the western national park district. With jeep and trailer the party traveled through the Grand Canyon, the Kaibab northern region, the Arizona National Forest (where the deer were bagged) and up the Colorado River for bass.

**ONLY THE RAILROADS** are equipped to handle shipments like this 125-foot section of a pressure vessel which was routed via The Milwaukee Road recently by the A. O. Smith Corporation of Milwaukee for the Air Force's Arnold Engineering Development Center at Tullahoma, Tenn. One of the longest single objects ever to move by rail, it required four flat cars. Five other sections will be moved later. When the vessel is assembled it will be used to produce shock wave effects in a wind tunnel.



(Milwaukee Journal photo.)



**FEMININE FAN.** Trainman "Buzz" Humphrey and Baggage man Frank Goberschock of the Columbian with Patty Pearson, young daughter of an Olivia, Minn., grocer. Patty makes it a point to meet No. 18 every evening, and if her dad forgets to take her to the station, she reminds him about it. A wave to the trainmen, and she's ready for bed.

**KEYBOARD ANNIVERSARY.** A dinner attended by 35 Chicago Union Station associates and former co-workers marked the 30th anniversary of Milwaukee Road service for Marie Donnelly, head typist in the central typing bureau. She appears here showing the watch which was a remembrance gift from the group to Julia Sachen, head of the typing bureau (center), and Catherine Freeman, assistant bureau head.



**CHECKING OUT.** Louis Hansen, Mason City fireman and engineer, completing his last run of 50 years of service on Oct. 31. Congratulating him are from left: Roundhouse Foreman P. Hurley, Traveling Engineer R. R. Replogle, Assistant Superintendent R. W. Graves, E. A. Walter, H. Milnes and L. Walter. Starting as a fireman, Mr. Hansen had been an engineer since 1906 and has an honorary badge from the B. of L. E. in token of 40 years of continuous service. For the past several years he has been on the SFSX meat run between Mason City and Sioux Falls. He and Mrs. Hansen plan to make their home in Minneapolis.

**LONG DISTANCE ROMANCE.** Miss Ione Williamson, daughter of Glenn Williamson of the Seattle general freight department, wears her mother's wedding veil for her marriage to Corp. James L. Stevens, Jr., in Seattle on Oct. 25. Corporal Stevens is stationed in Germany and was home on furlough for the ceremony. The young couple spent a honeymoon in New York City, from where Corporal Stevens returned to his European post.





**MEET THE FAMILY.** Freight Claim Adjuster Leonard Palla, Chicago, has office callers, his wife and son Billy. Mrs. Palla was Eloise Sivertsen of the Fullerton Avenue accounting department before their marriage two years ago.



**MARINE LIFE.** Cpl. Wallace O. Refke celebrates this month his first anniversary in the Marine Corps. Before entering military service he was a clerk in the office of F. K. Beem, general agent, freight, Chicago. He is stationed at Santa Ana, Calif.



**AND BEST WISHES.** A couple well known in the Chicago general offices, Gladys Larson, freight claim secretary, and Al Hehl, Fullerton Avenue stationery department, smile their appreciation of gifts presented to them for their marriage on Nov. 8. They honeymooned in Miami.

## Chicago General Offices

### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

A welcome is extended to Marcella Johnson, Earl Matz, Kenneth Borden, Edward Deutschlander and Joseph Robinson.

Sympathy is extended to Lloyd Rugan on the death of his mother recently.

Joseph Smith received a 90-day deferment from the Army and is back in the office again.

Ruth Ballin and Helen Bunton have both taken a leave of absence to await a blessed event.

Mary and Bud Williamson are the parents of a boy, Gary Carl, born Oct. 30.

Warren and Corrine Appel announced the arrival of a daughter, Diane Kay, born Nov. 22. "It's a girl" cigars were passed out by Warren.

To the retired freight claim men—G. W. Loderhose, M. B. Mortensen, Vincent Hunt, Jay Goodenough, R. E. Abrams, P. L. Reimers, J. C. Martin, Art Slider and A. B. Anderson—their friends in the department wish for them a very Merry Christmas and a happy New Year.

### CHORAL CLUB NEWS

Theresa Glasl, Correspondent

George Schwandt entered military service the early part of December. George is one of our very loyal tenors and will be greatly missed in the ranks of the club.

The schedule for the annual yuletide music to be amplified in the Union Station is as follows: Dec. 22—11:30 A.M. to 12:30 P.M. and 7:30 P.M. to 8:30 P.M.; Dec. 23—12:30 P.M. to 1:30 P.M. and 4:30 P.M. to 5:30 P.M.; Dec. 24—11:00 A.M. to 12:00 noon.

On Jan 12 at 8:15 P.M. we have an engagement to present a concert for St. Patrick's Academy Mothers' Club located at 2300 West Washington Boulevard.

### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Chester and Alice Scharba announced the arrival of Dan Chester on Nov. 13. Margaret (Saunders) Plunkett presented her husband with a baby boy on Nov. 6.

A bridal shower was given for Ardele Brown on Nov. 13. She was married to William Dassow on Nov. 15.

Carl Denz was presented with a clock radio by his office friends in recognition of his marriage on Nov. 29, followed with a trip to Florida.

Sympathy was extended to Harold Meyer in the loss of his father on Nov. 8.

George Kullowitch writes from White Horse Mountain, Korea, under date of Nov. 10, enclosing some G.I. currency, also a Chinese \$10,000 bill valued at \$1, advising that the enemy always pays its troops before an attack.

Clara Raupp is convalescing at home following surgery, and expresses her appreciation for gifts and cards received.

Eileen Hegg returned to work Nov. 3 after several months' absence due to ill health.

Elsie Graening was granted a furlough on Nov. 14 due to ill health.

### PURCHASING DEPARTMENT

Dorothy Erlenborn, Correspondent

Lois Reiter, receptionist, is on a leave of absence awaiting the arrival of the stork.

Mrs. Dorrell Thelander recently spent 10 days in Hot Springs, Ark., for her health. She incurred a back injury in an accident a short while ago.

Bill Smith, formerly of this department, has proudly announced that he is a father for the second time. His wife presented him with a boy Nov. 7.

On one of the coldest mornings this year, Carl Skjoldager, buyer, found that his car would not transport him to the train as usual. His son Allen, who was home from Ohio Wesleyan for Thanksgiving, had forgotten to turn the ignition off the night before. Allen is studying pre-law at school and this incident gave him his first opportunity to argue his case before a pretty tough judge.

We are glad to report that Mrs. Elmer Eldridge has made a rapid recovery from her recent illness. The news that her son Bruce would be discharged from the Air Corps this month was a great morale booster.

Don Russo, clerk, is standing by Kathleen's bed at this writing, awaiting a blessed event. Kathleen is a three-year old boxer and this is her first litter. Don hopes to raise boxers as a hobby some day and feels that there is no time like the present to learn.

The hunting season was very successful for Charlie Jensen, buyer. His hunting expedition took him to Marengo, Ill., where he shot one pheasant opening day and got the limit the day following.

### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

F. G. Herrick, traveling auditor, who will retire in January was the guest of honor at a dinner in the Atlantic Hotel, Chicago, on Oct. 30, given by a group of traveling auditors of various railroads with whom he has been associated for many years. The party included the following: C. N. Stewart, the Soo Line, Minneapolis; T. J. Enright, the Erie, Jamestown, N. Y.; O. P. Erbe, CRI&P, Cedar Rapids; B. Monroe, Canadian Pacific, Toronto; J. C. McCann, CMS&P&P, Terre Haute; P. E. Bardén, NKP, Findlay, Ohio; H. R. Ribbe, C&EI, Danville, Ill.; C. S. Carlson, CRI&P, Kansas City; R. Hall, CRI&P, Davenport; S. G. Thomas, the Erie, Elmira, N. Y.; C. D. Wilkins, C&O&PM, Benton Harbor, Mich.; and C. Hall, the GT, Detroit. As a token of remembrance, Mr. Herrick was presented with a sport shirt and jacket.

It is with deep sorrow that we report the death of Frank J. Wald, bureau head. He was with our railroad for approximately 42 years. After a short illness he passed away on Nov. 24.

Sympathy is extended to Mrs. George Aff and family on the death of George on Nov. 12. George was a former head of our relief claim bureau. He retired Jan. 31, 1951, after being with the railroad 48 years.

Paul Jacobsen, bureau head, and wife are spending their vacation in Los Angeles, Cal., while Eddie Siuda, claim investigator, wife and daughter are spending theirs in Phoenix, Ariz.

Ray Hartman resigned recently to accept

employment with an insurance agency.

James J. Sides, claim checker, left our employ on Nov. 17 to serve Uncle Sam.

Recent visitors while home on furlough from the Army were Cpl. T. G. Skehan and Pfc. James M. Walsh.

Barbara Karich and Martin Madonia, PU&D clerk, were married Nov. 22 at St. Philip Benizi Church. Reception was held at V.F.W. hall of Post No. 1604.

Have you noticed that certain finger on Arona Warren's left hand? She was presented with a beautiful diamond by our Tom Puttrich. They contemplate a spring marriage. Arona is employed in the auditor of passenger accounts office.

#### FREIGHT AUDITOR'S OFFICE

Edith Marquiss, Correspondent

George LaVelle is on leave of absence at this writing. He has taken his family to California to enjoy the western sunshine, and get a needed rest, in accordance with "doctor's orders."

A beautiful diamond ring sparkling on the proper finger announces the engagement of Marianne Gleich to James Murray. The wedding will take place after the prospective bridegroom returns from serving with the armed forces.

Glad to see that Marie White has returned to work after a long leave of absence; also that Otto Hartung is back at his job in the interline bureau.

News about a former employe: Florence Vendegna, whose daughter Angela attends Northwestern University, has been elected president of the Mother's Club of Alpha Omicron Pi sorority.

Now that Thanksgiving has gone, we are looking forward to the joys of the Christmas season. Don't forget that our boys in the armed forces will be glad to receive greetings from their former co-workers. The Choral Club will again be singing Christmas music and carols in the Union Station, and you will find a visit to hear them very rewarding.

#### ENGINEERING DEPARTMENT

H. E. Datisman, Correspondent

Upon arriving home Nov. 10 Marge Marriott, steno in the office of W. G. Powrie, chief engineer, found her apartment thoroughly ransacked. Among the missing items was the watch her daughter, Mary Therese, had won in a recent T.V. talent show.

Howie Kabayashi, instrumentman in the office of H. B. Christianson, assistant chief engineer, started Dec. 5 to Seattle from where he flew to Hawaii. He is spending the Christmas holidays with his parents in Hawi, Hawaii. Yep—that's right—"Howie from Hawi, Hawaii!" (Sorry, but I just couldn't resist.) It will be his first trip home in five years.

George Griesenauer, retired instrumentman of the office of Assistant Division Engineer Kaufman at Western Avenue, has purchased a home in Clearwater, Fla. His new address is 1781 Sylvan Drive. Understand he intends to come to Chicago for the Christmas holidays.

Dick G. Klouda took over the position in the office of E. E. Burch, bridge engineer, that was formerly held by A. E. James who retired Oct. 31. Dick came from the E. W. Kuk Construction Company of Chicago, prior to



**TRANS-MO LEAVE-TAKING.** Surrounded by Mobridge roundhouse associates, Electrician James Hopper exchanges handshakes (left) with Roundhouse Foreman S. J. Ramer as he retired on Nov. 3. Starting with the Burlington in 1907, Mr. Hopper was with the Milwaukee briefly during the electrification of Lines West and also with the NP before becoming a permanent employe in 1924. With Mrs. Hopper he expects to spend the winter in California. His hobby at home in Mobridge is wood and metal lathe work.

which he served two years in the Army Air Force.

Clyde Christian, instrumentman in Mr. Christianson's office, joined the FOPP (Fraternity of Proud Papas) Nov. 24 when his Mrs. presented him with a baby girl, Janet Eileen. On Dec. 1 Clyde left our department to accept a position in the industrial department.

F. E. Fuller, of the office of K. E. Hornung, architect, played the villain in the comedy-fantasy "But Not Goodbye" presented by the Libertyville Village Players last month. He was also in charge of publicity, staging and ticket sales. Frank has been associated with the amateur theatrical group the past eight years, two of which he served as president. The group is celebrating its 25th anniversary and plans a huge musical production next spring to commemorate the event.

#### AUDITOR OF EXPENDITURE'S OFFICE

Jim Merchut, Correspondent

November ushered in a flurry of promotions and job changes. Harold Rappe took over the assistant bureau head position of the track timekeeping section. Trudy Restis, upon returning from her leave of absence, became the new head typist of Mr. Padgett's typing bureau. Ruth Watman joined the general bureau in the vacancy created by Fred Eichen's retirement. Bob Gorski landed the job of coupon clerk in the assistant comptroller's office. George Finley, our office boy, left for the sleeping and dining car department to take a clerk's job.

C. A. Payne, bureau head of the B&V section, was honored on his birthday by his co-workers with a two foot long birthday cake in the form of a train. A Milwaukee Road train, of course!

John Asplin, AFE clerk, left the Road after 16 years of service to join the executive branch of the Fruehauf Trailer Company. He was presented with a camera by his fellow employes.

Jeannie Jassak and George Franz were

promoters of a moonlight hay ride for the office's younger set.

Pvt. Oscar Lienbarger visited the office preparatory to his leaving for Korea.

Don Hanratty's wife has presented him with a new son. This makes two sons for Don.

November also found some people with vacations carefully saved to escape winter's blasts. Rose Printz went to the pink beaches of Bermuda. Pete Diedrich spent his in Florida. Ruth Brauneis, however, went to New York City for her vacation where she won a dollar on the Bert Parks' TV show for having the heartiest laugh in the audience.

## Trans-Missouri Division

### EAST END

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

Mrs. C. L. Kirby, retired agent and operator who was at Mahto, S. D., for 21 years, passed away Sept. 13 at Alameda, Calif. Burial was at Lodi, Calif. She is survived by her son Albert with whom she made her home since she retired.

Ralph T. Heywood, retired operator, formerly of Bowman, N. D., passed away in Chicago Nov. 5. Burial was at Waterloo, Ia.

Conductor Louis A. Heil passed away suddenly Oct. 24 following an operation. He was employed as conductor for 27 years and was a member of the Order of Railway Conductors and the Church of God. He is survived by his wife, three sons and six daughters.

Agent Frank Hoesley of Lemmon, S. D., who was on a temporary leave of absence due to ill health, passed away from a heart seizure on Nov. 19 at the Holy Rosary Hospital in Miles City.

Watch Inspector Swen Amunson of Mobridge, S. D., passed away Oct. 29 from a heart attack. He had been a resident of Mobridge since 1925 and was the owner of the Rexall Drug Store here.

# Give him mild and tasty



# Prince Albert

**America's largest-selling  
smoking tobacco**



Give him a big one-pound tin of Prince Albert — choice, crimp cut tobacco! Prince Albert's gaily decorated gift package needs no wrapping — you just write your message on the built-in card! Give P. A. to your friends who roll their own cigarettes, too!

R. J. Reynolds Tobacco Co., Winston-Salem, N. C.

*The  
National  
Joy  
Smoke!*



Conductor Verne C. Cotton retired on Nov. 1 after 45 years of service with the Milwaukee. He had never had a reportable personal injury, and no one working under him was ever seriously hurt. The Cottons have purchased a home at Whittier, Calif., near their son Carlton.



V. Cotton

F. Way

Engineer Floyd Way also retired Nov. 1 after 45 years of service. He started at Sioux Falls, S. D., as engine watchman, coming to Moberidge in 1907, and was promoted to engineer in 1912. Moberidge has been his home, except for a few years spent at Marmarth while working on the North Line.

Car Foreman Arvid W. Arvidson retired on Dec. 1 after 41 years of service. Beginning in May, 1911, he was promoted to car inspector in 1912 and to car foreman in 1930. The Arvidsons have three children all married, whom they will visit during the winter months, coming back to make Moberidge their home. Arvid has equipped a work shop in his home for his hobby. (Pictures of the foregoing men furnished by the Moberidge Tribune.)



A. Arvidson

J. Stapf

Car Inspector Jake Stapf retired Sept. 30 after being with the CMStP&P for 40 years. He began working at Aberdeen, S.D., as wrecking engineer, coming from there to Moberidge where he makes his home.

Conductor Ed Oberlander with his wife and daughter Sharon spent Thanksgiving at Grand Rapids, Minn., visiting his daughter, Mrs. Don Karna, and getting acquainted with his new grand-daughter born Nov. 19.

Engineer J. J. Klein, Jr., accompanied by his rancher friend, Johnny Long of Marmarth, has returned from a hunting trip into Canada, bringing back a big black bear. He is now enjoying tender bear steaks and will have a rug made from the hide.

Mrs. A. C. Bunker has returned from a vacation spent with her niece and family at Frankfort, Ky.

Bill Miller, son of Baggage man Tommy

Miller, who is serving in the Navy is now stationed at Bremerhaven, Germany. He writes his parents about an interesting trip to Hamburg and says he hopes to see Berlin and spend New Year in Paris.

Miss Virginia Batson, daughter of Engineer Charles Batson, was married Oct. 27 to S. R. Thorson of Grand Forks, N. D. Her husband is serving in the Navy, stationed at San Francisco, Calif.

Roundhouse Employee Charles Paschen and wife of San Diego spent a few days here visiting old friends. Retired Conductor Harry Fritz and wife of San Diego spent a week here also.

Dr. A. W. Spiry and wife have returned from a six-week European trip. Doctor Spiry attended medical clinics in London, Lucerne, and Rome and a meeting of the World Medical Association at Athens. They made the trip over by plane and returned on the Queen Elizabeth. From New York they flew to Columbia, Mo., to visit their daughter Joyce who is a student at St. Stephen's College.

The branch line dispatcher's position has been discontinued and George Meier bid in first trick. L. H. Bailly displaced Kenny Klovstad on the Moberidge swing job. Klovstad has taken second, displacing Mr. Teske who has been transferred to Butte.

Aloys F. Lakmann, retired traveling freight agent of the traffic department in Minneapolis familiarly known as "Uncle Al," is now operating a camera and music store in the lobby of the Brown Palace Hotel in Moberidge.

Water Service Foreman H. J. Leary and family attended the 50th wedding anniversary of Mr. Leary's parents, Mr. and Mrs. Ray Leary of Marmarth, N. D.

Here is my Christmas wish for all our readers: "May you have the gladness of Christmas which is hope, the spirit of Christmas which is peace, and the heart of Christmas which is love."

#### WEST

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

Milwaukee hunters of this region have reported good success in securing their winter meat supply. There was a special antelope season, a long, either sex, deer season and seasons for pheasant, grouse and migratory birds. For any who were unsuccessful in these, there was still a chance to attend the sale held at the Miles City Auction Company Oct. 26 when Jack Black of Martinsdale, Mont., sold 71 head of wild elk raised on his ranch. Several thousand spectators jammed the pavilion as the elk were auctioned off.

The Miles City Service Club entertained the Rotary and Kiwanis Clubs of the city at a luncheon Nov. 6 in the club rooms in the depot. This was the fifth year that the three clubs have met together. A. B. Running, superintendent's chief clerk, presided as master of ceremonies, introducing Bob Scanlan, president of Rotary, Herb Crone, president of Kiwanis, and J. D. Wagner, Service Club chairman. The committee who prepared and served the roast beef and trimmings were Chairman Sam Leo, Pete Leo, Jim Moyes, Corliss Yates, Dan Tedesco, Walton Laird and Louis Rask. Others who assisted with the serving were Ann Anderson, Bertha Heland, Maureen Piner, Eleanor Klar, Bill Klar and Alvin Arnold.

## Veterans' Association News

As a means of keeping members of the Veteran Employees' Association in touch with what is happening in the association, the Magazine proposes to carry each month a column devoted to the doings of the organization.

Anyone who would like to contribute news to this column should send it to Miss Florence M. Walsh, secretary of the Veteran Employees' Association, Room 864 Union Station, Chicago, Ill. Material intended for inclusion in a given issue should be in her hands prior to the end of the preceding month.

Word has been received that Henry B. Rivers, retired chief carpenter, passed away at Missoula, Mont., Sept. 19. Mr. Rivers was born at Whitewater, Wis., July 15, 1875. He entered the employ of the railroad as a clerk in 1909 and became assistant chief carpenter on the Northern Montana in 1916. He transferred to the Trans-Missouri in 1928 as chief carpenter and continued in that department until his retirement in 1938.

At the October meeting of the Milwaukee Women's Club the members made plans for a potluck dinner which is to be held Jan. 5, 1953 at 6:30 p.m. A business meeting and installation of officers for the coming year will follow. Officers elect for 1953 are: Mrs. Ralph Jensen, president; Mrs. Frank Spear, first vice president; Mrs. Darrell Goodspeed, second vice president; Mrs. Howard Sweeney, secretary; Mrs. Leonard Kirchoff, assistant recording secretary; Mrs. Gladys Brundage, treasurer; Mrs. E. B. Walters, historian; and Mrs. S. E. Moss, corresponding secretary.

Claud D. Pickard, 68, retired agent, died Oct. 9 at a Miles City hospital after a long illness. He was born at Fontanelle, Ia., Feb. 14, 1884 and later studied telegraphy, becoming an agent and operator for the CB&Q. Mr. Pickard entered the employ of the Milwaukee in 1910 and was agent at a number of points on the Musselshell district until his retirement in 1946. He then operated the Star Hotel in Harlowton until 1949 when he acquired the Pickard Tourist Cabins on Highway 10 in Miles City. Members of the Masonic lodge officiated at the interment rites. Survivors include his widow, four daughters, two sons, two sisters and four grandchildren.

Frank Hoesley, 67, agent at Lemmon, passed away Oct. 19 at a local hospital where he had been a patient for several weeks. Mr. Hoesley was born July 20, 1885, in Manning, Ia. He spent 47 years in the employ of the railroad. He was a member of Yelduz temple of the Shrine and of Masonic groups in Lemmon. Burial was in Lemmon. His survivors are his wife, two sons, a daughter, a brother, three sisters and three grandchildren.

The Service Club of Miles City held its fall business and social meeting Oct. 15. Officers for the coming year were elected. They were: T. M. Bankey, chairman; John Schell, vice chairman; D. A. Shank, treasurer; D. B. Campbell, secretary; and Ray Grant,

John Brogdon, H. E. Holm and Art Gilbert, board members for a two year term. T. A. Boehmer, representing the shop crafts, presented gifts to the following retired men: Andy S. Anderson, George Whitbeck, Webb Smith and Adolph Ruegge. George Ferrell, representing the car department employes, presented retirement gifts to Henry Schepper and Kim Petroff. These retired employes were also given life memberships in the club. A social hour and tasty lunch followed the business meeting. A special treat were the deerburgers made from deer meat donated by John Brogdon, division lineman.

Graduates of the fall square dancing class held the spotlight Oct. 22 at Custer County High School in Miles City. Squaring off to receive their diplomas were Mr. and Mrs. Bud Helland, Mr. and Mrs. Bill Klar, Mr. and Mrs. John Scott and Mr. and Mrs. G. B. Childers.

## Coast Division

Harry W. Anderson, Division Editor  
Superintendent's Office, Tacoma

Ruby Baker, stenographer to chief carpenter, has been seriously ill and understand is at the present writing undergoing treatments in Seattle.

Frank Ziel, retired conductor, is quite active these days. He has been traveling through the East, attending the wedding of his grandniece, Jane Lewis, in Madison, Wis., and also the Veterans' convention in Milwaukee and the Shriner's doings in LaCrosse, Wis. However, on his return he was in the hospital for 10 days undergoing an operation, but is now shipshape again and rarin' to go.

May Brown, stenographer in the chief dispatcher's office, is taking a three-month leave of absence to bask in the California sunshine.

Esther Delaney and her husband Bill vacationed in Dubuque, Ia.

W. W. Westerfield, who has been running an extra gang on the Port Angeles line for some time, has been promoted to roadmaster on the Rocky Mountain Division with headquarters in Missoula, Mont.

J. D. Atchison, who for many years worked as helper conductor out of Beverly, Wash., and had been retired for several months, passed away suddenly in his home at Beverly, Wash.

## SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

Lola Thomson, who underwent surgery recently at Providence Hospital, is now convalescing at home and hopes to be able to return to work before long. Urgel Collett has been filling in on the demurrage desk during her absence.

Miss Mildred Fetters, chief accountant at the freight office, enjoyed an October vacation in Detroit and Chicago.

Warren Rode of the reclaim section is taking leave of absence because of ill health. He and Mrs. Rode left Nov. 15 for the Midwest. Emil Nielsen is on the booking desk during Warren's absence.

If news seems a little scant this month it is because your correspondent is in the throes of moving. As this is being written, we are living in two apartments and Thanksgiving will very likely find the turkey in one kitchen and the trimmings in another.

## TACOMA

E. L. Crawford, Correspondent  
c/o Agent

Members of the Tacoma Executive Association were guests of the railroad Nov. 13 when their weekly luncheon was held aboard the Olympian Hiawatha at noon before the streamliner's departure from here for the east. There were 52 members in the group.

The Tacoma Sunday Ledger-News Tribune Nov. 16 carried an excellent article and picture in connection with the placing of a metal plate marker on a granite boulder near the passenger station commemorating the beginning of a new era in electric railroads 32 years ago, when Tacoma became the western terminus for the first trains using electricity for motive power on a transcontinental railroad. It carries this inscription: "A new era in railroad transportation. The first electrically operated transcontinental passenger train leaving Tacoma departed from this terminal Sept. 1, 1920."

All of the Tacoma "passenger gang"—air, bus, rail, steamships and travel bureaus, played host to 75 members of the Seattle Passenger Club, at a smorgasbord dinner at the Top-of-the-Ocean, Nov. 10. A total of 120 travel and ticket agents attended, and Tacoma Mayor John H. Anderson presented a key to the city to John Money, president of the Seattle Passenger Club. Seventeen Milwaukee Road passenger and ticket salesmen were in the group from both Seattle and Tacoma, headed by O. R. Anderson, GPA, Seattle. Charles Keys of Tacoma Pacific Tel. and Tel. Co. gave a talk on the "Story of the Hilltop" and demonstrated how our television receivers obtain the picture by micro-wave from the coaxial cable at Portland, Ore.

A nine-pound baby boy was welcomed Nov. 11 at the home of the G. O. DeForrests. Mr. DeForrest is a yard brakeman.



**CENTURY OF SERVICE.** A bronze plaque which was presented to The Milwaukee Road as one of a group of firms honored recently by the Milwaukee, Wis., Chamber of Commerce "In recognition of more than 100 years of service to the community." The award was made to Leo T. Crowley, chairman of the board, at the Chamber's 91st annual dinner.

Our hats are off to Ticket Clerk Carl Ziemer who continues his good luck in catching silver salmon in the Puyallup River. It is no effort for him to return with three or four 10-pound silver salmon whenever he goes fishing.

## Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

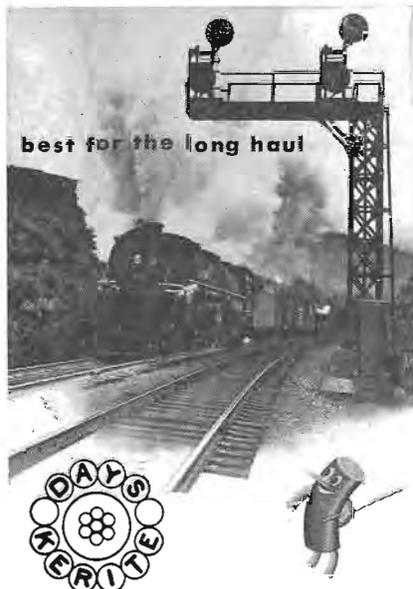
Clem Vail, rate clerk, who has been ill for six months, is back to work again and looking none the worse after this rugged experience.

Henry Shallanda, cashier department, is also back after spending some time visiting at Phoenix, Ariz.

Jack F. Wendland of the traffic office retired from his position as traveling freight agent on Oct. 31. He was a former member of the force at the local freight office.

Lester C. Koplien of the C&O general office in Milwaukee has been promoted to traveling agent at Green Bay. He is the husband of Beverly Koplien, clerk in the claim department.

Charles Roessger, former messenger and yard clerk, is the father of a son, Mark Charles, born Nov. 15. Many employes remember Charles when he himself was a very young lad at Fowler Street and have followed his activities in the armed forces, as a student at the University of Wisconsin, and with the Bureau of Weather Statistics. At present he is stationed at Camp Attabury, Columbus, Ind. Grandfather is our chief clerk, George H. Roessger.



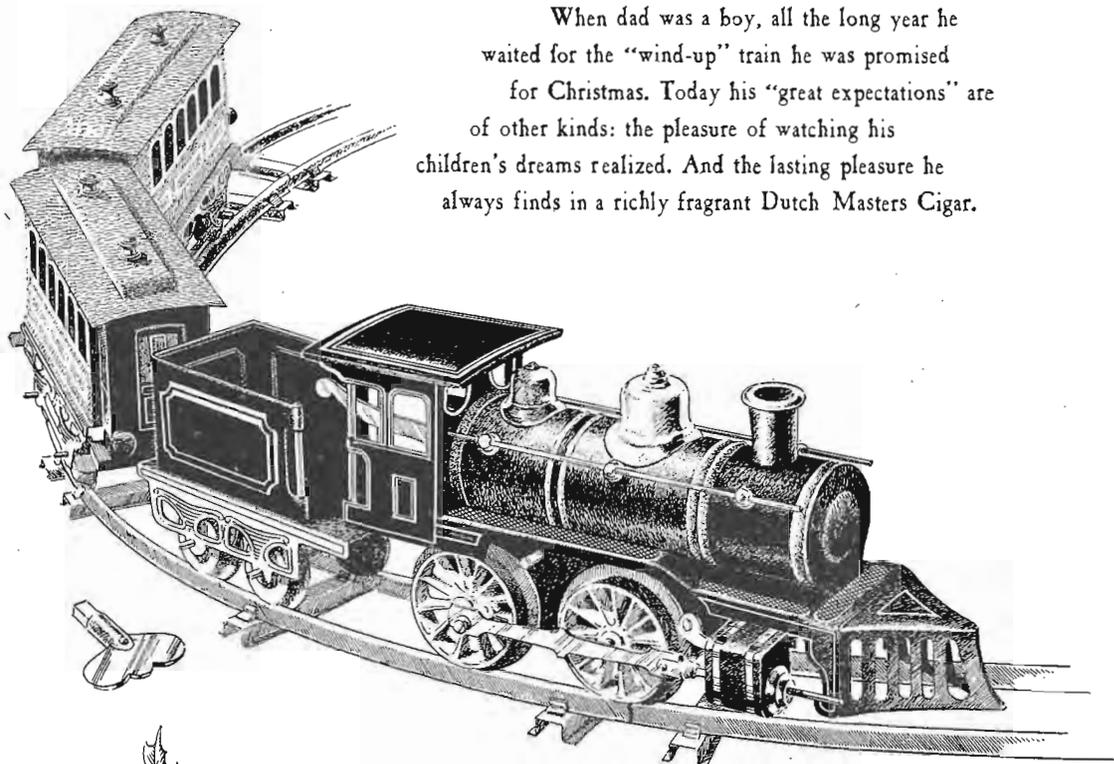
## KERITE CABLE

THE KERITE COMPANY  
30 Church St., New York 7, N. Y.  
Offices also at 122 Michigan Ave., Chicago;  
582 Market St., San Francisco;  
3901 San Fernando Rd., Glendale 4, Calif.

The value and service life of a product can be no greater than the integrity and craftsmanship of its maker.

# Great Expectations!

When dad was a boy, all the long year he waited for the "wind-up" train he was promised for Christmas. Today his "great expectations" are of other kinds: the pleasure of watching his children's dreams realized. And the lasting pleasure he always finds in a richly fragrant Dutch Masters Cigar.



## DUTCH MASTERS CIGARS

### DAVIES YARD

Charles Pikalek, Correspondent

Stanley Dec, checker, entered the hospital Nov. 19 to undergo surgery.

Sgt. S. Zaffiro, former helper in the yard, was recently promoted to staff sergeant. He is stationed with the Air Force at Omaha.

The mystery is still unsolved. On Nov. 11 Nancy Houting, yard clerk, noticed when she got home from work that a large sign was tied to the rear of her car, reading "My birthday is today—I am 20 years old—Nancy." Who is the culprit?

Several of the boys have received postal cards from Pvt. Robert (Red) Hexvold and say he would appreciate hearing from the gang. His mailing address may be had from this correspondent upon request.

### Twin City Terminals

#### MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor  
General Superintendent's Office

More than 200 employes and members of their families attended the annual appreciation dinner on Nov. 19 in the Laidlaw Legion Club sponsored by the J. H. Foster Service Club of Minneapolis. A delicious turkey dinner was served by the members, assisted by the ladies of the Milwaukee Railroad

Women's Club. Movies were shown and Minneapolis Coach Yard Welder Mike Dauphinais and his family entertained with dance music and a number of skits. Our hats are off to Chairman C. T. Myhervold and members of his committee for a very enjoyable evening. Myhervold was assisted by Carl Rodin, Norris Groth, John J. Gallagan, Roy Mellquist, C. W. Kelly, Carl Matzoll, Frank Hardy and M. F. Thori.

On Nov. 21 those of us who were in the Minneapolis depot around noon were treated to selections by a band playing in honor of the Oldsmobile dealers "Rocket Special" which departed from the Minneapolis passenger station. Needless to say, the most popular tune was "In My Merry Oldsmobile."

Word has been received from Bill Dolan, furloughed switchman from St. Paul yard, who is now with the Seventh Army in Munich, Germany. Bill writes that he is enjoying his job as assistant mess sergeant, but is looking forward to getting back to the States and going to work for the Milwaukee again.

Hank Budnick left the superintendent's office Nov. 1 to take a position as claim adjuster in A. E. Ward's office. Fred Cross has succeeded Hank, and the new face in the superintendent's office belongs to H. K. Johansen.

*Men still die with their boots on, but usually one boot is on the accelerator.*

### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

Fred Overby returned from the north woods without a deer this season.

In the first heavy snow fall on Nov. 25, some of the boys here on their way to work thought their autos were on sled runners instead of wheels.

Arnold Nelson of the roundhouse, off for nearly a year on account of sickness, is back to work.

Frank Jefferson, also of the roundhouse, has been absent for nearly a year but expects to return to work soon.

Peter Daviduk and Fred Kliner, both of the roundhouse, retired Dec. 1.

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Welcome is extended to Miss Marlene Nelson, recently employed in the locomotive department at Minneapolis as stenographer-clerk.

Carman Apprentice and Mrs. Theodore Potvin are happy over the arrival of a baby girl Oct. 12. Carman Boyd McDonald is a grandpa due to the arrival of a grandson at Louisville, Ky. Tinsmith Sid Snobeck is a

## Time Is Our Business

**CHAS. H. BERN**

Union Station Bldg. Chicago, Illinois

**MILTON J. HEEGN**

29 E. Madison Street Chicago, Illinois

**H. HAMMERSMITH**

332 W. Wisconsin Ave.  
Milwaukee, Wis.

**Official Watch Inspectors  
for**

**The MILWAUKEE ROAD**

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

*Always at Your Service.*

## FISH and OYSTERS

Supplying Hotels, Restaurants and Clubs  
Our Specialty  
Phones Roosevelt 1903, all departments

**W. M. Walker**

213-215 S. Water Market Pilsen Station  
Cor. Racine Ave. and 14th Pl. CHICAGO

## CARTER BLATCHFORD, INC.

80 E. JACKSON BLVD.  
CHICAGO

### RAIL JOINTS

Reformed and heat treated  
to meet specifications for  
new bars.

proud grandpa also, on account of the arrival of baby girl Nov. 17 at his daughter's home.

Retirements: Carmen at Minneapolis shops, Maurice P. Sather and Lauritz Wiken; Arthur C. Cogswell and Ole Hansen at St. Paul repair track, each having over 30 years' service; also Christian Behrens, former equipment maintainer at Winona; Locomotive Department Machinist Arthur (Happy) Justed and Blacksmith O. H. Christianson, with 44 and 37 years service respectively,—all retired Nov. 1. Machinist Edward Schwanke with 40 years of service had retired Oct. 1.

Locomotive Machinist George Schultz passed away Oct. 12; L&R Engineer L. J. Brink at Arcadia, Cal. Sympathy is extended to relatives.

Car Department Helper Robert Reagan reports that his 10-year-old daughter had three ribs broken when struck by an automobile when she darted between two parked cars to run after her ball in the street.

Clerk Leroy Samuelson, vacationing at this writing at Miami and Chattahoochee, Fla., and all the southern beaches is having the time of his life, we hear.

Car Foreman Hollingsworth of the light repair track is home from the hospital following surgery and improving nicely.

### ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent  
c/o General Agent

Our first snowfall of the year more than made up for the long dry fall season. On Nov. 25 a fine wet snowfall gave St. Paul its worst traffic tie-up in years, and the next day conditions were worse after a fall of about 10 inches, which blew into much higher drifts, thanks to a strong wind.

All of which puts us into a "White Christmas" mood, and so from all of us to all of you, Christmas greetings and best wishes for 1953.

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

The commercial office loses a good man and the DRGW gets one. Johnny Hemmingen, former tracing clerk, after serving the Milwaukee in the local freight for five years and the commercial office for the past nine months, is now with the DRGW in Minneapolis as chief clerk.

Myrtle Henry, secretary, is at this writing vacationing in Flint, Mich. It is a good time to be away what with eight inches of snow and zero weather in Minneapolis.



**BLIZZARD BULLETIN.** A blizzard which descended on the Twin Cities Nov. 25 brought 10 inches of snow, with drifts from two to six feet, and tied up the public transportation system. Passenger trains, however, were operated with a minimum of delay. This is Bass Lake yard in Minneapolis, showing a section crew cleaning out switches.

Joe Spain has returned to the local freight office at his old job of car record clerk before enrolling at the University of Minnesota next quarter. He was discharged from the Army Sept. 10.

Mr. Wareham, chief clerk in the local freight, is at present in California visiting his daughter and son-in-law. His son-in-law is a doctor in the Navy and is being transferred from San Diego to Pearl Harbor. Mr. Wareham's daughter is accompanying her husband.

Jack Felber, agent at St. Louis Park, took his vacation Nov. 13 and was relieved by G. T. Behl. Jack grabbed his Savage and headed for the north woods; result, one nice buck.

## I & S M Division

H. J. Swank, Division Editor  
Superintendent's Office, Austin

Gust Hernes, car inspector at Austin, left New York by boat Dec. 2 for Elverum and S'olor, Norway, for a visit with his mother and relatives whom he has not seen for about 18 years. He plans to be back in New York about Jan. 23.

Retired Conductor and Mrs. Frank R. Jeffers celebrated their golden wedding anniversary by holding open house at their home in Austin Nov. 10.

While our first snowfall of the year was rather heavy, piling up more than eight inches of the "white stuff," it did not interfere too much with our train operations on the east end, but hampered highway traffic for a couple of days.

The 20th anniversary of Madison, S. D.,

## WEST COAST WOOD PRESERVING CO.

*We are proud to serve "The Milwaukee Road" in  
supplying treated ties and structural timbers.*

Office: 1118-4th Avenue, Seattle, Wash. ♦ Plants: Eagle Harbor and West Seattle



**TWO DECADES.** Madison, S. D., Chapter of the Women's Club in a festive mood to celebrate the 20th anniversary of its founding on Nov. 11. Seated from left: Mmes. George McKinney, Maurice Hennifin, Nell Crabbs, Joe Lawler and Mrs. Holter. Standing, left to right: Mmes. Harvey Bennett, Leonard Barry, Earl Allen, Al Brakke, Helen Walker, Clinton Gregerson, C. A. Berg, M. P. O'Loughlen, A. Vogel (president) and Ann Nelles.

chapter of the Women's Club was observed in connection with the November meeting. Ten of the oldest and most loyal members were the honored guests. Mrs. Harvey Bennett, historian, read an account of the club's history and then the charter member recalled interesting incidents.

The election of officers was held during the business meeting. As proposed by Mrs. O'Loughlen, chairman of the nominating committee, the following were elected: Mrs. Art Vogel, president; Mrs. Carl Berg, first vice president; Mrs. Barney Morgan, second vice president; Mrs. Earl Allen, treasurer; Mrs. H. G. Gregerson, corresponding secretary; Mrs. Clinton Gregerson, recording secretary; Mrs. M. P. O'Loughlen, historian. The club expressed its appreciation to the men's Service Club for a cash gift which was used to pay half of the cost of the new linoleum in the club room, with a special thanks to Earl Allen who made it known that the ladies needed "a little help" and to John Kaisersatt, Service Club president, and Jim Gregerson for their help.

Frank J. Kowaleski, former roadmaster who has worked as section foreman in Austin yard since 1945, decided that after 46 years of service it was time to rest and announced his retirement to be effective Dec. 9. He plans to visit relatives in Alabama during part of the winter.

## Milwaukee Shops

### CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

New in our office these days is Jean Myre-chuck, who was formerly employed in the superintendent of car department office. She replaces Elsie Potter who is on a leave of absence.

We welcome back Johnny Trojan, formerly of this department who is now employed

in the superintendent of car department office.

A picture of Welder Clarence Schwantes' house appeared recently in the Milwaukee Sentinel after it had been moved to its new location on 40th and Clybourn in order to make room for our new stadium and expressway. Clarence and his wife are busy these days getting the house in order after the moving.

Eddie Rome, blacksmith, became the father of a baby girl on Nov. 5.

Melvin Braun, son of Freight Foreman Walter Braun, recently enlisted in the Air Corps and his picture appeared in the Milwaukee Journal with a group of recruits before his departure for Texas.

Cigars were passed around the shop Nov. 6 by Eddie Andersen, painter. The occasion—Eddie and his wife were celebrating their 32nd wedding anniversary.

We were sorry to lose the service and companionship of five of our old timers in the freight shop the last month, who all retired. They were Carman Nick Fedenia, age 65 with 34 years' service; Carman Frank Jaworski, age 75, with 34 years' service; Carman Vincent Suchocki, age 65, with 40 years' service; Carman Helper Joe Smetek, 75, with 23 years service; and Carman George Radocha, age 75, with 30 years' service.

Sympathy is extended to Clarence Wand-snider, blacksmith helper, whose wife passed away Nov. 19; also to the families of Emil Grabo, retired painter, who died Oct. 27 at the age of 83 and Albert Chamness, cabinet-maker, who died Nov. 22 at the age of 72.

### LOCOMOTIVE DEPARTMENT

Arno Bartz, Correspondent

Louie Bednar, clerk in the S.M.P. office, visited Buffalo, N. Y., recently and on his return reported that his just-arrived grandson was doing well. This is Louie's second experience as a grandpa.

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Joan Kelly, steno in the general foreman's office, recently came into possession of a hard-earned driver's license. She now chauffeurs father Emmett, clerk in the locomotive department office, to work and home.

The first honor score of the bowling season was posted by Ed Zimmerman Jr., diesel house clerk. Ed pummeled the pins for a 615 count. It was erroneously reported in last month's magazine that Ed's average is 170. It is 184!

Sympathy is extended to the family of Earl Fix, electrician in the diesel house. Earl died unexpectedly of a heart attack. Your correspondent had enjoyed his company on a number of golfing excursions and can report that his passing will be felt by all who knew him.

George Wiese, machinist helper on the erecting floor, left for military service during November.

Bill Haddock, back shops machinist, died Nov. 22. Bill served his time as an apprentice here in Milwaukee, and before poor health overtook him had been a gang foreman at LaCrosse and at Milwaukee roundhouse. Besides his wife and son, he is survived by his brother John, a conductor on the C&M Division, and by his brother Ernie, a retired conductor of the C&M Division now living in California.

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

To honor Ann McFadyean, stenographer in the Milwaukee Land Company, who was a November bride, a luncheon was held Nov. 14 at the Hearthstone Tea Room, with 25 of her friends and co-workers present. Ann was presented with a lovely wedding gift.

Roberta Deaton has taken over the position of stenographer in the industrial department vacated by Leah Oren Oct. 1. Roberta formerly held the same position but resigned about two years ago, to change her name from Madigan to Deaton.

Sympathy is extended to Assistant General Attorney Charles F. Hanson and sons Bruce and Peter, on the death of Mrs. Hanson Nov. 13.

Loren Cowling, chief clerk to western traffic manager, was recently elected vice president of the Junior Traffic Club of Seattle.

Earl Pidgeon, former steno in the office of western traffic manager, has taken over the position of secretary in the electrification department recently vacated by Mort Bow-brow. Earl's position was filled by Robert Burleigh.

Gene Webster, retired passenger agent, and Mrs. Webster returned Oct. 25 from Biloxi, Miss., where they attended the 70th annual convention of the American Association of Traveling Passenger Agents. They also visited at Cincinnati and Mobile enroute to the convention and on their return at Gulport, Jackson, Vicksburg, New Orleans, Memphis and other southern points, Chicago, St. Paul and Minneapolis. The trip took four weeks.

J. N. Davis, retired general attorney, flew to Honolulu in October, spending 10 days in the Islands.

A wedding of interest to the Milwaukee family took place Nov. 29 in the Church of the Epiphany when Ann McFadyean, formerly of the Milwaukee Land Company, became the bride of Charles W. Reynolds, buyer in the purchasing department. After a two-week honeymoon in Canada Mr. and Mrs. Reynolds will be at home at 3014 28th Avenue West, Magnolia District, Seattle.

A. W. (Bill) Nelson, assistant engineer, passed away at Doctors Hospital Nov. 30 after a brief illness. Mr. Nelson was born

## Want to Make New Friends?

THE TRANSPORTATION SOCIETY OF CHICAGO, consisting of employees of firms connected with the transportation industry, invites the membership of Milwaukee Road people who are interested in meeting in person the men and women they have occasion to contact by letter and 'phone in their work. The society which was formed in 1951 for the purpose of bringing together socially the transportation personnel of the Chicago area now has more than 300 members, including traffic people of many commercial companies. Its activities include a monthly business meeting and social evening, several dances a year, picnics, jaunts to interesting places, and like affairs. Milwaukee Road people who are interested in joining may obtain full particulars from Helen Jendryk and Kathy McArdle, Room 29, Fullerton Avenue.

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Cleveland  
Columbus  
Buffalo  
Havana

London  
Vancouver  
Montreal  
Toronto



**PASSING 60.** This spry couple is Mr. and Mrs. S. H. Zimmerman of Dubuque who recently celebrated their 60th wedding anniversary. The occasion was observed with an all-day reception at the YWCA in Dubuque. Mr. Zimmerman is a retired machinist and Mrs. Zimmerman is president of Dubuque Chapter of the Women's Club. They have four children, 10 grandchildren and nine great-grandchildren.

at Granite Falls, Minn., Apr. 19, 1889. His first service with the Milwaukee was in the engineering department of the H&D Division as tapeman in 1910 subsequently holding positions of instrumentman, resident engineer, assistant engineer at Sioux City, Ottumwa, Chicago and other points on Lines East. He transferred to Lines West in March 1943, since when he had been located in Seattle, Spokane and Tacoma. He is survived by his wife Edna, sons Claytus of Denver and Bill of Seattle, daughters Mrs. Harriet Wheeler of Garden City, Kans., and Mrs. Betty Nilsson of Washington, D. C.

## D & I Division

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

Ronald G. Meyers, son of Freight House Employee Leonard Meyers, Savanna, is now located at an Air Force base in Okinawa.

Mrs. William Sheetz, wife of retired assistant roundhouse foreman of Savanna, passed away at her home in Savanna Oct. 22 following an illness of many months. Mrs. Sheetz was a charter member of the Women's Club at Savanna and an active member up to the time of her illness.

Mrs. Ben Nutt, wife of retired mechanical department employe of Savanna, passed away in the family home on Nov. 7. Surviving are her husband and one daughter, Mrs. Kenneth Barbian of Elmhurst, Ill.

Mrs. James Drain, wife of switchman at Savanna, passed away Oct. 20. Surviving are her husband and three sons.

## THIRD DISTRICT

Walton Madison, Milwaukee-KCS Joint Agency switchman who retired in 1950 on account of ill health, passed away in a sanitarium in Independence, Mo., Oct. 3. Surviving are his widow, brother and sister.

Mrs. O. B. Vaughn, wife of Milwaukee affiliated car inspector, passed away in Kansas City on Oct. 3.

## I & D Division

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

D. C. Halverson has returned from military service and resumed work as operator at New Hampton, Ia. While overseas, he was stationed in Germany.

H. L. Phillips and Ralph Anderson have taken over the yard clerk duties at Mason City since the division engineer's headquarters were moved to Sioux City. "Red" Martin has gone to Canton as clerk and Marlowe Evans has been appointed chief carpenter's clerk at Sioux City.

## SANBORN—RAPID CITY

Albert J. Gall, Correspondent  
Trainmaster's Office, Mitchell

Car Inspector J. T. Maier Sr., is back on the job after being off for several months due to illness.

Ed Morgan, car inspector at Mitchell, and wife have returned from a trip to Hawthorne, Nev., where they spent some time visiting with their son who is in the Navy.

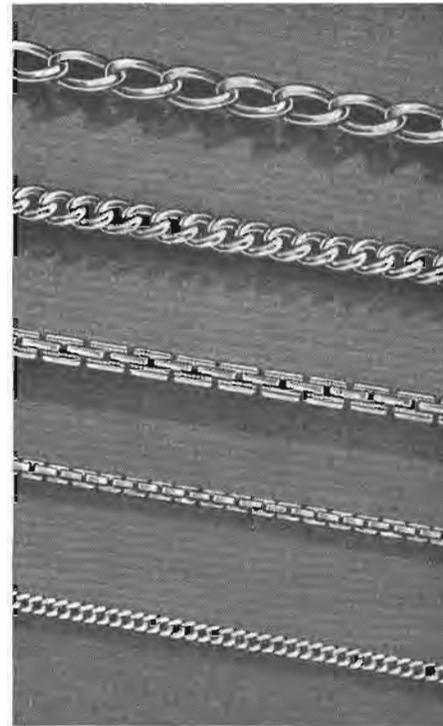
Charles L. Farris, 46, passed away at a local hospital Nov. 25. Charley was a retired engineer and had made his home in Mitchell for the past 10 years. Prior to that he lived at Murdo.

Sympathy is extended to the George V. Schirmer family on the recent death of Mr. Schirmer. He was a retired railroad man and had two brothers still working for the Milwaukee, Fred and Henry, both of Mitchell.

V. K. Drury, operator at Mitchell, is the new station agent at Chamberlain.



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Fireman O. C. Peterson of Mitchell is moving to Sanborn as that is now his home terminal.

## H & D Division EAST END

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

Conductor J. D. Sedgwick looked out of his window recently and saw that the neighbors had a grass fire. When he looked out again, a short while later, he realized that his Olds and his garage would never be the same. Both were destroyed when the fire got out of control.

Someone has donated a cat to the roundhouse force and after due ceremony he has been named "Ike." It is hoped there are enough mice around to keep him happy.

Lineman D. E. Browne was called to Covington, Ind., due to a very bad automobile accident which caused the death of his younger sister and her husband.

Operator W. D. Dunlap took time off to help his son during the mink skinning season at the Stewart mink farm. During his absence Duane Hansen of Aberdeen worked the side table.

## MIDDLE & WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Norm B. Geving has resigned as operator on the H&D and with his wife has gone to St. Paul.

In the Milwaukee bowling league, Mel Sonnenfeld holds the high 3 game total. The emblem team of the Milwaukee heads the league in which it is playing.

With the hunting season over, the percentage of remarks shows that it was one of the worst for all-round hunting that we have had for a long time in this territory. Some had a little luck, but the majority had a rough time finding the birds in the first place. Suggest they close the season for a couple of

years, or else keep it open and do with the pheasants what was done with the prairie chickens in this part of the state, or there won't be any.

Harlan Palmer has gone to Mr. Johnston's office as clerk and we extend a welcome to Mrs. Sanders who is taking his place in the division engineer's office.

They claim that no news is good news, therefore for this issue there isn't much news, but we do wish everyone a Merry Christmas and a prosperous New Year.



**SEASON'S COMPLIMENTS.** For LaCrosse Chapter of the Women's Club the holiday spirit of giving starts at Thanksgiving with the distribution of chicken dinners to needy families. Shown here are Mrs. L. G. Ellis, president (left) and Mrs. P. F. Muetze, welfare chairman, delivering grocery orders.

## La Crosse & River Division

THIRD DISTRICT

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

Miss Patricia Diana Magreke, daughter of Roundhouse Employee Walter Magreke, was married recently to Joseph J. Herzog in St. Michael's Catholic Church at Wausau. Two hundred guests attended the wedding breakfast, dinner and reception held in the Youth Center Dining Hall. The young couple, who will make their home in Milwaukee, visited in Canada, New York City and other eastern points on their honeymoon trip.

A miscellaneous shower attended by 50 friends was held in the railroad women's clubhouse at Wausau in honor of Miss Carol Streble prior to her recent marriage to Dell Engman, also of Wausau. Carol is the daughter of Machinist Helper Charles Streble.

N. R. Brost, furloughed operator in army service, has been promoted to lieutenant.

Section Foreman A. Freiberg and Mrs. Freiberg recently visited their son who is in military service and stationed at Houston, Tex.

In the rectory of St. James Catholic Church at Wausau, Miss Iris Ann Streeter, daughter of Engineer George Streeter, became the bride of William J. Croan of Chicago. The Hotel Wausau was the setting for the nuptial dinner and reception for 150 guests. A late supper was served at the Streeter home.

L. M. Caylor, retired engineer, and Mrs. Caylor have returned from a month's visit with their daughter's family in Seattle. Chief Clerk and Mrs. John Brown vacationed in

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**ROADMASTER HONORED.** At the farewell party in Missoula, Mont., marking the retirement of Rocky Mountain Roadmaster H. W. Spears on Nov. 30. From left: Mrs. Spears; Mr. Spears; Mrs. L. K. Sorensen, wife of general manager, Lines West; Mr. Sorensen; and Assistant Superintendent J. O'Dore, Rocky Mountain Division. A. C. Kohlhase, retired division superintendent, was master of ceremonies at the party which was attended by about 150. Mr. Spears started with the Road in 1907 as a B&B carpenter, was promoted to foreman in 1906, and to roadmaster in 1927. Supervising track maintenance in the Bitter Roots has been his main interest for a good many years, but he is an expert fisherman and it is expected that he will be spending a lot of time now fishing in the well stocked rivers and streams near his home at Missoula.

California, Mexico and Nevada.

William J. Jamlick, age 46, passed away Nov. 16 after an illness of seven weeks. He had been employed as freight trucker at Wausau prior to his illness. Funeral services were held in St. Michael's Catholic Church at Wausau. Immediate survivors are his father and mother, with whom he made his home, and several sisters and a brother.

Matt J. Huven, section laborer at Merrill, has retired.

Thanksgiving Day was a combined Thanksgiving-Christmas holiday for the Walter Oswald family, due to two of their sons being home on furlough from the Army.

#### SECOND DISTRICT

H. F. Ogden, Correspondent  
Superintendent's Office, La Crosse

Mrs. C. L. V. Craft, 88, passed away Nov. 21. She was the wife of retired agent of LaCrosse and mother of Fred B. Craft, retired station baggageman, who both still reside at LaCrosse.

Charles T. Finney, who very often was referred to as the "general manager of the Red Cedar Line" filled out his retirement papers on Nov. 17. He started as a time-keeper on an extra gang on the River Division June 25, 1906 and worked there and on the H&D until June, 1909. In 1912 he entered train service as a brakeman on the Menomonie Line and on the C.V. freight between Wabasha and Chippewa Falls. In September, 1912, he started working as an extra conductor and on May 6, 1913 he was assigned to the Menomonie Line as conductor, where he served continuously until the run was consolidated with the Winona-Eau Claire run July 19, of this year. Every spring Charley sized up the high water situation daily and sent messages of great value to the local division office as to what could be expected. He obtained the official water readings at the various stations along the Chippewa Valley and added his predictions in a message to the local officials, enabling the track and bridge forces to be prepared for emergencies. Char-

ley was very active in soliciting business for the company. His wide acquaintanceship and personality brought many shipments over to the Milwaukee Road that ordinarily would have gone to a competitor. The winters will be spent by him and Mrs. Finney in the South, but he says he plans on coming back to the old homestead at Menomonie in the summer. They have children scattered at distant points and plan on making the rounds periodically to visit them and their grandchildren. This winter they plan on staying in St. Cloud, Fla.

#### Rocky Mountain Division

##### EAST END

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

Bill Hamilton, Navy aviation photographer, Washington, D.C., is spending a 60-day furlough here, visiting friends and relatives. Mr. Hamilton was a fireman before entering the service.

Engineer W. J. Schecter took the Butte switch engine after the helper, which he was assigned to, was pulled off.

The Women's Club held its annual turkey dinner at the club room Nov. 11. About 50 members enjoyed the dinner and card games which followed.

A report had it that Fireman LeTemp was lost while hunting in the Radersburg country. Much concern was felt for his safety, and a party was being formed to hunt for him when along in the morning he called in from LaHood Park and told us he was heading home. According to his story, he wasn't lost, it was the car that was lost. He came back to the spot where his friends and he had agreed to meet, and the car was gone. His hunting partners left when it got late, figuring that Mr. LeTemp was lost because he hadn't shown up when he was expected.

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**NORTHERN MONTANA**

Pat Yates, Correspondent  
 Car Foreman, Lewistown

Newly installed officers of Lewistown Chapter of the Women's Club for 1953 are: Mrs. Pete Zwolle, president; Mrs. A. W. Wickersham, first vice president; Mrs. W. Foshag, second vice president; Mrs. J. O'Dore, secretary; and Mrs. Ann Keeler, treasurer.

Mrs. S. W. Finkbiner, wife of Carman Finkbiner, is in the hospital at this writing.

Freight House Clerk Mabel Wolter and her husband, Clarence, journeyed recently to California. They also visited with John Petro, retired section foreman from Lewistown, and D. Fioch, retired agent from Coffee Creek. Mr. and Mrs. Petro and Mr. and Mrs. Fioch send greetings to their friends here.

Freight House Clerk Clyde Duncan who was bumped by Mabel Wolter at Lewistown, bumped H. R. Crouse at Harlowton freight house.

Mrs. Tom Zerza, wife of retired carman of Harlowton, was released from the Lewistown Hospital recently.

Old Mother Nature was fairly good to us this year. She waited 'till the day after hunting season before covering us with a three-inch blanket of snow, with drifts up to three foot. Nearly all the railroad men who had permits, got their deer this season. Even Yours Truly got a nice two point, and it is just like eating baby beef.

I want to take this opportunity to wish every one a Merry Christmas and a happy and prosperous New Year.

**Terre Haute Division**

WEST CLINTON AREA

Earl H. Lehman, Correspondent  
 c/o Yardmaster, West Clinton

Taking it easy is what John Boehmer, retired signal department employe, is doing since he helped his son-in-law, Storehelper E. W. McDonald, build his garage last month while visiting here.

Pfc. John Gavin, son of Roundhouse Foreman Jack Gavin, is back home after two years in Korea.

An autumn wedding of interest to the peo-



**ON BOTH SIDES.** This little fellow, Steven Valrugo, comes from a real railroading family. His dad is Gene Valrugo, perishable freight inspector at Bensenville, Ill.; his grandma is a clerk in the office of the chief disbursement accountant in Chicago—Minnie Valrugo of shop timekeeping; and his grandpa on the maternal side is Frank Frick, material bureau, office of chief disbursement accountant.

ple of this community was that of Miss Joyce Foltz, daughter of Engineer Norman Foltz, and Velmar Robbins on Oct. 25.

Homer Hite, retired conductor, died at his home in Terre Haute Oct. 30. He was 72 years old.

Sympathy is extended to Engineer Paul Ritter in the death of his father Nov. 4; also to Orville Cartright of section 23 and to Brakeman Court Cartright in the death of their brother on Oct. 13.

H. J. Kutch, retired conductor, and wife now of Hot Springs, Ark., visited here in November. Herman said he also came home to vote.

Mrs. Mary Thurman, widow of section foreman, is spending the winter with her daughters in Colorado and Texas.

Wanted to buy, a good trailer. See Conductor Carl Ditto who is leaving for Latta.

Engineer Sam Hixon went deer hunting in southern Indiana in November and was the first to enjoy venison.

Car Inspector James Brown retired in November. "Preacher" had been at West Clinton a long time. Carman John Stewart also retired lately. John will continue to live in St. Bernice.

Conductor Walter Chambers is still ill at this writing.

West Clinton had a big surprise when Telegrapher A. L. Gee bid in second trick at Humrick.

Carmen J. H. Glass, Art Stout, Clarence Kyle, K. C. Gowen and James Lechner have gone to Florida to work on a railroad in Tampa.

This month's news will probably be the last from this reporter. It has been a pleasure to serve as Magazine correspondent, and in saying good-by, we wish everyone a Merry Christmas and a Happy New Year.

## TERRE HAUTE DISTRICT

I. I. Colwell, Correspondent  
Superintendent's Office, Terre Haute

"Spec" Powell, signal maintainer of Terre Haute, and Temp Engle, section foreman of Grammer, Ind., retired from service on Nov. 1 and 30 respectively. Both spent many years with the Road, Mr. Engle having been employed for 49 years and seven months.

Mrs. Bob Bentley, wife of retired signal supervisor, visited in Terre Haute, Milwaukee and Seattle recently. She and Bob live right on the Gulf in St. Petersburg, Fla. Mrs. Bentley tells us that Bob has entirely recovered from his automobile accident and is enjoying very good health.

Mrs. Everett E. Heller, wife of retired dispatcher, is back to normal health again, after having spent most of the summer recuperating from a visit to a Terre Haute hospital.

## Chicago Terminals

UNION STREET

Florence La Monica, Correspondent

We extend sympathy to Richard Sweeney, timekeeper, whose mother passed away. Services were held Nov. 20. Sympathy is also extended to Jim Weldon in the death of his brother Julius on Nov. 4.

Glad to see Emil Arleo back in the time-keeping department after being confined to his home with the flu.

Holiday greetings to everyone. May your Christmas be merry and your New Year happy and prosperous.

## BENSENVILLE

Dorothy Lee Camp, Correspondent

Al Coltrin, Jr., yard clerk, left for a hitch in the Army in November.

Lorayne Schockmel, steno, saw to it that there was a bit of birthday celebration for Hank Sorenson, crawler shovel foreman. No less than homemade strawberry shortcake.

If C&M Conductor Ben Smith is looking a little weary, it's because he's been trying to buy out all the toy stores in Milwaukee for his grand-daughter Julie Anne's first Christmas.

The welcome mat was out at Bensenville as Jess Frailey, clerk, returned from two years with the armed forces.

Night Bill Clerk "Tommy" Dominick has left the railroad to take up her full time job

of housewife and mother.

Pablo Moreno of the ice house is well on the way to becoming a United States citizen. He has one more trip to the Chicago Post Office for his examination, and then his final papers.

At this writing Clara and Tommy Meyers (Bensenville caller) are enjoying the sunshine in Hot Springs, Ark.

Frank A. Weber has been appointed night bill clerk in the office.

Merry Christmas and a very happy New Year to all of you!

## WESTERN AVENUE

Marie W. Mueller, veteran switchboard operator at Western Avenue, wishes to thank her friends for their generosity upon her transfer to Fullerton Avenue early in November and for the open house in her honor at which E. Bucholtz, district general car foreman, was host. Marie was presented with a handsome alligator purse along with a cash gift, and everyone in the yards joined in wishing her well over a social snack and a cup of coffee.

## SLEEPING & DINING CAR DEPARTMENT

Marie Keys, Correspondent

A. J. Corbett, sleeping and dining car representative in the Chicago Union Station, is the father of a daughter, whose arrival was announced by a box of candy sent to our department in the coach yards, and by the passing of cigars. Waiter Clyde Payne now has a son.

It has been reported that the operation performed on the legs of Porter A. M. Harden, who is confined to Hines Hospital, has proven satisfactory and he is expected to return to work in the near future. Cook H. F. King has recovered from his recent attack of appendicitis, and Waiter F. Hawkins, who suffered two fractures of the leg, is now able to walk with the use of a cane. Buffet Attendant J. Valentine's broken foot is reacting to treatment, but will prevent him from returning to work for some time.

Sympathy is extended to Wilfred Sommer, chief clerk, in the death of his mother; to Waiter A. Croziers in the death of his sister; to M. Meadows on the loss of his wife; to Cook D. Smith in the death of his mother-in-law; and to Porter George Jack in the death of his sister.

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### GALEWOOD

Norma Gunderson, Correspondent

Pfc. W. H. Kimpel, son of Switchman W. F. Kimpel, who was employed in the freight house last summer, was wounded in Korea Nov. 12 and received the Purple Heart. From all reports, he is coming along well.

Galewood office was pleasantly surprised with a letter from our auto mail clerk, A/2c James Knaak, who is now stationed in Germany. Anyone wishing to write to Jimmie can obtain his address by contacting this correspondent.

Sympathy is extended to Edna Trumbull, steno to Assistant Agent B. G. Pobloske, whose mother passed away Nov. 17.

The Milwaukee Road Women's Club, Fullerton Avenue Chapter, has re-elected your

correspondent as president for 1953, with Margaret Goodman, trainmaster's steno, as correspondent as president for 1953, with port clerk, as Galewood's membership and publicity chairman. Your renewal or new membership for 1953 will be greatly appreciated as this club does help members of the railroad family in time of need.

### Hunting or Fishing Story?

by H. J. Swank  
 Division Editor, Austin, Minn.

THE STORY began Oct. 18 when Engineer Jay Galvin, Preston, Minn., and his brother Mike attended the wedding of a nephew at Bellevue, Ia. During the reception the brothers left the house by the back door, and it being dark and they being unfamiliar with the surroundings, Mike stepped off into space and dropped about seven feet to the ground. Following close behind, Jay also stepped into the void and landed alongside him. The doctor's examination revealed that Mike had broken his left arm between the elbow and shoulder and Jay had broken his left wrist. Instead of returning to the reception, they spent the night at a hospital in adjoining beds.

Jay, who is quite a sportsman, was concerned over the fact that the pheasant season was due to open shortly. When opening day rolled around he practiced in his basement by resting the gun on his cast and after some practice figured he might be able to make it, after all. He and Mrs. Galvin left Preston around 12:30 P.M. and drove the short distance to Hutton. Soon Mrs. Galvin, who was at the wheel, spotted a couple of birds in a ravine. Jay got out, the birds flew up, and he executed a neat "double" off the cast, bringing down both birds. A short time later another rooster was spotted coming their way. As it took to the air Jay got off another shot, and with their limit of birds, the Galvins were back home at 1:15.

That would be a pretty good record for a fellow with two good arms, so Jay had a little trouble convincing people that he actually shot the birds. In fact, a story went the rounds that he was seen leaving the house with three fishpoles baited with shelled corn, and that the birds were tied up in a farmer's chicken yard and he just "fished" them out.

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**DOOLEY-KEMP.** Mary-Ellyn Dooley, secretary to Captain of Police M. V. Cunningham, Milwaukee, and Paul J. Kemp who were married recently in Milwaukee's Blessed Sacrament Church. A breakfast and reception followed at the North Shore Country Club. The bride and groom spent their honeymoon in northern Wisconsin and are now living in Milwaukee.

## Milwaukee Division SECOND DISTRICT

M. B. Herman, Correspondent  
Asst. Superintendent's Office, Green Bay

The deer hunting season has been on here, but reports from the hunters are not too good. Joe Jacquet said that six of the men went out and shot only two deer, but Lieutenant W. Rahn had luck and got one.

Johnnie Landry thought he was to get a deer when he was driving up to his cottage at Potato Lake. There was a deer standing out in the woods, and Johnnie got out of his car, loaded his gun and raised it to shoot before he discovered it was only a stuffed animal. The boys from the inn had put it out there as a gag.

We have heard that Clem Schauer, who once worked as clerk on this division and at Milwaukee, passed away recently. Engineer Carl Refhus, Engine Watchman Adolph Behnke and Section Foreman H. M. Schiler also died recently.

Madeline Maloney, widow of Art Maloney, deceased brakeman, has also passed away. She had been active in the Women's Club for some time.

Vern Lowell is a grandfather to a little girl born recently to his daughter.

## FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

It is nice to welcome back Fireman Richard Snitko of the Marines, and Brakeman R. L. Severs who did a stint with the military railway service in Korea.

Chief Dispatcher H. L. Martin is recovering from an operation.

Deer hunting played a prominent part in the vacation of Roadmaster L. W. Cole.

Agent M. A. Grenning of Rondout has gone to Mexico for a winter vacation. He intends to spend some time at the resort town

of Acapulco and also is figuring on taking about 2,000 feet of color movies which he intends to show at some agents association meeting.

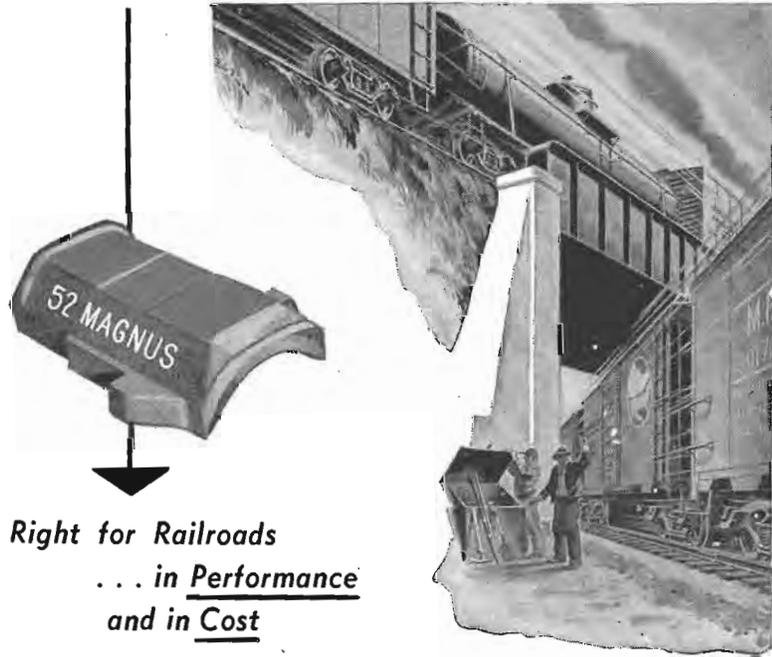
There is certainly a lot of activity around the depot between the removal of the tower and another group of workmen remodeling the east end of the second floor to furnish

ball of the rail."

Baggage man Art Bahr retired on Nov. 5. Mr. Bahr started on Nov. 1, 1917, and had been a passenger brakeman and baggage man throughout his service.

The engagement of Clarice Capron, who is secretary to Dr. Irwin Schultz at Milwaukee and the daughter of District Safety Engineer

# Here's Why the Nation's Freight Rides on SOLID JOURNAL BEARINGS



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(Advertisement)

space for the freight traffic department. As this is the room formerly used for the Women's Club meetings, they will hold their future meetings in the North Avenue freight house club room, 30th and Wright Streets.

Safety Engineer Capron's suggestion for the month is, "For a Merry Christmas and Happy New Year, always step over and not on the

C. W. Capron, was recently announced. The prospective bridegroom is a chemical engineer with a local company.

Agent John W. Derivan of Waukesha, 73, died of a heart seizure Nov. 18. He had been employed at Waukesha for 51 years and had been agent since 1943. Starting as a telegrapher, he served previously at Eagle, Elm



**50-YEAR VET.** Albert Michalsick, a member of Lodge 886 of the Brotherhood of Railroad Trainmen, Lewistown, Mont. (standing, left), is presented with his 50-year emblem as other BRTers look on. Lou Wandell, passenger conductor on numbers 117 and 118—Great Falls to Harlowton—is doing the honors. Mr. Michalsick who has been retired since 1944 became a member of the Brotherhood on Oct. 12, 1902, when he was with the Great Northern. He was promoted to conductor in 1904 and came to the Milwaukee in 1917.

Grove, Wauwatosa, Richland Center, Boscobel and Fox Lake. Although he was born in Dodge County, Mr. Derivan considered Waukesha his home and lived at the Uptown Hotel. He is survived by three brothers, James, Edward and Ben, and a sister, Mrs. Mayme Hodgson, all of Fox Lake. Funeral services were held at St. Mary's Catholic Church in Fox Lake.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Agent, Spokane

Frank L. Hays joined the list of retired men recently when he wound up more than 50 years of railroading. His last position was as station agent at Coeur d'Alene, where he had been since 1932. Having spent 42 years of his railroad service with the Milwaukee on the Idaho Division, Mr. Hays feels that he has really grown up with the West, and with the Milwaukee railroad, too. Coeur d'Alene is home to the Hays'.

Charles E. Stites is filling in until being relieved by Assigned Agent F. E. Socwell,

## QUIZ answers

1. Eight.
2. Rail joint.
3. Underframe.
4. Iowa.
5. No. On curves the space between the rails may be four feet nine inches or slightly more.
6. The private car of the President of the United States.
7. Chicago.
8. A freight yard which is not equipped with a hump.
9. Excludes.
10. Operating.

whose vacancy at Warden will be filled by A. L. Schlatterer, formerly agent at Worley.

Operator H. L. McClaskey has been released by the armed forces and is working as relief operator at Othello.

Dispatcher George Cooper relieved Chief Dispatcher R. E. Joiner, off the job due to illness.

R. F. Waldron, fireman-engineer, died as the result of injuries sustained when he fell in a hotel in Olympia where he was attending a conference. He served on the governor's safety committee as a railway inspector. He was former speaker of the house of representatives and was a member of the lower house for three terms. He is survived by his wife and one son.

Conductor John D. Atchison, who retired in May of this year, passed away recently at his home in Beverly. His closest survivor is a brother who works for the B&O out of Washington, D. C., to which point the body was sent for burial.

Eddie Marshall, engineer who retired on account of physical condition, passed away at his daughter's home in Los Angeles during October.

Conductor and Mrs. M. C. Peterson of Malden are spending the winter in California, while Engineer John Anderson is on an extended visit to Duluth, Minn.

Charles Mankins, retired engineer, has been confined to his home by illness.

Recovering from surgery is Mrs. Wally Savitz, wife of Conductor Savitz of Malden.

Fireman Lyle Dolge of Cle Elum is working out of Malden and occupying the Paris residence.

While George D. Thorton, operator at Spokane, is off temporarily, D. D. Spaugh is doing the job. He is a new man on this division, as is Eugene Saunders, both doing relief work where necessary.

Wayne Moreland, son of Conductor Moreland of Malden, has left his job as brakeman and joined the Navy.

The following young men have spent the required number of years as brakemen and

## Answer to "How Well Do You Know Your Railroad?"

MOST of the pioneers who settled here were of the Masonic order, hence the name—Mason City, Ia. One of the reasons why it became a manufacturing center is because it is the focal point for much of the transportation in the northern part of the state. This aerial view shows the Road's station, roundhouse and tracks. The camera is looking east along the tracks, with the Federal Avenue underpass at the bottom of the picture. (*Mason City Globe-Gazette photo.*)

have qualified for conductors: R. G. Rooks and D. P. Stewart of Cle Elum; L. J. Cahpados and R. N. Cummings, Spokane; and I. D. Law, G. A. Goebel, J. B. Robinson, O. D. Hughes, E. H. Jones and C. R. Howton of Malden.

The extra gang working under Vince Perrone has completed its work on the POR line for this year and Vince has returned to his duties as section foreman in Spokane yard.

The new 3,000 feet of passing track has been completed at Newport, greatly aiding in the handling of freight at that point.

Conductor N. B. Jones was ill the past month but is now out of the hospital and apparently on the road to recovery.

Roma Bowles who worked on the stenographer's desk at the freight house during the summer is now Mrs. Jim Perry and is taking up housewife's duties on a full time basis.

Avery Chapter of the Women's Club went into action Election Day, Nov. 4, holding a bazaar and luncheon and also operating a snack bar. About \$280 were realized.

# 1st Lieutenant Lloyd L. Burke U.S. Army Medal of Honor



THE RED KOREAN strongpoint had stalled our attack; Lieutenant Burke saw that a breakthrough must be made. Rallying 35 men, he crept close to the enemy bunkers. He laid down a grenade barrage. Then he ran forward to an



exposed knoll and opened a one-man pitched battle. He turned a light machine gun into the Red position. He caught live enemy grenades in mid-air and threw them back. Once he killed three men with his pistol. Before sunset Lieutenant Burke and 35 men had defeated 300. The lieutenant says:

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**DECEMBER VIEW** of Bensenville yard, looking west from a point near the Mannheim, Ill., station. Picture taken last December.

