

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

NOVEMBER 1952

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THE MILWAUKEE ROAD MAGAZINE

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Day of Thanksgiving

ONE hundred and sixty-three years ago, George Washington, then president of the newly formed United States of America, issued a proclamation setting aside Thursday, November 26th of that year (1789) as a day of public thanksgiving and prayer. The proclamation suggested that the people observe the day "by acknowledging with grateful hearts the many signal favors of Almighty God, especially by affording them an opportunity peaceably to establish a form of government for their safety and happiness".

Since that day, on each succeeding Thanksgiving, we have had increasing reason to look up from our tasks and consider with grateful hearts the unique blessings which are ours as Americans. The recent national election, in which more Americans than ever before exercised their privileges as free citizens, stands as a symbol of these blessings.

I believe our individual lives will be richer and that our work together will take on new meaning if we pause on Thanksgiving Day to think of our America. Let us give thanks for it and pray for the wisdom to help make it ever greater.

J. P. Kiley



Tried and Found Wanting

Thanksgiving Day is, of course, associated with the Pilgrims, those rugged pioneers generally considered to have been the originators of what we think of today as the American way. But it is not widely known that they tried during their first two years on a foreign shore a communistic way of living. Their simple story of experiment and rejection was uncovered by Mrs. Betty Knowles Hunt, a columnist for the Manchester (N.H.) Union & Leader. The following is based on Mrs. Hunt's column and is reprinted, with illustrations, from *Tax Outlook*.



THE QUESTION is often asked: "Where did America's economic system—that much-talked-about 'free enterprise' come from? Did anybody ever design it, or plan it? When and how did it begin?"

Many Americans engaged in either defending or denouncing it, have never given much thought to its origin. In this connection the diary of the first Governor Bradford of the Plymouth Bay Colony should be of tremendous interest to every American today.

This little band of Pilgrims first set up a completely communistic system on the shores of Massachusetts back in the early 1620's. Considering the perils which faced them—surrounded by hostile Indians and equipped with only meager provisions—perhaps it is not strange that they decided to pool their resources and share what they had in common.

At any rate, that is what they did for the first two years. They built a common storehouse into which went whatever corn, fish or fowl was obtained, and from which everything was apportioned equally to each "according to his need".

But, somehow, there was never enough to eat. And even these deeply religious people fell to grumbling and even to stealing both from themselves and from their neighbors.

In his diary, Governor Bradford described these things with understanding sadness. But, suddenly, in the spring of 1623, his diary relates a new trend in the community's thought:

Languishing in Miserie

"All this while no supply was heard of, neither knew they when they might expecte any. So they begane to thinke how they might raise as much corne as they could, and obtaine a better croupe

than they had done, that they might not still thus languish in miserie.

"At length, after much debate of things, the Gov. (with ye advise of ye chieftest amongst them) gave way that they should set corne every man for his own particular, and in that regard trust to themselves . . . and so assigned to every family a parcell of land, according to the proportion of their number for that end, and ranged all boys & youth under some familie. This had very good success; for it made all hands very industrious, so as much more corne was planted than other wise would have bene by any means ye Gov. or any other could use, and saved him a great deall of trouble, and gave farr better contente.

"The women now wente willingly into ye fiede, and tooke their little-ones with them to set corne, which before would aledg weakness and inability; whom to have compelled would have bene thought great tiranie and oppression."

It may be that this very act is the origin of America's successful economic system. And it began out of the failure of communism.

Then follows a highly significant paragraph in Governor Bradford's diary which every American would do well to consider very soberly:



"This experience that was had in this commone course and condition, tried sundrie years, and that amongst godly and sober men, may well evince the vanitie of that conceite of Plato & other ancients, applauded by some of later times; that ye taking away of propertie, and bringing into communitie into a commone wealth, would make them happy and flourishing; as if they were wiser than God.

Confusion and Discontent

"For this communitie was found to breede much confusion and discontent and retard much imployment that would have been to their benefits and comforte. For ye yong men that were most able and fitte for labour & service did repine that they should spend their time & strength to worke for other men's wives and children without any recompense. The strong, or men of parts, had no more in devission of victalls & cloaths than he that was weake and not able to doe a quarter ye other could; this was thought injustice.

"And for men's wives to be commanded to doe servise for other men, as dressing their meate, washing their cloaths, etc., they deemd it a kind of slaverie, neither could many husbands well brooke it . . ."

"Upon ye poynte all being to have alike, and all to doe alike, they thought themselves in ye like condition; and so, if it did not cut off those relations that God hath set amongst men, yet it did at least much diminish and take of ye mutual respects that should be preserved amongst men. And would have been worse if they had been men of another condition. Let none object this is men's corruption and nothing to ye course itself. (For) I answer, seeing all

(Continued on page 18.)

GOOD-BY with a smile



Left: General Chairman W. R. Manion introduces Ike Layland, retiring Minneapolis yard conductor, and Mrs. Layland at the big retirement party.

Right: The retiring officers and employes and their friends who came to wish them well filled the Robin Hood room of the Dyckman Hotel to overflowing.



A LARGE group of retiring Milwaukee Road officers and employes in the Twin City area said good-by to each other and to their friends in the Milwaukee Road family on the night of Oct. 23 at a big all-employe retirement party held in Minneapolis. It was good-by with a smile—a happy, hearty farewell to long careers and hosts of friends.

The party honored the 76 men and women who had retired or would retire in the period between Nov. 1, 1951 and Jan. 1, 1953. Of the group, the two probably best known to people throughout the railroad are D. T. Bagnell, general superintendent, Minneapolis, and P. H. Bornkamp, Minneapolis stationmaster.

The affair, featuring a smorgasbord dinner, was the fourth group retirement party held in the Twin Cities, although it was only the second annual one, and was by far the largest. More than 400 employes, wives and friends attended.

Letters of congratulation to the retiring employes and their wives were received from a number of officers. The committee for this year's party consisted of W. R. Manion, chairman, J. J. Taylor, secretary, and M. C. Ahern, treasurer, who expressed themselves as being indebted to the Brotherhood of Railroad Trainmen at Minneapolis and to the Brotherhood of Railway Carmen of America at St. Paul, for generous support. Elected to the 1953 party committee were W. P. Radke, agent at St. Paul,

chairman; T. B. Hughes, St. Paul coach yard foreman, vice chairman; J. J. Sullivan, trainmaster's clerk at St. Paul, secretary; and Mrs. Marion Cashill, St. Paul telephone operator, treasurer.

Right: Susan Aldrich, daughter of Minneapolis Yard Conductor Ira C. Aldrich, entertained with several songs.

Below, top: Dick Allard, chief carpenter's clerk at Minneapolis, played the piano for the community singing.



Above: The Ewald Creamery Golden Guernsey Quartette bears down on a bit of very close harmony at the retirement party. Left to right: Harold Rauner, tenor; Walter Becker, leader; Robert Closson, baritone; and Jerry Hatlestad, bass.

Left: Elizabeth Hessburg, assistant cashier at the Minneapolis freight office, leads the community singing at the party.



D. T. BAGNELL, general superintendent in Minneapolis, who retired on Oct. 31, was honored by his office staff at an informal party in his office the 27th, when he was presented with a portable radio. Shown making the presentation are, left to right: Retired Chief Clerk F. P. Rogers; Chief Clerk F. E. Quirk; and Superintendent G. F. Wilson.

Mr. Bagnell was first employed by the Road in 1918, after more than 12 years with the Burlington. He served as chief clerk to several general officers in Chicago, as chief fuel supervisor, trainmaster at Dubuque, Ia., and later at LaCrosse, Wis., assistant superintendent at Chicago, superintendent in the Twin Cities, and on Jan. 1, 1946 he was appointed general superintendent of the Twin City Terminals.

Mr. and Mrs. Bagnell plan to make Minneapolis their home, but in the words of Mr. Bagnell: "We will head for warmer climates during the winter months, as we are getting a little bit tired of plowing around in the snow."



Superintendent G. F. Wilson offers a word of congratulation to the retiring men and women.

General Superintendent D. T. Bagnell responds on behalf of all the retiring employees. At his left is Mrs. Bagnell, and standing to the rear of Mrs. Bagnell is W. R. Manion, general chairman of the affair.



Passenger Traffic Officers Review Interline Ticket Forms

HARRY SENGSTACKEN, passenger traffic manager, in an address before the annual meeting of the American Association of Passenger Traffic Officers in San Antonio, Tex., on Oct. 13, broke the big news of an interline ticket employing a new type of duplicate-producing paper which promises to revolutionize a vast variety of ticketing and general office procedures.

As chairman of the association's committee on standard forms of interline tickets, Mr. Sengstacken announced the new development in connection with a review of the general progress that has been made in the perfecting of interline ticket forms. The form currently in use on the Milwaukee, the latest refinements of which were described in detail



Harry Sengstacken

in the July, 1952 issue of this magazine, was originally developed under Mr. Sengstacken's direction approximately two years ago.

The new "carbon" paper, unlike conventional duplicate-producing papers, shows no visible carbon substance on either side. When written on, however, a chemical action takes place on the top surface of each ticket beneath the original, and a carbon-like duplicate is produced.

Mr. Sengstacken's search for ticket materials which would avoid the use of coupons with the usual carbonized backs ranged over a wide field of possibilities and was not without a touch of drama. Last spring, while watching an electrocardiograph demonstration, he observed that the graph line was produced not by ink but simply by the pressure of a steel pointer on a white strip of paper.

Taking a piece of the electrocardiograph paper with him, he contacted a ticket printer, only to discover that the patent on the paper is held by a German inventor now somewhere behind the Russian iron curtain.

By mid-September, however, the obstacles had been cleared away and sample interline ticket books were on Mr. Sengstacken's desk.

A railroad ticket, even an interline ticket for use on a trip over several railroads, is a little thing, but the ease with which it can be prepared and worked

through the accounting department is a matter of importance on a big railroad. This latest development is another example of modernization as defined by The Milwaukee Road.



Large colored displays were used by Mr. Sengstacken to illustrate his review of progress made by the various railroads in the development of better interline ticket forms. Shown here are the following types:

"Flying Dutchman", which was introduced by the Pennsylvania Railroad in May of this year.

"Southern Belle", a product of the South, having originated on the Seaboard Air Line Railroad.

"Annie Oakley", so named because it comes from the rootin' tootin' country served by the Union Pacific, which developed it.

"Chicago Story" was so dubbed by Mr. Sengstacken because "it's in book form, is a best seller, and was developed largely in Chicago. Actually, it was developed on the Milwaukee Road but is also now in use on the B&O, Monon, Southern Pacific, Texas & New Orleans, Western Pacific, D&RCW and Great Northern, as well as by the Chicago Railways Hotel Ticket Offices. This type of ticket will also be in use soon on the Missouri Pacific and several other lines.

Cub Scouts see the mail go through

by W. P. Radke, agent, St. Paul, Minn.

CUB SCOUT authorities established the theme "The Mail Goes Through" as the Cub Scout project throughout the country during September, giving them an opportunity to visit post offices and other postal facilities during that month.

The Post Office Department and the railroads cooperated to make these visits a success. Nearly a million boys, their leaders, and parents, acquired an understanding of mail handling and of the tremendous importance of the Railway Mail Service as a means of making it possible for the mail to go through.

At St. Paul the Cubs were first taken through the post office, beginning at the receiving windows and docks, continuing on to the various floors where thousands of letters, cards, newspapers, magazines and parcel post are sorted and dispatched. They witnessed the dispatch of filled pouches and sacks via chutes which connect with conveyor belts leading to the railroad mail handling facilities. The cancelling machines were of special interest as each one in each group received a postcard outlining a brief history of the Post Office Department and witnessed the cancellation as they were run through the cancelling machine. These postcards make ideal souvenirs of their visit, each bearing the date and time of their inspection of the facilities.

Attention was then directed to the Railway Mail Service as the visit continued through the tremendous mail room of the St. Paul Union Depot Company. Here the mail is received

on conveyor belts from the Post Office, sorted, and loaded on mail trucks and dispatched by tractor train to the railroad platform, where the mail is loaded in mail cars. Attention was directed to the Railway Post Office car, where the Cub Scouts inspected and witnessed a demonstration of sorting by P.T.S. (postal transportation service) clerks. Special attention was directed to the handling of palletiers, a comparatively new way of handling parcels. The palletier is a steel wire container which is stowed into a car by means of a fork lift truck. The prime purpose of the palletier is to eliminate damage, which, under the tests made, has been accomplished.

The importance of Railway Mail Service is shown by the fact that railroads carry over 90 per cent of all the mail, including everything from a postcard to parcel post.

Mail is transported in railway-owned cars with the Post Office Department specifying the various types of cars required, as well as the route and frequency of service. All cars must conform to rigid specifications as to construction, size, interior furnishings and equipment.

The first known instance of transporting mail by train was in 1831, behind the locomotive "West Point" at Charleston, S. C. Railway Mail Service was established in 1864, at which time the first permanent Railway Post Office car for picking up, sorting and distributing mail enroute was placed in operation. Since then, the volume of mail carried



Agent W. P. Radke, St. Paul, pointing out the location of the letter box on a railway post office car to Cub Scouts Billy Radke, Bob Miller and Dave Peterson.

by rail increased rapidly. Now, more than 8,000 trains daily in every part of the United States carry U. S. Mail. Mail trains now travel an aggregate distance of more than 600,000 miles daily. Approximately 30 billion pieces of United States Mail are handled by railroads each year.

About 3,200 mail cars with Railway Post Office facilities are owned and operated by railroads of the United States. If the amount of mail to be handled on any run does not require a full-sized car, a mail and express, or mail and baggage car is used. In addition, mail is also carried in more than 5,700 closed-pouch cars.

Although fast schedules allow crack trains to stop only at the larger cities, the thousands of small towns along the route have adequate mail service at all times. This service is made possible by the use of mail cranes, which are located alongside the track, enabling the train to pick up a sack of mail without stopping or even slowing down. A metal catcher arm, swung into position in the

Cubbers Miller, Peterson and Radke get a lesson in mail sorting from C. W. Adams, postal transportation service clerk.



C. W. Adams demonstrates how, at points where trains do not stop, the mail is picked up by a catcher arm.



Mr. Billy was a member of the American Society of Mechanical Engineers and of the Western Railway Club, and a life member of the Association of American Railroads. He is survived by his son, country.

Mr. Billy was a member of the American Society of Mechanical Engineers and of the Western Railway Club, and a life member of the Association of American Railroads. He is survived by his son, country.

Twice Mr. Billy left the railroad for position on Mar. 1, 1943. He retired from that entire system. He retired from that position on Mar. 1, 1943.

Mr. Billy was the Road's chief mechanical officer for 33 of his 50 years of service. Starting in 1893 when he was 16, he took a job at the Milwaukee shops as a machinist apprentice. An aptitude for mechanics and drawing quickly asserting itself, he became a draftsman and at the same time started a course of home study and private tutoring to complete his formal education. In a short time he was promoted to chief draftsman and in 1911 he was appointed mechanical engineer of the Milwaukee Road.

C. H. Bily

CHARLES H. BILLY, 75, retired chief mechanical engineer, died in Milwaukee, Wis., Oct. 17. He had been ill for some time. Funeral services were held in Milwaukee.

He will occupy the position previously held by R. W. Rogers, chief mechanical officer of the Seaboard Air Line Railroad. Mr. McCoy came to The Milwaukee Road in 1925 as an apprentice in the Minneapolis shops, following his graduation from Montana State College with a degree in mechanical engineering. He has been chief purchasing officer since Sept. 1, 1951.

of the Milwaukee Road, left Chicago on Oct. 12 for Washington, D.C., where he assumed the duties of director of the Railroad Equipment Division of the National Production Authority, effective Oct. 15.

V. E. McCoy Accepts N.P.A. Post

The new position, which he will fill on a leave of absence basis from The Milwaukee Road, will occupy the greater part of his time during the next six months, although he will continue to direct the work of the purchasing and



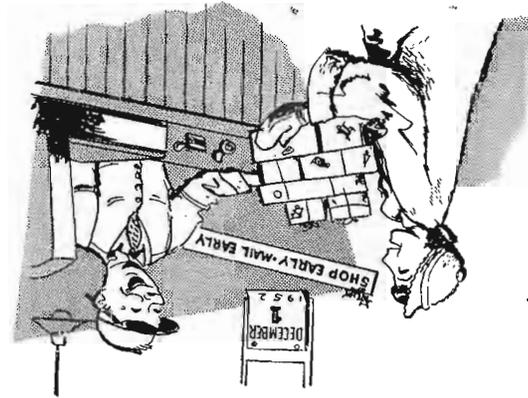
V. E. McCoy

Paul Union Depot's model railroad for Stationmaster Breuer operated the St. Scouts at the finish of the tour when An added thrill was given the Cub post office, a distance of several blocks. the railroad platforms directly to the under construction to carry the mail from At St. Paul, a conveyor system is now improve their mail handling facilities. Railroads are constantly striving to cars.

of mail carried in baggage and storage separate and store the sacks and parcels Railroad employees handle, pile, Post Office cars. ceive, sort and distribute mail in Railway 15,000 postal transportation clerks re- reached, the mail is in the proper clerk, so that when a city terminal is opened and mail sorted by the P. T. S. mail sack. The sack is immediately doorway of the car, neatly grabs the

to be another record breaking volume of Yuletide mail. In an all-out effort to insure on-time delivery during the peak December period, the A.A.R. committee on railway mail transportation, of which C. F. Rank, the Road's manager—mail, express, baggage and milk, Chicago, is chairman, has launched a "mail early" campaign. The cooperation of the public will be enlisted by means of spot announcements on The Railroad Hour and on bulletins in all post offices. Announcements will also be heard on radio organizations, theaters and the like. It is planned to alert travelers, among others, by broadcasting the appeal on the loud speaker systems in railroad terminals.

All railroad people are aware of the responsibility we assume in handling billions of greeting cards and parcels, and can therefore appreciate the merits of the campaign. If every one of us—and we are almost a quarter of a million strong—will mail early and urge our friends to do likewise, we can all relax and enjoy the full meaning of a joyful Christmas.



**Do Yourself
a Favor —
Mail Early!**

REMEMBER the crowds at the post office last year when you mailed those last minute Christmas packages? How, with the waiting in line and the pushing and shoving, your holiday spirit almost took a nose dive? This month the nation's railroads are getting geared to what is expected to be another record breaking volume of Yuletide mail. In an all-out effort to insure on-time delivery during the peak December period, the A.A.R. committee on railway mail transportation, of which C. F. Rank, the Road's manager—mail, express, baggage and milk, Chicago, is chairman, has launched a "mail early" campaign. The cooperation of the public will be enlisted by means of spot announcements on The Railroad Hour and on bulletins in all post offices. Announcements will also be heard on radio organizations, theaters and the like. It is planned to alert travelers, among others, by broadcasting the appeal on the loud speaker systems in railroad terminals.

George J. Bilty who is general foreman of the passenger car shop in Milwaukee, and a daughter, Miss Hazel Bilty, who is with the U. S. Department of Agriculture in San Fernando, Calif.

Tough, This Tipple Wouldn't Topple

THE TIPPLE which for years faithfully fed coal to Milwaukee Road trains at Atkins, Ia., earned a tip of the topper in the nation's news last month. Apparently built for the ages, for the best part of a week it stubbornly held the spotlight as "the tipple that wouldn't topple."

The tipple, 94 feet high and resting on a concrete foundation, was the last remaining structure of a million dollar installation built by Milwaukee Road forces in 1918 and recently abandoned because of dieselization. A salvaging outfit started Oct. 11 to pull it down and spent the whole day working doggedly with a bulldozer and a winch and cable. The cable broke and the tipple tipped, but it refused to topple. Returning on Oct. 14, workmen set off a dynamite blast, but the tipple merely leaned slightly to leeward. A second blast only raised a cloud of dust, and the third didn't work, either. Wearily, they decided to call it a day.

The next morning they were back. Five building jacks were slipped under one side and new cables were hooked to the winch. That did the job. Swaying on its foundation, the tipple finally conceded the five-day struggle.



(AP Wirephoto)

The tipple as it looked after the wreckers had failed in their attempts to topple it.

C. S. Pack, Train Rules Chief, Retires



At the retirement dinner in the Medford Hotel, Milwaukee, Oct. 27. Back row, from left: M. T. Sevedge, newly appointed superintendent of the I&SM Division; A. J. Farnham, appointed chief train rules examiner; J. H. Stewart, general superintendent, Milwaukee; Mr. Pack; L. B. Porter, superintendent telegraph and signals; L. W. Palmquist, superintendent L&R Division; and R. L. Hicks, assistant superintendent, Milwaukee Division. Lower left and reading clockwise: B. Connell, trainmaster, Milwaukee Terminal; P. H. Linderth, assistant engineer signal construction; H. L. Martin, chief dispatcher, Milwaukee Division; and W. Weiland, roadmaster.

CHARLES S. PACK, chief train rules examiner, Milwaukee, was honored by 35 associates at a retirement dinner in Milwaukee Oct. 27. His retirement after nearly 50 years of railroad service became effective Nov. 1. The occasion also provided an opportunity to say good-bye to M. T. Sevedge, assistant superintendent of the Milwaukee Division, who was transferring to Austin, Minn., as superintendent of the I&SM Division.

Mr. Pack was born in Clarendon County, S. C., in 1887, learned telegraphy at an early age and started railroading as a telegrapher on the IC. He was acting chief dispatcher on that road before he came to the Milwaukee in 1925, since when he has been train dispatcher in Minneapolis, LaCrosse and Mason City. He was appointed train

rules examiner in 1944 and chief rules examiner in 1950.

Mr. Pack is a veteran of World War I, having served as a first lieutenant in the Signal Corps in France. He is also a former general chairman of the American Train Dispatchers Association. His hobbies are hunting and fishing—he makes his own fishing plugs. He and Mrs. Pack are planning to move to Mason City.

A. J. Farnham, who has been superintendent of the Madison Division since July, 1951, will succeed Mr. Pack as chief train rules examiner. Starting in 1919, Mr. Farnham has been trainmaster, assistant superintendent and superintendent, serving in the latter capacity at Ottumwa and Terre Haute before going to Madison.

A. G. Bantly

ALBERT GEERLINGS BANTLY, who retired in 1945 as traveling freight agent at Minneapolis, died there on Nov. 2 following a short illness. He was a veteran of nearly 50 years of service and widely known among transportation people in the Northwest.

Starting with the Road at Milwaukee in 1896, Mr. Bantly was a rate clerk in the general office until June, 1909, when he was appointed traveling freight agent

at Tacoma. He served in that capacity until June, 1925, when he transferred to Minneapolis where he was division freight agent and later traveling freight agent.

Since his retirement on Nov. 1, 1945, Mr. Bantly had been very active in Masonic work. He was 75 at the time of death and considered to be the only 33rd degree Mason on the railroad. Funeral services were conducted at the Scottish Rite Temple in Minneapolis. Mrs. Bantly survives her husband.

did you know?

Chicago, second city of the United States, owes her position directly to the railroads. The first railroad train moved out of the city in 1848. Today Chicago is, in volume of tonnage and extent of facilities, the outstanding railroad terminal of the world. The Chicago Terminal District spreads over 1,750 square miles—an area larger than the state of Rhode Island—in which 41 railroads operate 7,869 miles of track. The district loads about four per cent and unloads about seven per cent of the country's total freight car loadings and handles 17 per cent of the country's passenger total. To maintain the track, more than 32,000 tons of rails are re-laid each year.

Herschel C. Loveless, mayor of Ottumwa, Ia., and Democratic candidate for governor of that state in the recent general election, is a former Milwaukee Road man. Entering the employ of the company in 1928, he worked principally in the engineering department in Ottumwa before being elected mayor of the city in the spring of 1949. Caught in the Republican landslide, he was defeated by Governor William Beardsley in his bid for the state's top position, but received very encouraging support.

In a paper delivered on Oct. 9 before the Chicago Railroad Diesel Club, V. E. McCoy, chief purchasing officer of The Milwaukee Road, pointed out that "when a foreman is discussed, every top officer talks about:

1. *How does he get along with people?* and
2. *What do the men under his supervision think of him as an individual?"*

One might say, he continued, that "our success is based on our ability to sell ourselves to those we supervise."

Mr. McCoy's paper was the subject of a four-page article entitled "What Makes a Good Supervisor?" which appeared in the Nov. 3 issue of *Railway Age*.

Work was begun early in October on the consolidation and modernization of Milwaukee shops offices. Store department, car department, locomotive department and mechanical engineer's offices, formerly in separate buildings, will be brought together into one efficient unit in what has been known as the pattern storage building. The work is scheduled for completion by Dec. 31.

The steepest grades on The Milwaukee Road are 2.0 per cent except for the 17-mile hill between Beverly and Boyleston, Wash., in electrified territory. Almost half the hill is at a 2.2 per cent grade. Branch line main tracks boast somewhat steeper grades, however, the maximum again being on the Coast

Division. More than one mile of the Tacoma-Morton line is at a grade greater than 3.0 per cent, the maximum being 3.75 per cent.

Early in November the telephone switchboards at Western Avenue and Galewood in Chicago were converted to dial service. The work involved in the change-over has been under way for some time and will later extend to the switchboard at the Fullerton Avenue office building. The plan is to convert all telephones in the Chicago area to the dial system as soon as possible. Since the new system involves changes in the use of company phones, it is suggested that everyone who uses them study the instructions immediately following the various sections of the new directory.

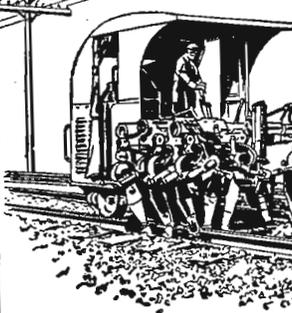
Rail oddities



A RAILROAD TRAIN OCCUPIES THE CENTRAL SECTION OF A NEW STAINED-GLASS WINDOW IN ST. JAMES PARISH CHURCH OF PADDINGTON, ENGLAND. IT REPLACES A WINDOW DESTROYED IN AN AIR RAID IN 1940.



FOR THE 25TH CONSECUTIVE YEAR, THOUSANDS OF PEOPLE GATHERED RECENTLY IN TRACY, MINNESOTA — WITH BANDS, FLOATS, SPORTS EVENTS AND MERRY-MAKING — TO CELEBRATE BOX CAR DAY.



IN MAINTAINING THEIR ROADWAYS, AT THEIR OWN EXPENSE, RAILROADS NOW USE POWER MACHINES THAT TAMP STONE BALLAST BETWEEN AND AROUND THE CROSS-TIES AT THE RATE OF 600 FEET AN HOUR.

ASSOCIATION OF AMERICAN RAILROADS 1053

Water Service Veterans Retire



Billfolds containing the wherewithal to purchase gifts of their own choosing are presented to the honored guests. From left: Peter Roller, P. S. Prevey, Engineer of Tests L. E. Grant, Milwaukee, and Assistant Engineers M. R. Bost and C. L. Waterbury, Chicago.

THE RETIREMENT of two engineering department veterans, Assistant Engineer Paul S. Prevey and Water Inspector Peter Roller, was the occasion for a gala dinner at the Ambassador Hotel in Milwaukee Sept. 29. Mr. Roller was retiring on Sept. 30 and Mr. Prevey was to leave the railroad at the end of the year.

Mr. Roller was first employed in 1908, working on a B&B crew. He became a pump repairer on the I&D Division in 1912 and a water inspector, the second

on the railroad, in 1920. Since that time he has been in charge of the locomotive water facilities on the I&D Division. In addition he has assisted with the supervision of construction and the maintenance of facilities, as well as the operation of pumping equipment and treating plants. Many changes in operation have been made possible by consistent water treatment, including a great reduction in the number of engine terminals for boiler washing and repairs,

and in engine failures. Mr. Roller played an important role in building this record on The Milwaukee Road.

Mr. Prevey, who was born at Beardslay, Minn., in 1887, started in 1906 as a chainman on location in Montana. Subsequently he was assigned to construction and maintenance work in Montana and Washington, and from 1918 to 1920 was employed on valuation work. It was in 1920 that he was selected as the Road's first general water inspector. Assigned to well drilling and repair operations, he became known among drillers and geologists as an outstanding student of their problems. His work in this line was of immeasurable value to the railroad, especially during the period when steam locomotives were the principal power. He has been assistant engineer since 1949.

Both Mr. Roller and Mr. Prevey are veterans of a colorful period in construction history. Of those early years in the West, Mr. Prevey recalls among rugged experiences the winter of 1913. "I lay claim", he says, "to having put in as tough a winter as any crew has ever gone through. On the trail-less windswept reaches in the foothills of the Rockies, our camp was blown to pieces repeatedly. Sleeping was sometimes a problem, and so was eating. I have seen men eat at the table in the cook tent with gloves on because the knives and forks were icy cold. It was interesting, though, to watch the growth of the railroad and the towns that sprang up. The railroad brought prosperity to many towns and farms, and it was a great satisfaction to play even a small role in that development."

A Little Polio Girl Cries for Daddy; He's a P.O.W.

IN A Long Beach, Calif., hospital a little polio victim lies helplessly paralyzed. The thing that would help her condition most, her mother says, would be to hear an encouraging word from her daddy. But right now that doesn't seem likely. Her father is Marine Lt. Forest A. Nelson, a furloughed Milwaukee Road switchman from Minneapolis, who was shot down Aug. 6, while on a mission over Korea.

Lieutenant Nelson was a veteran pilot of World War II who was called back to service in January. The family—Mrs. Nelson, three-year-old Penny and little Jon, 20 months—gave up their home to be with him and were living in Long Beach when he went overseas in June. For weeks a letter came every day. Then

on Aug. 7 came the telegram saying that Lieutenant Nelson was missing in action. And a week later Penny went to the hospital with bulbar polio.

Men who served with Lieutenant Nelson have written Mrs. Nelson that her husband bailed out of his plane and with his chute under his arm ran toward a hill. A helicopter was seen to start to his aid, but before it could reach him, Communists took him prisoner.

Penny is convalescing now, but whether she will walk again is anyone's guess. No one has yet had the heart to tell her why daddy's letters don't come any more. Mrs. Nelson has appealed to her state senators for help in getting word to her husband that the little girl is ill, hoping he can get word back.

Big Story, Little Book

A copy of "Railroads Deliver the Goods," an attractive, easily-digested account of how a railroad operates, done in comic book style, is enclosed with each copy of this issue of the Magazine. Your youngsters (and the neighbor's) will enjoy reading it, and it may even bring you up to date on a point or two. It's a big story, told in very few pages.

If you would like to have an extra copy or so, just write to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

appointments

Operating Department



F. R. Doud



A. J. Farnham

Effective Nov. 1, 1952:

F. R. Doud is appointed general superintendent with headquarters at Minneapolis, succeeding D. T. Bagnell who retired after many years of service. Mr. Doud who has been assistant general superintendent with headquarters at Madison, Wis., since July, 1951, started with the Road as a telegraph operator in 1907. He has served as superintendent of the former Kansas City Division and of the H&D, and was superintendent of the Madison Division from 1948 to 1951.

A. J. Farnham is appointed chief train rules examiner for the system with

headquarters at Milwaukee, succeeding C. S. Pack who retired Oct. 31. Starting as a telegraph operator in 1919, Mr. Farnham was superintendent at Ottumwa, Ia., and Terre Haute, Ind., before becoming superintendent of the Madison Division, his most recent appointment, in July, 1951.

G. H. Rowley is appointed superintendent of the Madison Division with headquarters at Madison, Wis., succeeding A. J. Farnham, transferred. Coming to the Road in 1909, Mr. Rowley has been assistant superintendent of the D&I Division and since 1947 superintendent of the I&SM Division.

M. T. Sevedge is appointed superintendent of the Iowa & Southern Minnesota Division with headquarters at Austin, Minn., succeeding G. H. Rowley, transferred. Since coming to the Road in 1937, Mr. Rowley has served as assistant superintendent of the Milwaukee Terminal Division and most recently as assistant superintendent of the Milwaukee Division with headquarters at Milwaukee.



M. T. Sevedge

J. D. Simon is appointed assistant superintendent of the Milwaukee Division First District with headquarters at Milwaukee, succeeding M. T. Sevedge, promoted. Mr. Simon who entered service at Mitchell, S. D., in 1937, has been trainmaster at Green Bay and at Butte and, since August of this year, at Sioux City, Ia.

W. M. Freund is appointed trainmaster of the Iowa & Dakota Division Second District with headquarters at Sioux City, succeeding J. D. Simon, promoted. Since coming to the Road in 1941, Mr. Freund has served on various positions, including transportation assistant to general manager in Chicago and most recently as trainmaster of the Terre Haute Division.

G. J. Barry is appointed trainmaster of the Terre Haute Division with headquarters at Terre Haute, Ind., succeeding W. M. Freund, transferred. Starting at Milwaukee in 1948, Mr. Barry

was trainmaster with headquarters at Milwaukee from September, 1950 to July, 1951, since when he has been trainmaster at Davenport.

B. J. McCanna is appointed trainmaster of the Dubuque & Illinois Division with headquarters at Davenport, Ia., succeeding G. J. Barry, transferred. Mr. McCanna who has been with the Road since 1939 has served as night agent and assistant chief yard clerk in Minneapolis. He has been special assistant to general manager, Chicago, since August.

Veterans Turn In Old Buttons

A request went out recently to members of the Veteran Employees' Association asking those who had service buttons no longer being used to return them to the secretary. Starting with the 25-year button, appropriate buttons are issued for every additional five years of service.

According to Miss Florence M. Walsh, secretary of the association, Chicago, the response was very gratifying. Hundreds of buttons have been



Miss Florence M. Walsh, secretary of the Veteran Employees' Association, sorting the buttons which were turned in for redistribution.

turned in for redistribution, thus enabling the organization to continue for some time without purchasing new buttons. The officers and board of directors appreciated the cooperation of those members who responded.

Correction

A SLIP of the finger while getting the news off the typewriter and into the October issue of the Magazine may have been the cause for a little amused speculation. We are referring to the promotion of W. J. Whalen, general manager Lines East, to assistant vice president—operation with jurisdiction over the entire system on Oct. 1, and our report that Mr. Whalen started his railroad career in—would you believe it?—1886. Actually, Mr. Whalen had not even seen the light of day at that time, and quite a number of years were still to elapse before he entered service. For the record, he started during high school vacations as a water boy for construction gangs, and the year was 1906.

Better Than the Teacher



The West Bend party looks over the baggage car, escorted by Conductor Holden. Baggage-man Percy Joedecke took the picture.

A COMMITTEE of young people representing the senior class of the West Bend (Wis.) High School recently boarded the Pioneer Limited in Milwaukee, bound for Chicago and a consultation about the preparation of their 1953 yearbook. En route they had an experience which, they say, almost diverted attention from the purpose of the trip.

The unusual experience was a behind-

the-scenes tour of the streamliner through the courtesy of Conductor Chester Holden. F. B. Baxter, year-book adviser, wrote about it to President J. P. Kiley as follows:

"My students were thrilled, I can tell you. Conductor Holden took us the length of the fine streamliner, showing these teen-agers (some had never ridden on a train) the conveniences of rail travel, the pleasant compartments, the

berths, the dining service, the comfortable lounge car—even the baggage car. We had never been treated so kindly by any other railroad. Even your baggageman, Percy Joedecke, helped. I know this service cannot be routine, and their consideration was certainly fine public relations work."

Conductor Holden, who lives in Milwaukee, has been with the Road since 1917. That he enjoyed the experience as much as the students was apparent, according to Mr. Baxter. "Mr. Holden certainly understands what interests youngsters", he wrote. "When it comes to consideration, courtesy and satisfying youthful curiosity, some people can teach things better than the teacher."

A Quaker pioneer, walking from his clearing to the meeting house, had his trusty flinlock ready. A nonbeliever accosted him, saying, "Brother Nathan, is it not your belief that what is destined to be, will be?"

"Yes."

"Then if all the Indians in the province attacked the meeting house and your time had not come, you would not be harmed?"

"No," answered the Quaker.

"But if your time had come, then no matter what you did, it would do no good?"

"That is right."

"Then why do you carry your gun to the meeting?"

Gravely the Quaker replied, "On my way to or from the meeting I might see an Indian whose time had come."

how are we doing?

| | SEPTEMBER | | NINE MONTHS | |
|--|----------------------|----------------------|-----------------------|-----------------------|
| | 1952 | 1951 | 1952 | 1951 |
| RECEIVED FROM CUSTOMERS | | | | |
| for hauling freight, passengers, mail, etc. | \$25,186,946 | \$23,667,776 | \$199,821,311 | \$195,321,233 |
| PAID OUT IN WAGES | | | | |
| PER DOLLAR RECEIVED (CENTS) | 11,311,054 (44.9) | 10,864,818 (45.9) | 101,784,614 (50.9) | 101,472,447 (52.0) |
| Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act | 492,973 (2.0) | 619,430 (2.6) | 5,797,782 (2.9) | 5,918,348 (3.0) |
| ALL OTHER PAYMENTS | | | | |
| for operating expenses, taxes, rents and interest | 11,577,948 (46.0) | 10,836,942 (45.8) | 87,327,519 (43.7) | 85,603,490 (43.8) |
| NET INCOME | 1,804,971 | 1,346,586 | 4,911,396 | 2,326,948 |
| REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS: | | | | |
| Number of cars | 143,535 | 139,914 | 1,142,401 | 1,180,838 |
| Increase 1952 over 1951 | | 3,621 | | |
| Decrease 1952 under 1951 | | | 38,437 | |

only --- days
to CHRISTMAS!

ONCE there was a man who wished aloud for a shotgun. So his wife and children gave it to him for Christmas and the next month he got the bill.

The lesson here is that the welcome gift is the thoughtful gift, and what is more thoughtful—or more thrifty—than one made at home? About the most wonderful part of Christmas is the whispered planning, the sewing and the baking and the workshop projects that go on behind closed doors in the weeks before the holidays. If you want to be part of that fun, this is the time to start. Let's see, how many more days until Christmas?



a real old fashioned Fruit Cake

IT WOULDN'T be Christmas without a fruit cake, would it? This year let's bake it early so the flavor can mellow before it needs to be wrapped as a gift or cut for family and friends.

Our holiday fruit cake is a heritage from colonial ancestors who brought it from Europe, and the first printed cook-books give ample evidence that the way to make it is little changed today. A few years ago Miss Alice Nelson, secretary to S. J. Cooley, industrial commissioner, Chicago, happened upon an old recipe which read particularly well. Choosing from it the features she liked best and combining it with a recipe used by her mother, she experimented with one of her own. In the eating, the cake was so good that she has continued to make one every year for the holidays.

The original family recipe came from a book of Swedish-style recipes compiled many years ago by the good cooks of the Nelsons' church as a money raising venture. Pre-dating the use of standard measures, it specified quaintly such items as "15 cents of orange, citron and lemon," likewise a "wineglass of brandy."

The combination recipe was originally one-fourth of a famous old wedding cake formula which owed its revival to Prohibition. At a time when few cooks could obtain the wine and brandy which supply the traditional flavor, it was found that this cake, rich with fruit, had a comparable, and some thought superior, flavor. Alice added a little brandy, but this is optional—not necessary.

HOLIDAY FRUIT CAKE

- 1½ cups butter
- 2 cups sugar
- 3¼ cups flour
- 1 teaspoon (scant) cloves
- 1 teaspoon cinnamon
- ½ teaspoon nutmeg
- 2 teaspoons baking soda
- ¼ cup water
- 4 eggs
- 2 tablespoons molasses
- 2 cups raisins
- 1 cup currants
- 1 lb. mixed candied fruit (citron, orange, lemon, pineapple, etc.)
- ¼ lb. candied cherries
- ½ cup dried apricots
- ¼ cup port wine or brandy (optional)

Dice fruit and mix together. Add wine or brandy and let stand overnight (optional). Cream shortening; add sugar and cream again. Add unbeaten eggs, one at a time, beating thoroughly after each addition. Add cut fruits and water and mix well. Sift dry ingredients and fold into first mixture. Beat well.

Grease loaf pans, line with waxed paper and grease again. Fill with batter and decorate tops with slices of tinted pineapple cut crosswise. Bake in a slow oven (250°F.) about 2½ to 3 hours. Cool in tins. Makes about 5 lbs.

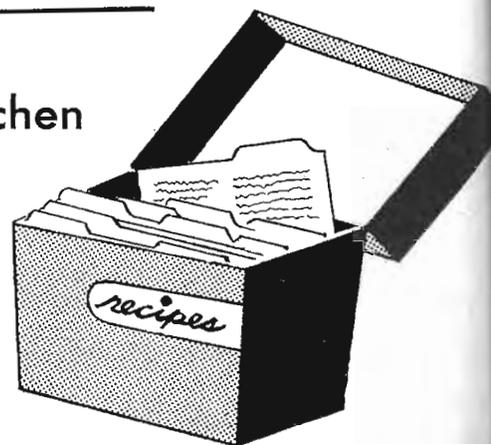
This cake improves as it ripens, provided the family can be induced to hold back. The Nelsons always set some aside for post-holiday callers, keeping it moist with a cloth soaked in grape juice. One year everyone forgot about it. When it turned up months later, the flavor seemed even better than usual.

Fruit cake is first on the list of delicacies to be made and stored away for Christmas. Here Alice is getting an early start on her specialty.



CANDY from the kitchen

CHRISTMAS is a sweet time. Candies hospitably fill the candy dish, ornament the tree and parade in pretty packages underneath. They can be made days ahead and individually wrapped—a good job for the children—or stored



in the refrigerator until the celebrating begins.

You can buy inexpensive containers such as cups and saucers, little plastic baskets or boxes, and overwrap them with cellophane paper and Christmas ribbon and seals. Or line star-shaped dessert molds with lace-paper doilies, filling them with candies and putting small peppermint sticks in the middle. Incidentally, homemade candy is an ideal gift for the young members of the family to give to their teachers, friends and doting elders.



Above: Orange Walnuts

Left: Easy Fondant

Easy Fondant

- 1 egg white
- 1½ tsp. cold water
- 2½ cups sifted confectioners sugar
- ½ teaspoon vanilla, peppermint or almond extract
- Food coloring, if desired

Place egg white and water in medium bowl and blend with enough sugar to make a stiff fondant which can be easily handled. Knead until smooth, adding and blending desired amount of extract and food coloring. Shape into balls, patties or squares. Decorate with candied cherries, coconut, chocolate shot, nuts or small candies.

Orange Walnuts

- 1 can (6 oz.) frozen orange juice
- 2½ cups shelled walnuts
- 1½ cups sugar

Blend together orange juice (undiluted) with sugar and stir over low heat until sugar is dissolved. Heat without stirring until a small amount dropped into cold water forms a soft ball (240°F.). Remove from heat and add walnuts. Stir until mixture begins to thicken, then drop from a teaspoon onto waxed paper. The candies may be stuffed into dried fruits. Makes about 1½ pounds.

Chocolate Nut Roll

- 1 package (8 squares) candy-making chocolate
- ½ cup sifted confectioners sugar
- dash of salt
- 2 tablespoons milk
- 1 egg, well beaten
- 1 cup broken walnut meats

Heat chocolate over boiling water until partly melted; then remove from boiling water and stir rapidly until entirely melted. Add sugar, salt, milk and egg and beat only enough to blend. Add nuts and mix well. Shape into 4 rolls, ¾ inch in diameter on waxed paper. Let stand to harden. Cut crosswise in ½-inch slices. Makes about 5 dozen.

Old-Fashioned Pistachio Balls

- ¼ cup hot mashed potatoes
- 1 tsp. melted butter
- 1¾ cups (½ lb.) sifted confectioners sugar
- 1½ tsp. vanilla
- ½ teaspoon almond extract
- dash of salt
- 5 drops green coloring
- 1½ cups coconut

Mix potatoes and butter together. Add sugar gradually and beat until thoroughly blended. Add vanilla and almond extract mixed together, salt and green coloring. Blend well. Add coconut and roll in small balls. Makes 24 balls.



more delicious candy...!

COCONUT BUTTER CRUNCH

1½ cups coconut
1 cup butter
¾ cup sugar
3 squares candy-making chocolate

Chop 1 cup of the coconut and combine with butter and sugar in a saucepan. Cook over low heat until mixture is light brown and a small amount hardens in cold water (249°F.), stirring occasionally to prevent scorching. Pour into lightly buttered 9x9x2 pan. While still hot, place chocolate on top, and as it melts, spread to cover candy. Sprinkle with remaining coconut. When candy is hard, break into irregular pieces. Makes about 50 pieces.

COCONUT PENUCHE

2/3 cup evaporated milk
2/3 cup water

2 cups brown sugar, firmly packed
1 cup granulated sugar
½ teaspoon salt
¼ cup butter
2 teaspoons vanilla
1½ cups shredded coconut

Combine milk and water in saucepan; add sugars and salt. Cook, stirring constantly, until sugars dissolve and mixture boils. Continue cooking until a small amount forms a soft ball in cold water (236°F.), stirring frequently after mixture begins to thicken. Remove from heat, add butter and vanilla. Cool to lukewarm without stirring; add coconut. Then beat until mixture loses its gloss. Turn at once into lightly buttered 8x8x2 pan. When cold cut in squares. Makes 36 large pieces. (Recipes by General Foods, Minute Maid Orange Juice and G-E Consumers Institute.)



The children should be allowed the fun of making the easier varieties of candy.



Ideas for gifts from your camera.

The family calendar idea. Using a snapshot of your family, a photo dealer can make them in various sizes.



SNAPSHOT gifts and greetings

FOR INTIMATE greeting cards or Christmas gifts, pictures of the people and places we like convey most clearly the message, "Especially for you." Here are suggestions on how to adapt your own photography to Christmas giving.

First, look over your snapshot albums, particularly those devoted to the family, vacation trips and "house and grounds." Choose a subject appropriate to the season and beware of attempts at humor. Christmas is a serious, heartfelt thing to most of us. How about that group picture of the whole family? If the background isn't good, wash it out with white ink and have a copy negative made to use in printing your own Christmas cards.

Go through the snaps of your home and look for one of the doorway that will suggest a welcome to your friends. If that doesn't suit you, there's still time to snap one that does. Try a close-up of a pine bough against the sky, or one of Christmas ribbons and bells tacked up over the doorway.

For you who like to print your own cards, there are negative masks you can buy, with a seasonal greeting next to the space in which you insert the negative of your own picture. Whether you print them yourself or have the photo finisher make them up, you have a wide choice of paper sizes and envelopes.

Many presents of personal meaning can be made from snapshots—bookplates and bookmarks, cut-out statuettes, table mats, jigsaw puzzles, framed enlargements and the like. The big jobs will require the cooperation of a photo finisher, but you can make the smaller ones yourself. For instance, bookplates and bookmarks are merely prints of favorite snaps printed on appropriate size paper. You may want to glue the bookmark photo to a light leather backing with mounting cement.

The jigsaw puzzle is a favorite family snapshot enlarged and mounted on thin wood or heavy laminated cardboard. Varnish it on both sides to prevent warping and cut out the pieces in the pattern you wish with a jig saw. Cut-out statuettes of members of the family



or your pets would be welcomed by close relatives. If the pet is a small pup or kitten, you might have its snapshot enlarged. Mount this on laminated cardboard a quarter of an inch thick and jigsaw around the outline.

Table place mats can be made by covering enlarged scenics on both sides with adhesive sheets of transparent plastic. These clear waterproof sheets can be bought at stationery and art supply stores.

Nothing can match a special photo album as a personal gift. Grandparents and aunts and uncles will treasure a collection of family pictures. Collect negatives of snaps showing each member of your family, your doings and your home and the changes of recent years, and make up as many sets of prints as you need. The album can come from the photo shop, or you can make one of deep gray paper. For a cover, mount an enlargement on heavy paper.

November, 1952



Above: Knitted **STOLE AND SHRUG SWEATER** are new in glamour accessories. The stole is in two-colors, the sweater ribbed for fit.

Above, right: Soft wool **LOAFER SLIPPERS** are pretty for lounging. Soles are crocheted, the sock part knitted. In small, medium, large.

Right: Two thirds of a yard of velveteen make the jaunty **BERET AND MUFF SET**. The muff may be stuffed with feathers or cotton batting.



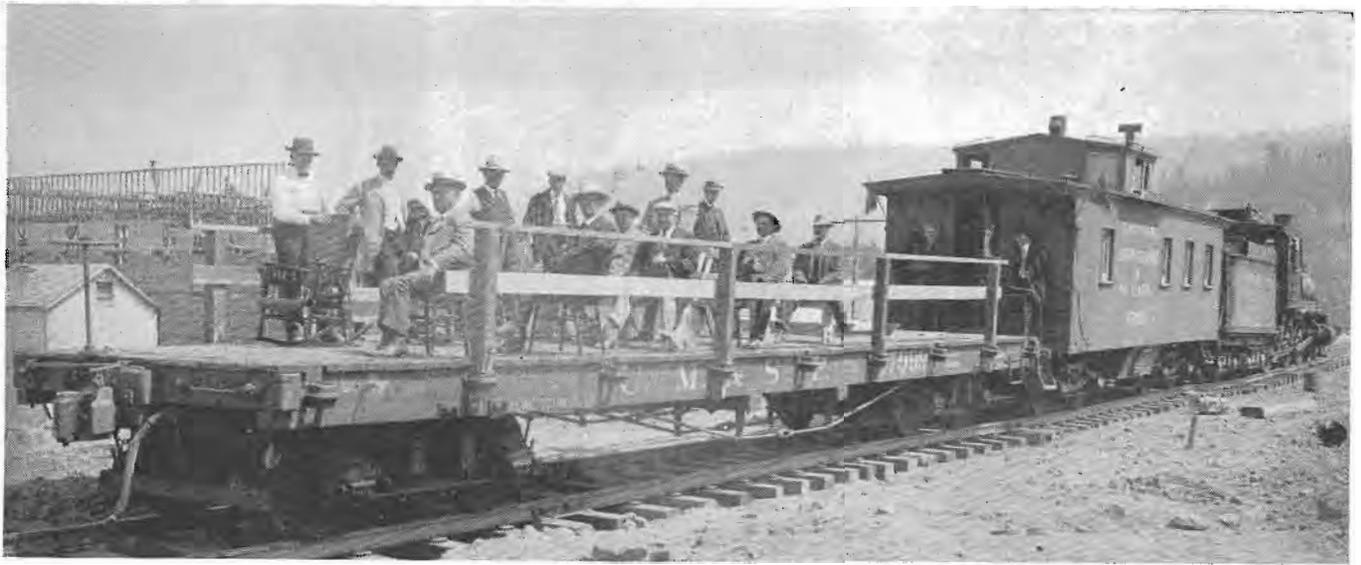
"I
made it
myself"

For Christmas gifting to our loved ones and friends, nothing will ever supplant the charm of the hand-made. The designs shown here include items to be crocheted, knitted and sewn. As usual, the instructions may be had free of charge. Address requests to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

Below, right: Sunday best **BOOTEES AND MITTENS**. Baby wool and dainty trimming make them ideal for the youngest on the list.

Below: **HANS AND GERDA** will brighten Christmas for any little girl. The dolls are eight inches high.





TRAIL BLAZERS. It was not so long ago but that some old timers may remember when the first Milwaukee Road train entered the state of Idaho. Taken at Plummer in 1909, this picture shows the Road's pioneering president, A. J. Earling, heading the first inspection crew. Seated from left: President Earling; H. R. Williams, president of the Chicago Milwaukee & Puget Sound; A. L. Flewelling, general manager, Milwaukee Land Company; Lawrence Fitch, general manager, Continental Land & Timber Company; Samuel Ramsdell, division engineer,

CM&StP; L. C. Henry, son of H. C. Henry, the general contractor. Standing: E. J. Pearson, chief engineer of the Chicago Milwaukee & Puget Sound; Mr. Copeland, chief carpenter; J. E. Hood, superintendent of the Idaho Division; H. E. Wing, secretary to Mr. Earling; Dr. A. I. Bouffleur, chief surgeon; and P. M. Henry, another son of the general contractor. L. C. Henry is still living in Seattle. His father, a well known financier, was the "Henry" of the White-Henry-Stuart Building in which the Road maintains its Seattle general offices.

Chicago Gets Set for Big Livestock Event

AGRICULTURE'S greatest show will celebrate its 53rd year as plans take shape for the 1952 edition of the International Live Stock Exposition. The big annual spectacle is slated for Nov. 29 through Dec. 6 in the International Amphitheatre of the Union Stock Yards of Chicago.

Over 11,000 head of the country's top cattle, sheep, swine and horses from 34 states are expected at the coming show. Grand champions from state and regional shows will vie for over \$100,000 in cash awards and for the enviable International purple and blue ribbons that make them the continent's best.

Youth will dominate the first day's program, spotlighting the Junior Livestock Feeding Contest where boys and girls from many states will show their grand champions from other shows. Fat cattle, sheep and swine will be judged in carload lots in the yards on that day. The 30th anniversary International Grain and Hay Show and the Wool Show will be judged on the first day, and its exhibits will be colorfully displayed in the Big Hall of Grain on the third floor throughout the week.

Headlining the entertainment features of the International will be thirteen banner performances of the International

Horse Show, bringing together the nation's fanciest riding and harness horses and ponies. Sheep dog trials and a cutting horse contest for western stock horses will also be featured. J. W. Austin, ticket cashier, urges out-of-town visitors to order tickets as soon as possible, as city people make a rush for available seats in the last hours before showtime.

The International Amphitheatre, where the Republican and Democratic national conventions were held this year, and where the big livestock show is held, is one of the notable buildings of the Union Stock Yards of Chicago—the world's largest livestock market.

A mile long and a half-mile wide, the "yards" have about 13,000 pens and have handled as many as 49,000 head of cattle, 10,000 calves, 122,000 hogs and 71,000 sheep in a single day.

The Union Stock Yards and Transit Company was organized largely by the railroads of Chicago in 1865 to bring together in one location all of the stockyards, livestock marketing and livestock processing activities of that rapidly growing city. Of the original capitalization of \$1,000,000, the railroads furnished \$925,000 and the meat packers furnished \$75,000.

Since the Union Stock Yards were

Tried and Found Wanting

(Continued from page 3)

men have this corruption in them, God in his wisdom saw another course fitter for them."

Plentie Instead of Famine

And what happened after the Pilgrims abandoned this "communitie" course? Gov. Bradford says:

"By this time harvest was come, and instead of famine, now God gave them plentie, and the face of things was changed, to the rejoysing of the harts of many, for which they blessed God. And the effect of their particular (private) planting was well seene, for all had, one way and another, pretty well to bring the year aboute, and some of the abler sort and more industrious had to spare, and sell to others, so any generall wante or famine hath not been amongst them since to this day."

How true it is that those who refuse to study history and profit from its lessons, are doomed to repeat all of its mistakes.

opened on Dec. 25, 1865, more than 982,000,000 animals—cattle, calves, sheep, lambs, hogs and horses—have been sold in its confines.

about people of the railroad

Milwaukee Shops

STORE DEPARTMENT

Earl L. Solverson, Correspondent

Dick Vutoff, crane crewman, lost his wife Lillian, age 36, on Oct. 7. Interment in St. Adalbert's cemetery.

August Kosiboski, formerly of the freight car store, age 84, died on Oct. 17 due to a cerebral hemorrhage. Interment at Manistee, Mich. He retired at the age of 79. August worked in the sawmills in the vicinity of Manistee until 27 years ago when he moved to Milwaukee and was employed by the Road. He is survived by four daughters, two sons and two sisters. August was a hard worker and all enjoyed his personality and wit.

Arthur Metzner and wife spent a 10-day vacation in New York and Detroit. While in New York, they enjoyed several television shows, a boat trip around Manhattan, visited the United Nations building and took in a performance at Radio City Music Hall.

At this writing, your correspondent is spending a few days at the Veterans Hospital, Wood, Wis. Getting good care, but always impatient to get back to the shops and to be doing something. Appreciate the many cards and letters from co-workers and friends. Being away from the shops, I may have missed other news items.

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

We are happy to welcome Donald Mueller, upholsterer apprentice, who returned to work on Oct. 27 with an honorable discharge from the Army where he served two years in the Infantry as a corporal—nine months in Korea. Don celebrated his return by purchasing a new automobile.

Mr. and Mrs. Jacob Myer's picture appeared in the Milwaukee Journal Green Sheet on Oct. 15 in connection with the celebration of their golden wedding anniversary. Jacob is a former carman helper who retired in 1944.

The parents of William Monahan, welder, celebrated their 60th wedding anniversary on Oct. 12. Mr. and Mrs. Jay Monahan, retired farmers, make their home in Tomah, Wis., and are both 84 years of age.

John Beck, inspector, and wife celebrated their 32nd wedding anniversary on Oct. 12. Yours Truly and wife observed our fifth wedding anniversary on Oct. 11 by celebrating at the Drake Hotel in Chicago.

Donald Dysland, formerly inspector at the shops, was promoted to material inspector for the test department Oct. 1. Don's former position has been filled by August Plicka.

It is reported that Herbert Starke, welder, is burning the candle late these nights, being the owner of a new television set.

At this writing, Carman Leon Lambert is undergoing an operation.

Sympathy is extended to George J. Bilty, general passenger foreman, whose father, Charles Bilty, passed away Oct. 17. The deceased was mechanical engineer at the shops prior to his retirement. Sympathy is also extended to the family of Jacob Schweitzer, lead paint mixer, whose father passed away Oct. 17.

Word comes from Korea that Pfc. Joseph Bieringer is on active duty with the 48th Field Artillery and finding that it's true what they say about the mud and grime. However, a mobile shower unit has been set up behind his gun position, operating seven days a week, so bathing need not be a Saturday night affair. Private Bieringer has been in the Army since September, 1951.

LOCOMOTIVE DEPARTMENT

Arno Bartz, Correspondent

Earl Moore, roundhouse chief clerk, bagged the limit of ducks on his second venture into the marshes only a few days after the season opened. The office force in the roundhouse enjoyed a duck dinner not many days later—with Earl bringing the ducks.

The averages in the office bowling sweepstakes are at this writing: Ed Zimmerman Jr., diesel house clerk, 170; Pop Guentner, S.M.P. office clerk, 162; Ray O'Brien, roundhouse clerk, 155; Norb Kieman, secretary to the assistant superintendent motive power, 150; and George Jung, clerk in the S.M.P. office, 150. The boys are just swinging into their stride and the averages should be soaring from here on in.

Ray Sear, clerk in the S.M.P. office, was called home on Oct. 16. Speculation as to the

reason for his sudden departure was quickly put to flight when with hat in hand and moving rapidly toward the door he called back: "It's a boy! Thomas Raymond Sear!" Tom joins two sisters, Susan and Sandra.

Lucy Sommers is the new stenographer in the office of the general foreman.

Jim Mazinec, backshop steamfitter helper and son of Joe, test department material inspector, was inducted into the Army last month. Jim was known throughout the state for his football and basketball exploits at St. Norbert's College.

George Vogel, machinist helper in the diesel house, joined the ranks of the benedicts during October.

Walter Foesch, chief clerk in the diesel house, with the missus took a two-week trip to Florida. Florida seems to possess a fascination peculiar to railroaders, at least to those in the locomotive department. Walt Marshall, retired assistant to the superintendent of motive power, now residing at 1029 South N. Street, Lake Worth, Fla., visited the shops Oct. 29. He appeared trim and tan and informed us that he is enjoying his new life. Walt came north to take Mrs. Marshall to Lake Worth, now that their home is completed.

Madison Division

FIRST DISTRICT

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

Assistant General Superintendent F. R. Doud of Madison was transferred to Minneapolis as general superintendent effective Nov. 1.



THE CAREFREE CROWD. Veteran employes of the Milwaukee, Wis., terminal who retired during 1952 are honored by the Hiawatha Service Club, Unit 14, at a get-together in the North Avenue Auditorium Oct. 11. J. J. Crowley, former station master (left), is being greeted by R. R. Brown, assistant superintendent at Muskego yard. Other guests are, from left: James Moroney, Charles Zunker, Elmer Cogan, Peter Madsen and Robert Benton.

Superintendent A. J. Farnham has been appointed chief train rules examiner effective Nov. 1, with headquarters in Milwaukee.

Superintendent G. H. Rowley, Austin, Minn., has been transferred to Madison as superintendent of the Madison division.

Train Baggage E. O. Jeffrey retired Sept. 27, closing a service record of 40 years. He and Mrs. Jeffrey have gone to DeLand, Fla., to make their home.

Machinist J. A. Willison of Madison retired Oct. 17. He and Mrs. Willison will spend the winter in Miami, Fla.

Mr. and Mrs. Charles Conlin announce the arrival of a son, Steven Paul, on Oct. 13. Mr. Conlin is a clerk in the freight department.

Madison Chapter of the Women's Club entertained the retired employes of Madison at a dinner on Oct. 29.

Conductor Henry Day is confined to the Madison General Hospital at this writing.

Wyla Blethen entertained the railroad girls at a bridal party in honor of Katie Watson, who becomes Mrs. Peter Ganshert on Nov. 15.

Thomas Conlin, son of General Agent J. F. Conlin of Madison, was recently promoted to corporal. He is a demolition expert with the Engineers, stationed at Ladd Air Force base near Fairbanks, Alaska.

Conductor and Mrs. Joseph Blazek of Madison are receiving congratulations on the birth of their second grandson, Dennis Lee, who arrived at the home of Mr. and Mrs. Robert Blazek on Oct. 11.

John Jarvis, retired conductor, passed away Oct. 4 following a long illness.

W. H. Glenn, retired crossing flagman, 89, died at his home Sept. 30. Mr. Glenn had been in failing health for some time.

Mrs. Thomas Morrell, widow of switchman of Madison, passed away at a Madison hospital recently following a brief illness.

S. P. Buscemi was recently discharged from the Army and has returned to his former position as ticket clerk at the Madison passenger station.

Charles Doran, 67, retired engineer, died at his home in Madison Oct. 20 after a short illness. Mr. Doran belonged to the Brotherhood of Locomotive Engineers, the Luther Memorial Church and the Elks and the Eagles. He is survived by his wife Bertha; two sons, Charles and Gerald, Madison; and two daughters, Mrs. Robert Stanley of Patterson, Calif., and Mrs. Milan Holton, Tracy, Calif.

LaCrosse & River Division

SECOND DISTRICT

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

Switchman and Mrs. Albert Haas, Hastings, are the parents of a son born Oct. 10.

Brakeman Charles E. Witzke put up his lantern in October after more than 30 years on the Second District in passenger service and many years prior to that in freight service. Understand he plans on taking it easy now at Red Wing where he has lived many years.

Brakeman and Mrs. Stephen S. Seleski are the parents of a daughter born Sept. 27 at Hastings.

Conductor and Mrs. William Baxter are the parents of a son born Sept. 27 at Red Wing.

Garrett Humfelt, who has been with the Road over 50 years, retired in October. He was employed as crossing flagman and lived at Red Wing the past 13 years. He and Mrs. Humfelt plan to move to Newport.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

R. W. Rohde, veteran engineer, 68, passed away suddenly Oct. 9 at Portage after a short illness. Surviving are his wife; one son, Russell; two daughters, Mrs. John Allen of Baraboo and Mrs. Russell Wyman of Portage; three brothers, Fred, a retired operator, Camp Douglas, Frank, engineer on our division, Portage, and Walter of Portage; a sister, Mrs. Amanda Guelzow, Madison; and two grandchildren. Services were held by the Masonic Lodge, with burial in Portage.

Walter Woodman, veteran retired engineer, 71, passed away Oct. 11 at Portage after a short illness. Surviving are his wife; one daughter, Mrs. Paul Burren of Tampa, Fla.; two sons, Edmund of Milwaukee and William of Tampa; and two sisters, Mrs. Gertrude Flary of Cleveland, Ohio, and Mrs. Leota Melaas of Beloit. Burial was in Portage.

Mrs. William Ludwig, 64, wife of retired switchman of Portage, passed away after a long illness on Oct. 11. Surviving are her husband; one son, Raymond of Portage; two daughters, Mrs. Donald Wescott of Rio and Mrs. Horace McMillen of Portage; four brothers, three sisters and seven grandchildren.

Rocky Mountain Division

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Jo Ann Martinez, daughter of Section Foreman Francisco Martinez, Great Falls, was married recently to Jerry Kelleher, also of Great Falls.

T. A. Hindman, retired B&B foreman, died Sept. 27 at Hamilton. Mr. Hindman, who was on the Rocky Mountain Division for many years, retired about 15 years ago.

Mabel Wolter, chief clerk for the assistant superintendent at Lewistown for many years, is now working at the freight house, account of the superintendent's office being moved to Harlowton.

I received a letter recently from Operator Donald Samuel, now with the Navy in San Diego. He says he is taking radio schooling and likes it very much.

Conductor George Baumgartner has returned to work after visiting son Roy in Anaconda, son Tom in Bremerton and daughter Lillian in Spokane. He was also in Seattle where he saw the World Series on TV, went fishing on the Sound and shook hands with President Truman. On his return home he was greeted by a new member of the family, his 14th grandchild, named George II. When Grandpa George gets touched for nickles and dimes for candy and ice cream by 14 grandchildren, he will have to keep his nose fairly close to the old grindstone. And from what I see, the children are really fond of Grandpa.

October 24 was the wedding date of Jimmy Stevens and Corlie Lancaster. Corlie is the daughter of the late yard clerk, Bill Lancaster, and daughter of Mrs. Erma Dickins. The couple will make their home in Lewistown.

Among the most wonderful people I have ever met are Section Foreman Charlie Ginther and Mrs. Ginther. Every year when the pheasant season opens the Gintners have open house for the hunters, and that's not just their friends, it includes anyone that comes. I was there once, and the things they had to eat! Four or five kinds of salads, all kinds of sandwiches, cakes, pies and coffee. I have to mention this, because I really enjoyed going there, and I am sure all other railroaders do, too.

EAST END

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

Fireman and Mrs. Norman Le Tempt spent their recent vacation in Illinois, Texas, and other southern states.

Conductor Victor Odell who is now running on passenger between Deer Lodge and Harlowton was given a farewell party at the Deer Lodge Hotel Oct. 25. Mr. Odell will make his home in California after retiring.

Operator Bryan G. Morse and Mrs. Arietta Bellach were married Nov. 1 at Three Forks.

Our sympathy to Mrs. T. P. Byrne who lost her husband Sept. 30. Frank P. (Doc) Byrne worked for the Road for about 50 years. He was an operator at Three Forks for some years. He was making his home at Missoula at the time of his death.

Engineer and Mrs. T. Lefever are taking an extended vacation. They expect to do considerable traveling in the next two months.

Engineer and Mrs. Gosnell spent a vacation touring through Wisconsin and some of the southern states.

Mrs. Bernard Carpenter, wife of conductor, underwent surgery in the Deaconess Hospital Oct. 23. According to word at this writing, she is doing fine.

Operator and Mrs. Vernon Swanson are the parents of a boy born Oct. 11 at the Deaconess Hospital, Bozeman.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

A. L. Piper, chief clerk to general manager, with Mrs. Piper spent two weeks of October visiting in Chicago and various points in Iowa, most of the time being spent in Sioux City, Mr. Piper's former home.

We are happy to see Monica Murphy back on the job in the Milwaukee Land Company after an absence of several years.

Mort Bobrow, secretary in the electrification department, has resigned and accepted a position with the National Foundation for Infantile Paralysis.

Ann McFadjean who recently underwent surgery in Providence Hospital has returned to her desk in the Milwaukee Land Company.

Col. J. D. McConahay, in charge of Western Air Procurement Command in Los Angeles, was a recent visitor at the home of his parents. He is the son of J. E. McConahay, signal supervisor.

Charles E. Whitt, staff assistant in the assistant to general manager's office, and Mrs.

The Milwaukee Road Magazine



GOING PLACES. Seattle freight office employes, Mr. and Mrs. Bert Roberts, who recently achieved retirement status. Mrs. Roberts had been a clerk in the freight department since 1945, Mr. Roberts a perishable freight inspector since 1927. Starting in 1916, he had previously been at Harlowtown as a warehouse helper and later as foreman. Within two weeks of their retirement the Roberts' headed east to pick up a new car and start a tour of Midwest states, planning to return home in time for Christmas by way of Arizona and California.



B&B RETIREMENT. A. E. James, engineering department detailer, is honored at a dinner given by 35 of his fellow employes and Chicago Union Station associates on the occasion of his retirement, which became effective Oct. 31. From left: B. J. Ornburn, assistant chief engineer, structures; Mr. and Mrs. James; and E. E. Burch, bridge engineer. All of Mr. James' railroad service, starting in 1909, has been in the B&B general office in Chicago. He and Mrs. James will stay on in Elgin, Ill., which is also the home of their son Lyle, station passenger agent in the Union Depot, and their three grandchildren.



MARINE NEWS. The *Oso Maru*, new ship of the NYK line, docks at Seattle Oct. 17 on her maiden voyage with 1,000 tons of cargo for discharge. Paul Wilson, western traffic manager, Seattle, is shown greeting Capt. K. Murikama (left) and H. Miwa, in the presence of James Griffiths of James Griffiths & Sons, agents for the NYK line.

PASSING THROUGH. Fun's a'poppin' as Chick Johnson of the famous comedy team, Olson & Johnson, swings aboard No. 23 at Chicago on Oct. 23 en route to Milwaukee for a new show, "Skating Vanities." An extravaganza, it carried a company of 90.



DETROIT ALUMNI. It is unusual enough that three of the men now in the Minneapolis traffic office have been city passenger agents in Detroit at one time or another, but when the present incumbent of that position also turned up in Minneapolis recently, it called for a picture. From left: N. E. Ambli who has been passenger agent in the off-line city since 1948; J. E. Griller, district passenger agent at Minneapolis who was CPA in Detroit from 1929 to 1933; S. E. Pilsen, Jr., presently DPA at Minneapolis and LaCrosse and Mr. Ambli's predecessor at Detroit; and H. M. Larson, ACPA, Minneapolis, who was city passenger agent in Detroit from 1922 to 1929.

Whitt recently visited their son and daughter in Elgin and Chicago, Ill.; also Mrs. Whitt's parents in Cincinnati.

W. L. Sarakenoff, chief clerk in the transportation department, with wife Betty returned October 27 from a trip to California, spending a few days at Los Vegas, Nev., en route.

Mrs. R. S. Bentley, wife of retired supervisor of telegraph and signals now residing at St. Petersburg, Fla., is at this writing visiting the J. F. McConahay home.

L. H. Hinrich, formerly chief clerk at Aberdeen, has been appointed assistant chief clerk in western traffic manager's office, suc-



FRONT LINE SOLDIER. It's news from Korea that Pvt. Merlyn K. Kruse, furloughed carman of Davies yard, Milwaukee, has been presented with the Combat Infantryman Badge. The award is made only to those who have come under enemy fire. Private Kruse is an ammunition bearer in the 7th Infantry Division.



DOWN ON THE FARM. Fred Hughes, retired Terre Haute Division employe turned farmer, pictured with Mrs. Hughes on their new acreage near Sullivan, Ind. Mr. Hughes has become known as a champion sweet potato grower, although he poses here with a couple of his prize muskmelons. Frequent visits with their children in Chicago keep the Hughes' in touch with things urban.

ceeding H. A. Robinson who is now chief clerk in general agent's office.

Ione Williamson, daughter of Glen Williamson, division clerk in the traffic department, was married Oct. 25 to James B. Stevens, Jr., at the Olympic Heights Community Church, followed by a reception at which 250 guests were present.

Milwaukee Terminals

COACH YARD

Richard Flechsig, Jr.

Abe Carroll, who worked as a maintenance man at the coach yards, passed away recently at Veterans Hospital, Wood, Wis., at the age of 63. Abe had been in the Veterans Hospital for several years.

Emma Gaugert who has worked at the coach yards since April, 1925, retired Nov. 1. She is getting married to Jacob Luchsinger of Janesville.

Joseph Techlewitz who started to work for the railroad in 1917 retired Nov. 1.

After taking a two-week vacation with a railroad battalion in Virginia, Ray Nelson is back to work.

CHESTNUT ST., NORTH MILWAUKEE, NORTH AVENUE

Frank Newhauer, Correspondent
Chestnut Street Station

Due to changes at Chestnut Street, Dick Steuer took the position of yard clerk at the Schlitz Brewing Company. Since the duties of his new position do not allow Dick time enough to continue as correspondent, I have taken over and will try to bring you the news as Dick has done so successfully.

Ollie Yerman, expense-bill clerk at Chestnut Street, and Phyllis Kowalski, clerk-stenographer in the superintendent's office, are planning a Mexican vacation.

Frank Lahm, yard clerk at the Schlitz brewery, is confined to the hospital at this writing.

Hugo Zarling is really enjoying his retirement, his latest report being, "I'm doing the things now that I couldn't do before."

Stanley Martin visited Mr. Leahey recently and reported that he is in fine spirits and wishes to be remembered to his friends.

We extend sympathy to James Madushaw, yard clerk at Humboldt Avenue, on the death of his mother who passed away Oct. 22.

Ernie Reinhart, chief yard clerk at Gibson station, is quite a hunter. On a recent expedition he got as far as Puckaway, but when the ducks spotted him they turned around and flew back to Canada.

MUSKEGO YARD

Grace M. Johnson, Correspondent
Office of General Superintendent

James LaCrioux, former train clerk, has been appointed to the clerical position in the Muskego yard office formerly held by Stanley Jakubowski. James has been on his vacation and upon his return will take over his new duties.

George Goeltz, second shift chief clerk, is a patient in St. Luke's Hospital at this writing.

Arthur Reiss, retired yardmaster who now

lives in Tacoma, has been reported as being ill. His home address is 1220 N. Huson, Tacoma 6, Wash. John J. Schuh, retired general yardmaster, is ill at his home at 1642 South Layton Boulevard, Milwaukee. Sending these men a note or a card would be appreciated, I know.

FOWLER STREET STATION

Pearl Freund, Correspondent



Corp. M. E. Kilbey

Milton E. Kilbey, employed in the PFI department at freight house 7, was recently decorated with the Bronze Star Medal. Corporal Kilbey, then private first class, 21st regiment, 24th Infantry Division, distinguished himself by meritorious service in Korea. He performed his duties as

rifleman in an exemplary manner throughout all phases of operations: "Working and fighting under the most adverse field and weather conditions he nevertheless carried out all assigned missions efficiently and capably. He unhesitatingly remained at his post for excessively long periods of time without proper food or rest, and often under enemy fire, and displayed outstanding initiative in overcoming dangerous and difficult combat obstacles. Corporal Kilbey's deep devotion to duty, fighting aggressiveness and unswerving determination contributed immeasurably to the success of his unit's missions and reflect great credit on himself and the United States Infantry."

Of interest to Milwaukee Road and C&O employes alike was the one-day inspection of the new C&O car ferry, the Spartan, which docked at the Maple Street slip Oct. 23. There are 60 staterooms, a lounge and promenade on the cabin deck. On the car deck below, 150 autos can be carried, and 32 freight cars. Beverly Koplien, Fowler Street office, and several employes of the Milwaukee Road traffic department attended the christening and also the launching of her sister ship, the Badger, at the Christy shipyard in Sturgeon Bay. The Spartan has been named in honor of Michigan State College and the Badger in honor of the University of Wisconsin.

Mr. and Mrs. Milton Straka, recently on vacation in New York City, found time too short for everything they set out to do. TV programs headed the list of sights to see.

Nick E. Westover, supervisor of perishable freight, has transferred to Seattle where he will assume a similar position. E. H. Houston will succeed Mr. Westover in the Milwaukee terminal.

The marriage of Ronna Vilbrecht to Lawrence Meils takes place Nov. 15 at the First Reformed Church. A reception is planned at the Underwood Hotel.

The Milwaukee Road Donor's Club, Milwaukee Terminal group, has estimated a monetary saving for the group of \$2450 for the past year. Those employes and their families who are in a position to donate to the blood bank should try their utmost to do so as soon as possible. Call WE-3-5000.

Recent visitors here were Robert Neuman,



DAY IN THE COUNTRY. Family turnout at the annual fall picnic of the West Clinton, Ind., carmen. This year the picnic was held at the country home of Carman Art Stout. The group includes a number of retired car department people.

home on furlough from the Marines, and Charles Roessger, on furlough from Chanute Field. On his return, Charles reported to Columbus, Ind.

Harold Kluth, former bill clerk at Fowler Street and late of Chestnut Street, is now working in the transportation department at the Miller Brewing Company.

Dick Reger who has been working as a yard clerk in the Terminal has returned to his former home Detroit.

DAVIES YARD

Charles Pikalek, Correspondent

Mr. and Mrs. Don Peterson are the parents of a baby daughter born Sept. 19.

Mr. and Mrs. Leonard Mulholland spent two weeks in California recently with their daughter and her family.

Mr. and Mrs. Robert Hamilton are the parents of a nine pound-eight ounce girl born Oct. 9.

Pvt. James Numa came down to the yards while on his furlough for a social visit.

Wedding bells rang for Carman Jack A. Love on Oct. 4. A reception was held at the Underwood Hotel in Wauwatosa.

Robert Hexvold left Oct. 27 to join up with Uncle Sam's Air Force.

Donald Morrell is back to work after being off for two months on account of an injury.

Terre Haute Division

TERRE HAUTE DISTRICT

T. I. Colwell, Correspondent
Superintendent's Office, Terre Haute

Telegraph Operator Pat Bailey who was in St. Anthony's Hospital in Terre Haute during September for surgery returned to his job Oct. 20.

Marty Garelick, our former trainmaster,

came to Terre Haute Oct. 18 to visit his friends while on vacation and almost immediately took up his headquarters at St. Anthony's Hospital. Too bad, but the next time Marty comes to Terre Haute he won't have an appendix. Anyway, he is getting along all right and he did get to see a lot of his friends.

Jacob A. Parr, oxwelder in the car department at Hulman Street, Terre Haute, and Mrs. Parr observed their 25th wedding anniversary Oct. 10.

Assistant Division Engineer Harry Paton and Mrs. Paton visited relatives in California during October.

Clarence Newberry, section foreman at Ahern, Ill., retired in October.

Trainmaster Bill Fruend has been transferred to Sioux City, Ia., effective Nov. 1. Trainmaster George J. Barry, from Milwaukee and the D&I Division, will replace him. Mr. Barry is married and has two children.

Mrs. Alfred P. Chinn, widow of B&B foreman who now resides at 2216 San Antonio Avenue, Alameda, Calif., writes us that she is contemplating a trip to Indiana even though she is nearing her 85th birthday.

Christine Reichert, employed in the superintendent's office, and her husband went to New York Oct. 18 for a vacation.

WEST CLINTON AREA

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

Markus Coonce, son of Fireman Bert Coonce, and Betty Hixon, daughter of Frank Hixon, former brakeman, were married Oct. 1.

Sympathy is extended to Carman Gregg Conrad in the death of his mother Oct. 1; also to Carman William Brock in the death of his mother Oct. 9.

Brakeman and Mrs. L. W. Todd announce

the birth of a baby boy on Oct. 5; named Rickey Wayne.

Conductor Joseph Bedinger and family visited relatives in Missouri during October and also took in the Shepherd of the Hills country.

Engineer and Mrs. Reed McGinnis and Engineer and Mrs. Clyde Hiddle made a fishing trip to northern Minnesota in October.

William Lane, retired section foreman who has been seriously ill for several weeks, is reported to be somewhat improved. Bill will appreciate a card from some of the old "rails". His address is South 3rd Street, Clinton, Ind.

Carman Frank Green has purchased the Bob Stewart farm at the north end of West Clinton yards, so instead of the "Bob Stewart" crossing it will now be the "Green" crossing.

Mrs. W. C. Glass, wife of storekeeper, was in a St. Louis hospital for treatment in October.

Pvt. William Scott, former brakeman and son of Engineer William Scott, was on a 16-day furlough from Camp Picket, Va., in October. He expected to be sent to Germany.

William Florence Shannon, 75, car department employe, died at his home near here Oct. 14. Burial was at Clinton. Sympathy is extended to his widow, children and grandchildren.

Idaho Division

Mrs. Ruth White, Correspondent
Office of Agent, Spokane

A former section man at Avery, Lowell C. Wilcox, was recently awarded the Combat Infantryman Badge for meritorious service with the 25th Infantry Division in Korea. Private First Class Wilcox entered the Army in February, 1951, and is now a radio operator with the 5th Infantry Regiment. He has been in Korea since last December.



HAPPY ANNIVERSARY. The Milwaukee Road Choral Club, our Chicago area singing group, celebrates the conclusion of its 15th year on Oct. 13 with a buffet-spread party in the Union Station rehearsal room. Phil McDonald, club vice president, is displaying the birthday cake centerpiece, a token of congratulation from The Milwaukee Road Booster Club, to, from left: Emmett McCauley, tenor; E. J. Stoll, club president; Billy Stoll; Mrs. Stoll, soprano and assistant director; Mary Maney, alto; and Alma Mathies, accompanist. At the right, Director Glenn Jorian is conducting the rehearsal which preceded the celebration.



Trans-Missouri Division

EAST END

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

Pvt. Don G. Heil of East Mobridge is serving with the 300th Armored Field Artillery Battalion, which is helping train Republic of Korea army artillery units. Before entering the Army last January, he was employed as a brakeman at Mobridge. His unit has been in the combat zone since February. Shortly after going into action against the Communists, it was awarded the Distinguished Unit Citation for its part in the destruction of a 120,000-man Chinese force. Private Heil is a cannoneer.

WEST

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

Members of the Miles City Service Club who worked on committees and activities during the past year were entertained at a buffet chicken dinner at the Crossroads Inn Oct. 2.

Harry O'Neill and Simon Murphy, retired conductors, were recently presented with handsome billfolds by Miles City members of the ORC.

The Women's Club celebrated going over-the-top in their 1952 membership drive with a dinner at the Eagles Club Oct. 6. One hundred and seventy five members with their husbands and guests were present. At the business meeting Mrs. A. W. Wickersham, Mrs. Custer Greer and Mrs. V. W. Jones were named as members of the nominating committee.

October saw several people from the general offices in the hospital. Among those so confined were Custer Greer, captain of police, Arnold Running, superintendent's chief clerk, and Jim Butterbaugh, yard clerk.

Fireman Kenneth W. Fulks, 23, of Miles City, was killed Oct. 8 when the car he was driving struck the Yellowstone River bridge on highway 212 and plunged into the water.

A passenger in the car, Fireman Rick Parker of Miles City, escaped with minor injuries. Kenneth Fulks was born in Miles City and graduated from Custer County High School in 1947. He entered the employ of the railroad as a locomotive fireman in August, 1947. Mr. Fulks was a member of the Montana National Guard, the Order of Demolay and the Methodist Church. Survivors include his widow, his infant daughter Wanda Jean, his parents, two brothers and a sister. Company K of the Montana National Guard accorded full military honors at the burial in the family plot in Custer County cemetery.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Jim Merchut, Correspondent

Frank Opie, assistant bureau head of the timekeeping section, was feted by his fellow employes at a party held at Viking's Hall on the occasion of his retirement after 33 years of service. Jack Acke served as toastmaster and introduced the following speakers who had worked with Frank during his years with the Road: H. C. Johnson, auditor of expenditure, R. H. Padgett, chief disbursement accountant, George Berghauer, chief traveling time inspector, and Marvin Brick, assistant supervisor of wage schedules. Frank started with the road as a boilermaker's helper in 1919 at Avery, Idaho, and soon after went into clerking with jobs at Deer Lodge, Tacoma, Mobridge and eventually Fullerton Avenue where he had the job of seeing that the payrolls went out on time. As a farewell gift his co-workers presented him with two pieces of matched luggage. Frank's plans for the future are indefinite, but he is definite that the luggage will get a lot of use.

Another retirement this month was that of Fred C. Eichin, general bureau, who worked for the Road for 27 years. He was honored at a farewell dinner given by Hortense Germain at her home, where he was presented with an Elgin watch by the people of Fuller-

ton Avenue. Fred plans to give all his attention during his retirement to his first love, book collecting, and the revival of his literary magazine which received favorable comment during the late 1930's.

Jack Acke said good-by to his friends at the Road on Oct. 31 before taking up a new job with the General Motors Corporation.

We welcome back S. J. Farley, traveling time inspector for the Road. Mr. Farley was previously with the National Railway Adjustment Board.

Mildred Mangano, BV&P, was seriously injured during her California vacation in an automobile collision and at this writing is in the Albany General Hospital at Albany, Calif.

Mike Schlee is the proud papa of a new baby daughter. Mrs. Schlee is the former Ruth Ladewig of the paymaster's office.

Ann Kennedy's daughter has begun her basic training with the Army at Camp Lee, Va.

That proud look on Ruth Braunies' face these days is all because her son George made the Kelvyn Park High School football team. George is a 200-pound ferocious tackle.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Sympathy is extended to Martha Streit in the loss of her sister on Oct. 15; also to Bessie Berger whose brother passed away Oct. 29.

After two years' service in the Army, Louis Skibicki returned to work Oct. 23.

Ed Marx who transferred to our office in January 1949, returned to the freight auditor's office on Oct. 20 to take another position.

Clara Raupp is still confined at home at this writing, due to illness.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

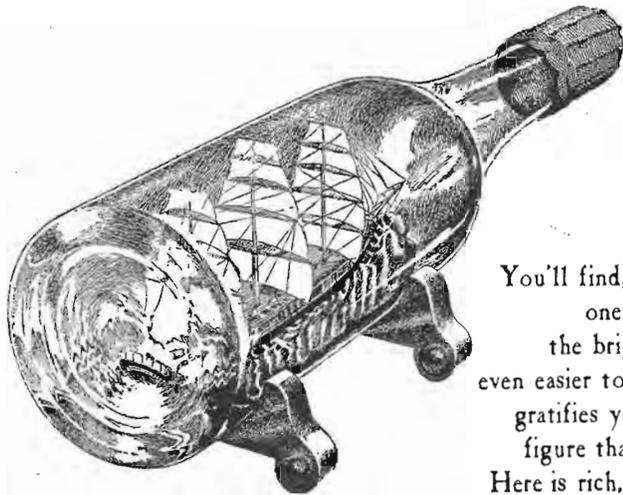
The Choral Club opened its 1952-53 season on Oct. 15 with a performance sponsored by the Norwood Park Methodist Church Adult Fellowship. The church was well filled and it was gratifying to be received by such an appreciative audience.

Two programs are scheduled for December at this writing. The first is for the Women's Club of the Town and Garden Apartments on Dec. 9 and the second at Ravenswood Masonic Temple on Dec. 19. The latter will be for the installation of Jim Olsen as Master of the lodge. Jim is one of the faithful bass members of our group.

We expect, of course, to do the usual Christmas concerts in the main waiting room of the Chicago Union Station just prior to Christmas Day. A program of entirely new music is being prepared for Christmas and various other occasions, therefore we urge all members to be on hand promptly at 5:30 P.M. each Monday night as we have much to accomplish.

An outstanding social event was the gathering in the Women's Club room after rehearsal on Oct. 20, the occasion being the club's 15th anniversary. This gathering was an opportune time to become better acquainted with the following new members: Clara Felski, Charlotte Narva, Grace Knapp, Harry Wallace, Jack Narva, John Walker and Clyde Knapp.

easy figuring!



You'll find, if you think a bit, the one way the craftsman gets the brig in the bottle. But it's even easier to find the one cigar that gratifies you completely—easy to figure that it's a Dutch Masters. Here is rich, full contentment every time. They start at two for 25¢.

Dutch Masters Cigars

The cigar you've always wanted to smoke



OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Whitey Robbins and his wife are the parents of another son born Oct. 30. Bob Nielson and his wife are also parents of a son born Nov. 3. Alma Oeser, formerly of the central computing bureau, and her husband are happy to announce the birth of their daughter.

Juanita Chambers has taken a two-month furlough during which she will undergo surgery. Irene Chantel and Pat Germaine both were on furlough due to ill health.

Alvina Buck and Ebba Anderson went to Florida for a vacation, as did Dorothy Thielgaard and her husband. Naomi Johnson and June Mathisen visited in Minneapolis. Lucille Shuxteau went to California and Elvira Ahlberg spent two weeks touring Los Angeles and taking in the Grand Canyon.

Hank Koretke and Art Freitag attended the rate men's convention in Biloxi, Miss.

Lawrence and Bernice Wozny celebrated their 25th wedding anniversary Oct. 8.

FREIGHT AUDITOR'S OFFICE

Edith Marquiss, Correspondent

Florida seems to be attractive to our late vacationists. Marie Meyer and her husband had a wonderful motor trip down there. Jim Pease has just returned, Madeline Bingham is still enjoying the moon over Miami at this writing, Fred Miller thinks there is no place like Miami, and Carolyn Hartel is on her way. California was the choice of Herb Dom-

brow, who went out to visit his wife and son. John Krieter and his wife also chose the golden West for an extended trip.

St. Ignatius Church was the scene of a lovely fall wedding when Margaret Corley became the bride of Michael Nolan. They are both from County Mayo, Ireland, but lost track of each other after coming to this country until they met at an Irish dance in Chicago.

Recent visitors on furlough from the Army were Joe Erskine and Richard George.

Betty Lindmark has joined us again, after a long absence keeping house for "Moose" and raising their son.

Otto Hartung is convalescing at home after several weeks in the hospital undergoing treatments. Vernon Noelting is also on an extended leave.

Just call him "Squire" Kures from now on. The dream house was finally located in Bartlett, Ill., and the new look of dignity comes with being a land owner.

PURCHASING DEPARTMENT

Dorothy Erlenborn, Correspondent

We are all proud of our chief purchasing officer, V. E. McCoy, who has been selected as director of the Railroad Equipment Division, National Production Authority, in Washington, D.C. Mr. McCoy returns periodically to look over the situation on the home front and has stated how pleased he is in the way the department is being run in his absence. He can be certain that everyone will continue to do the best job possible.

On Halloween Lorraine Pawlik, stenographer, soared through the skies, but not on her broom—she made her first plane trip to Los Angeles where she spent a week visiting friends and relatives.

October 29 was the date for our second group birthday celebration. Eleven members of the department were honored at this party. A very good lunch was served, followed by group singing with Loretta Kuhn, secretary, at the piano. The vocal talents of C. B. Hanover and F. J. Casey were discovered as their voices soared in many of the songs.

Don Piette, formerly of this department and now in the office of the industrial commissioner, has presented Marjorie Haidys of the advertising department with a beautiful diamond ring.

ENGINEERING DEPARTMENT

H. E. Datisman, Correspondent

Better late than never, but I somehow missed mentioning the new arrival at the home of Don Gabel, draftsman in office of E. E. Burch, bridge engineer. Mrs. Gabel presented him with a baby boy, Vincent Raymond, on Sept. 8.

David J. La Gue, draftsman in Mr. Burch's office, will march up the aisle in Lexington, Ill., Nov. 29 to marry Miss Carol Vincent of Evanston, Ill. Carol is associate editor of Florist Telegraph Delivery News, a trade magazine. The couple intend to make their new home in Mt. Prospect, Ill.

New faces in Mr. Burch's drafting room are the following: Nathan Berman, who started Sept. 29. He served over three years

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with the Army, of which more than one year was spent in the China-Burma-India theater. He attended Illinois Institute of Technology, lives in Chicago, and has a wife and one child. Otto J. Stepanek started Oct. 1 after two years in the Army Corps of Engineers. Otto received his B.S.C.E. at Purdue in 1950. Herb Paloff started Oct. 13 after receiving his B.S.C.E. at the University of Colorado this year. Herb served two years with the Army Air Force in Texas.

Otto Mueller, in the office of Mr. Christianson, asst. chief engineer, left Nov. 1 to work with the U. S. Corps of Engineers.

Harlan Palmer, formerly chief carpenter's clerk at Aberdeen, has come to Chicago to take the position of steno-clerk in office of Mr. Christianson.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Merle Marie Petts, Correspondent pro tem

Traveling Auditor Frank G. Herrick was recently the guest of honor at a banquet given by the Railroad Agents and Station Employees Association. Mr. Herrick will retire Jan. 31 after 45 years of service. He was presented with a handsome smoking jacket.

C. P. Preihs, chief demurrage inspector, is enjoying his vacation in the California sunshine at this writing.

On leave because of illness is Hazel Flowers. She hopes to be back with us soon.

J. P. Scanlon and J. P. Cushing have returned to us from the armed forces.

New arrivals here are K. C. Sexter who joined our traveling auditors' force, Evelyn Netzel, Margaret Vest and David Smith.

Among our folks recently hospitalized were Lucille Forster, Louise Kaitila, Grace Strey, Kathleen Downes and Frank Wald. George Aff, retired bureau head, is hospitalized at this writing.

E. O. Twedt, traveling auditor, is convalescing after an operation. We are looking forward to his return within a short time.

Sympathy is extended to the family of Frank E. Green, claim investigator, who died after a long illness on Oct. 28. He had been with the Road since 1920.

Sympathy is also extended to George Tovey whose father passed away Oct. 25.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Clarence Wemple distributed "It's a Girl" cigars to announce the arrival of Carolyn Oct. 21.

Joe Smith reported for service in the Army Oct. 17. Understand he was hospitalized at Fort Sheridan shortly thereafter. He was doing fine at last report.

Dorothy Dessner and Sidny Grossfield were married Nov. 2 in the Ridgeview Hotel, Evanston, Ill. The department presented them with a wedding gift.

Arlene Sondgeroth has taken a leave of absence.

Gus Pearson is leaving to take up a position as a record salesman for a Chicago firm.

Anthony Folk underwent an operation. He is home at this writing and understand he is feeling fine. The department presented him with a "get well" gift.

Mary Powitz completed 30 years of continuous service with the Road Oct. 30. She received many nice gifts and personal mementoes.

Bill Norten celebrated his 35th year of continuous service Nov. 1.

A welcome is extended to William DeLeshe. We hope his stay will be long and pleasant.

Art Slider, retired veteran of the department presently living in Dallas, Tex., dropped in for a visit recently. He is looking as spry as ever.

After a man has tried to lead a calf, he has more patience with human beings.—Onawa (Ia.) Sentinel.

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CAKE AND CONGRATS. Miss Marilyn McNicholas of the Chicago Union Station secretarial staff receiving a 30-year veteran's pin on Nov. 1, along with the personal good wishes of C. F. Rank, manager—mail, express, baggage and milk (right), and L. La-Fontaine, assistant manager. Miss McNicholas was appointed secretary to Mr. Rank in 1934. The cake, a Milwaukee Road streamliner rampant, was a treat from co-workers.

PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent
City Ticket Office

Some disturbing news has turned up in a letter from Bob Somers, formerly of Advertising. While on maneuvers last spring near Munich, Germany, Bob was accidentally wounded, a bullet piercing his chest and paralyzing his right arm. He has undergone six operations since that time and is slowly regaining partial use of it. The bright spot in the medical picture, according to Bob, is that with time he may recover its complete use, a sentiment heartily echoed by those of us who know him.

Passing through Chicago recently was Harold Menke, Airman 1/c, formerly of the PTM's office. He had just returned from Alaska and was heading for Ellington Air Force Base in Texas, where he is scheduled for flight training.

In mid-October the Navy claimed Bill Rosenberg of the Monroe Street office, who signed up with that outfit and is now stationed down in San Diego. The department pitched in and presented him with a heavy duty type

of watch, shaving kit, razor blades—all utilitarian items.

It seems like a coon's age since this column had anything in the romance category, so we are happy to report that the diamond gracing the ring finger of Marjorie Haidys, film librarian in Advertising, is no optical illusion. Come next June, Marjorie will change her name to Mrs. Don Piette. The future bridegroom was a member of the passenger department force for several years, but has recently moved over to the industrial department.

New faces of November, 1952: Six new people have joined the passenger department since the last appearance of this column. Assisting in the GPA's office is Tom Boland, a 1951 graduate of St. Michael's High School and a model railroad enthusiast. Robert Stack (no relation to the actor) has arrived in the PTM's office via Advertising and Passenger Rate. A graduate of Lane Tech, Bob is very interested in railroading and is taking the rate course offered by the freight department to broaden his knowledge of the industry. Charles Conway, who has taken over on the mail desk in Passenger Rate, was discharged



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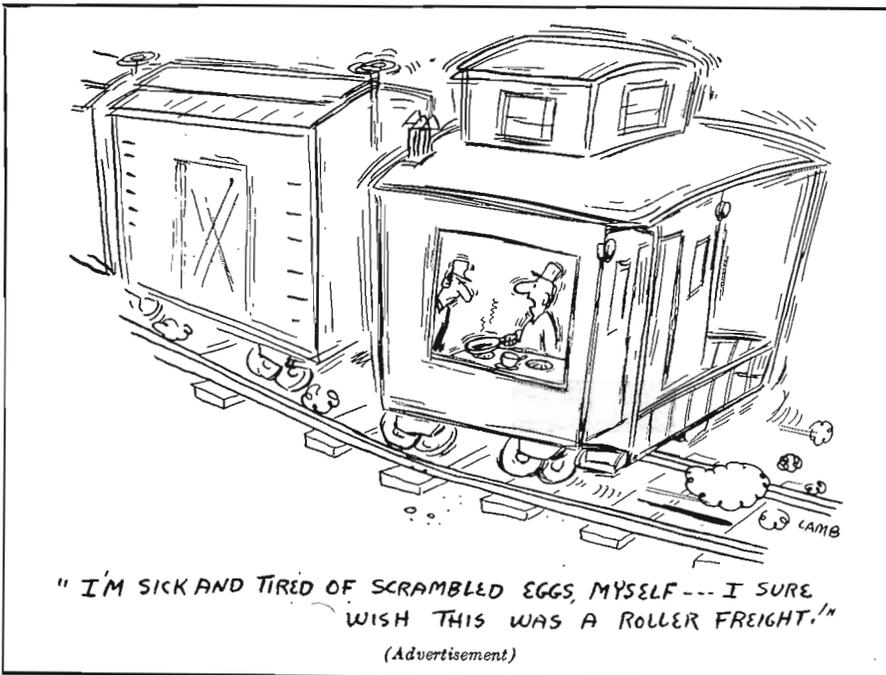
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from the Army in August after a year's tour of duty in Korea as an Infantryman. Joe Kutryba of the Monroe Street office is a 1949 graduate of Fenger High who recently wound up a stint in the Navy.

Reservation clerks Nos. 143 and 144 are Don Gray and Bill Dressel, in that order. Don worked for the Grand Trunk Western in their tariff bureau before joining the Milwaukee. Bill is a '52 graduate of St. Philip's High School where in his spare time he coached a grammar school football team.

D & I Division

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

Pvt. John R. Meana of Marquette, Ia., was recently graduated from the tractor-scraper operation course of the Army Engineer Specialist school at Fort Leonard Wood, Mo. The eight-week course included classes in the use of caterpillar tractors, methods of bulldozing, and the operation of huge earth-moving equipment. Private Meana, a member of an aviation engineer battalion, was formerly employed by the Road in Marquette.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

Special Officer Vern Schroeder is again on duty nights at Bensenville.

Jim Miller, night assistant car foreman, has taken over a car inspector job at Savanna in order to be close to his family.

Yardmaster Bob Lewin is again the proud owner of a litter of Boxer pups, six males and one female. His "Amber" is the mother of the puppies.

Yardmaster John R. Harding and wife have returned from a vacation during which they visited Frank Bailey, retired engineer, at his home in Hot Springs, Ark., and Ed Blanchard, retired yard conductor, at Searcy, Ark. Both asked that your correspondent should say hello to their friends for them.

Illinois Division Conductor Ernie Ray received his "gold" pass in October, in recognition of 50 years of service.

C&M Brakeman Pete Kuchorski is still ill at this writing, but hopes to return to work before many more weeks pass.

William Halbey, second trick caller at the roundhouse, has returned to work following a serious illness.

Yard Conductor "Willy" Saunders has



BY THE FOOT. A nine-foot dahlia which bloomed in their backyard this fall holds the attention of Mr. and Mrs. August Hoffmeyer of Chicago. Dahlias have been known to reach six feet, but few fanciers have ever grown one as tall as this. August, a delivery clerk at the Union Street freight house, last month observed his 48th wedding anniversary and the conclusion of 37 years of service. The Hoffmeyers will continue to live in Chicago near their family, which includes three children, three grandchildren and one great-grandchild. (Garfieldman photo.)

returned to work following an absence of five months during which he underwent eye surgery. Happy to report the operation was a success.

Yard Conductor Wilbur Remington will be Alabama bound by the time this news goes to press. "Fish, look out," was all he had to say his last night on the job. He started railroading in February, 1914, and spent 32 of the ensuing years with the Milwaukee. He has a home waiting for himself and wife in Alabama.

Vincent Schraub is happy as all get out these days, as his wife has begun to improve after an attack of polio.

Robert Helton, night operator at Sturtevant, Wis., is back on the job after a three-month leave of absence.

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UNION STREET

Florence La Monica, Correspondent

Mrs. Joe Imundo, wife of yard clerk, passed away Oct. 19. Sincere sympathy is extended to the bereaved family.

Frank Frontzak who has been in the hospital for several week is recuperating at home at this writing.

Nick Bellas, stower in house 1, is in Wesley Memorial Hospital at this writing, due to a broken limb.

Nick Mellas, stower in house 5, has returned to work after a six-month leave to visit his native Greece.

A couple of months ago we mentioned the plight of Stephan Thomas but to date nobody has contacted us with any information. Steve is helpless due to a stroke. If the folks in Minneapolis can possibly locate his daughter, they should please contact Agent R. G. Larson, Union Street, Chicago. Steve is unable to speak so cannot help us with her address. Please try to help.

Helen Gajda, steno, is enjoying a leave of absence in Florida.

WESTERN AVENUE ROUNDHOUSE

The Army Home Town News Center reports that Pvt. Raymond G. Lange of Chicago was recently assigned to a combat unit in Korea. Before entering the Army last November Private Lange was a pipe fitter helper at Western Avenue.

GALEWOOD

Norma Gunderson, Correspondent

Peter Schiller, assembler, passed away recently after a six-month illness.

The father of Judith Howard, coal clerk, passed away Oct. 19 at his home in Superior, Wis.

The suburbanites of the Galewood office will have another commuter, Emily Young, bill clerk, having purchased a new home in Bensenville.

Emily Wilkinson is the new clerk in Assistant Agent B. C. Pobloske's office, and Loretta Anderson is the new clerk in the Galewood office.

George Lemire, rate clerk, spent his recent vacation in California.

Sorry to report that Clyde (Doc) Watson of the car record department received burns while helping to put out a prairie fire near his daughter's home at Garden Prairie, Ill.

Your correspondent had the pleasure of entertaining Jack Corbett, retired C&M conductor, and wife, playing a friendly game of pinochle. The Corbetts are now residing in Superior, Wis.

DIVISION STREET

From Korea the Army Home Town News Center sends words of Michael J. Eskra, former stower and fork lifter who has been on military leave since July 24, 1951. Now a private first class, he is one of 10 Chicago soldiers of the 300th Armored Field Artillery Battalion who are helping train Republic of Korea army artillery units.

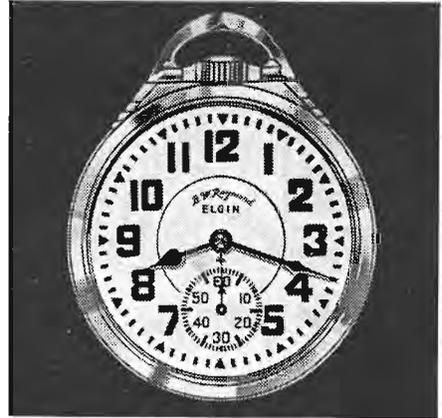
I & D Division

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

Our sympathy to Mrs. John J. (Margaret) Burnett whose husband passed away Sept. 30. Mrs. Burnett has been employed as stenographer in the superintendent's office at Mason City. Three sons who are in the service were present for the funeral, namely Maj. John J. Burnett, Jr., Omaha, Neb., Pfc. Thomas Burnett, Camp Roberts, Calif., and Pfc. Joseph Burnett, Johnson Air Force Base, Japan; also sons Patrick of Oelwein, Ia., and William of Mason City.

Two of our conductors have taken the fatal step. H. B. Larson and LaVerna Farrer were married at the Little Brown Church at Nashua, Ia., and L. D. Mather and Werna M. Smith were married at the home of the bride's sister in Mason City.

John F. Sperry, 71, who was employed as a pumper at Marion, S.D., died at Sioux Falls Oct. 8 of polio. Funeral services were held at Mason City. Mr. Sperry had been employed on the Milwaukee for 30 years, working at the Mason City freight house for a number of years and also as a B&B carpenter.



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Conductor W. G. Schrader has returned from a trip to San Diego, Calif., where he visited his daughter, Lt. Evelyn L. Schrader, U.S. Navy.

With the superintendent's headquarters being moved to Sioux City, there have been many changes in the office personnel. Members of the Mason City office who have moved to Sioux City are, in addition to Superintendent Weiland, D. W. Woodhouse, chief clerk, and W. B. Braheny who has been appointed secretary to Mr. Weiland. C. R. Peterson, former time revisor, is now at the Mason City freight office as bill and expense clerk. Your correspondent has remained at Mason City as clerk to Assistant Superintendent Graves and is rattling around like a lone pea in a pod. There will be many more changes when the division engineer's headquarters also moves to Sioux City.

W. B. Braheny is the proud papa of another boy born Oct. 27 at Mason City. Bill spent a week at Mason City but didn't think it was much fun, with his wife and new son in the hospital and his other two sons and daughter farmed out to relatives.

SECOND DISTRICT

Fay Ness, Correspondent
Superintendent's Office, Sioux City

John Henke, retired engineer, died at Sioux City recently after a short illness. He started with the Road in 1905 and retired on account of disability in 1946. He is survived by his wife and stepson, A. L. Marston, a fireman on this division.

Passenger Conductor E. J. Cussen has returned to service after undergoing surgery in a Sioux City hospital. Engineer George Wallman has been released from a Sioux City hospital also and expects to return to work soon. Engineer E. A. Weiland is still battling a virus infection at this writing, but is showing improvement.

Ben Rose, retired engineer, and wife have left Sioux City to make their home at Pismo Beach, Calif. Quite a number of our SC&D Division retired employes are in and around that part of California and we understand they have some fine times together.

Operator Fred Forney has a new son born Oct. 3 at Sioux City.

Word has reached us of the death of David J. Murphy, retired passenger conductor Sept. 29 at his home in Inglewood, Calif., after a long illness. He retired in 1948 after 52 years of service and was 76 at the time of death. Survivors include his widow, his son George and a grand-daughter, all of Inglewood, a sister in Glendale and a sister-in-law, Mrs. P. W. Murphy of Sioux City. Burial was in Inglewood.

On Oct. 6 this office again became a superintendent's office, division headquarters being moved here from Mason City. The dispatcher's office at Mitchell, S.D., was also consolidated with the Sioux City office.

Newcomers here include Superintendent Weiland, Chief Clerk Woodhouse and Secretary Braheny from Mason City and Dispatchers Anderson and Isaacson from Mitchell, all of whom have found homes here. Division Engineer Hornig has purchased a home and moved his family to Sioux City. His office will move in November, at which time members of his staff, including R. I. MacGregor, L. J. Desomery and J. W. Lyddon will be located in the offices formerly occupied by the freight agent. New offices are being provided in the warehouse portion of our building for Mr. Duffy. Chief Carpenter Glander



INHOSPITABLE. He didn't hit him with the car; it was a shotgun, says I&D Engineer Charles Sharrer. Happened that this particular bear raided the fishing camp occupied by Engineers Sharrer and Kenneth Sabin during a recent vacation at Lake of the Woods, Canada. When Bruin had the bad judgment to try it again, they were ready for him and to Engineer Sharrer went the privilege of giving him his come-uppance.

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NO ACCIDENTS. Passenger Conductor C. S. Rifenbark coming off No. 108 as he finished his last run, Mitchell to Sioux City, on Oct. 31. Starting on the section at Yankton in 1902, Conductor Rifenbark also worked in the freight house there before entering train service in 1908. He finished with a record of never having been injured or in an accident of any kind. Blue River, Ore., has been chosen by the Rifenbark family as their ideal retirement spot.

will be located in the engineering department office. Captain of Police Harvey's headquarters are also located here now. Another newcomer is H. K. Williams, DF&PA.

W. B. Braheny reports the birth of a son Oct. 27. Bill is secretary to superintendent. Trainmaster J. D. Simon, with his family, left Nov. 1 for Milwaukee where he assumes the duties of assistant superintendent.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

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

We are sorry to report the death recently of Frank E. King, 86, who was a civil engineer for the Road for 35 years until his retirement in 1936.

On Oct. 29 and 30 people walking to and from our passenger trains in the Minneapolis passenger station may have been surprised to note a box car spotted on track 6 and a goodly number of men closely examining the inside of the car. This happened to be one of our cars which have been insulated with fiberglas as part of the Bishop system of infestation control in box cars. From all reports, the installation was a success.

October 31 marked the last day on the job for General Superintendent Bagnell. It was a shock to see him walk out of the office and to realize that we would not have the pleasure of working for him again. It is always a pleasure to work for a good boss, and he was that in every sense of the word.

F. R. Doud, who hails from Madison, Wis., succeeds Mr. Bagnell.

The retirement of P. H. Bornkamp, stationmaster at the Minneapolis passenger station who was honored at the annual retirement party at the Dyckman on Oct. 23, will be effective Nov. 30. Mr. Bornkamp's entire service has been in the Twin Cities. Starting in 1906, he was a yard clerk at South Minneapolis, then a clerk at the Minneapolis freight office. He served as a car distributor in the superintendent's office from 1912 until 1927, when he became stationmaster. A number of hobbies will keep Mr. Bornkamp occupied in the future. He has a workshop in the basement of his Minneapolis home which is equipped with a power saw and other tools for woodworking, and he also expects to spend a great deal of time at his cottage at Forest Lake where he can indulge in fishing and growing flowers.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Dave Eggertson of the commercial office is the father of a baby boy, Jeffrey Davie, born Oct. 19.

That anticipative look on Marty Marrin's face is the prelude to his annual trek to a Notre Dame football game.

Virginia Ford is looking forward to joining her husband who is stationed with the Army in Africa. She expects to receive orders to leave soon.

Clarence C. Williams, freight stower, retired Oct. 17.

We are sorry to report the death of E. C. Carlson, employe in the freight house.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Gladys Murphy Sheehan is still ill at this writing.

We are pleased to report that our good friend and ex-employe of this office, Frank Thori, is now assistant cashier at the Minneapolis freight office.

Sam Adams, retired window cashier, is a

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CHICAGO, ILL.
G. S. Turner

patient at Bethesda Hospital, St. Paul, at this writing.

J. T. Maier Sr., car inspector at Mitchell, is back on the job after being off for several months due to illness.

Car Inspector Ed Morgan, Mitchell, and wife visited their son who is in the Navy and is stationed at Hawthorne, Nev.

Roundhouse Foreman L. J. Palmer of Rapid City hunted pheasants with some of his old friends at Mitchell.

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

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

Congratulations to our newlyweds, Carman Herbert Dahl who was married Sept. 26, and Machine Operator Charles Lutgen, married Oct. 4.

Machine Operator Harold G. Becker and the Mrs. are the parents of a baby boy who arrived Sept. 27.

Carman Morris Tverberg and Mrs. Tverberg are happy over the arrival of a baby girl on Sept. 25.

Ward Bowers, husband of Edna Bowers, local store department clerk, is seriously ill in Veterans Hospital, Minneapolis, at this writing.

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

On Nov. 1, 1945, the freight traffic department in St. Paul moved away from the quarters shared with the city ticket office at 362 St. Peter, and now, seven years later, we're back together again. At least, they have moved into the same building with us. It's mighty nice to have the boys as neighbors again, even if we are four floors apart.

We will miss one of our friends, though—Frank Jaskulka, messenger and janitor for the city ticket office, whose services will not be required in the new quarters. Frank had been with the Road almost 27 years.

The latter part of October the Associated Traffic Clubs of American held their convention in St. Paul, and from all accounts it was most successful. We had visitors from hither and thither in our office. One of those rare happenstances took place when Alice Treherne—former secretary in this office—stopped in to say hello. Alice was on vacation at the time, and wanted to greet her friends here. Incidentally, during Alice's



50-YEAR RECORD. Albert Johnson, well known HGD conductor, who retired recently after more than 50 years of service. He had been on passenger runs since 1920. Conductor Johnson's half century of service was concluded with a "no accident" safety record.

vacation she accepted a position with the Pullman Company here, thereby getting back into the best business there is—railroading.

Again the St. Paul employes of our railroad have shown that they can respond to a good cause. They contributed 134 per cent of their quota set in the recent Community Chest campaign. Maybe that doesn't sound like news to you, but we're proud of us!

H & D Division

MIDDLE & WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Word has been received here that Mrs. Michael Reed passed away Oct. 4. She was the wife of retired coach cleaner of Aberdeen.

W. L. Mayer has bid in the position of third operator at Bristol, permanent.

D. Deadhead Hansen relieved Water Tester Russ Chambers during his vacation. Agent Fleming, Mina, and his wife are



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on vacation at this writing, visiting in Minneapolis and thereabouts, with occasional hunting trips involved.

Art Bourgeault, former chief clerk in H. K. Williams' office, has been appointed city freight agent at St. Paul. Dick Carlson comes to Aberdeen in Art's place.

Gus Reuland has returned to Aberdeen as DF&PA, succeeding H. K. Williams who was appointed DF&PA at Sioux City. Gus was a chief clerk at Aberdeen about 15 years ago.

A family potluck supper for over 100 was served by Aberdeen Chapter of the Women's Club at the NWPS club rooms in Aberdeen Oct. 20. During the meal "Pee Wee" Schwan, youngest son of Mr. and Mrs. Frank J. Schwan, played the accordion. Afterward Mrs. A. E. Hatten, chapter president, introduced a number of out of town guests and a new member, Mrs. K. R. Schwartz. The meeting was followed by bridge and canasta.

EAST END

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

H. A. Cadwell, who has been very ill with bronchial pneumonia, is showing some improvement at this writing and is allowed out of his oxygen tent a short time each day.

Barney Rush, one of the early engineers on the H&D, passed away recently at the age of 94. Walt Stielow, retired agent, died Oct. 24 after being ill over a year.

Comes word from E. B. Crooker, retired conductor, at his home at Star Prairie, Wis.,

that he's enjoying his retirement and working hard at fishing and hunting. Another retired conductor, Fred King, is enjoying his leisure and has spent a lot of time in his garden the past summer.

Brakeman Orville Oswood is glad (and so are we) to be back on the H&D after a session in Korea.

Soldiers Jerry Ross and Fritz Boss (both firemen) dropped in for visits recently while they were home on furlough from Fort Eustis, Va.

The Ole Mjuneses recently celebrated their 50th anniversary. Ole has been retired for several years but comes down to the Montevideo office occasionally for a visit.

Engineer Martin Forster is now a grandpa to a nice little "fraulein" who has arrived at the home of his stepson.

Operator Ronnie Cornell is now located near Stuttgart, Germany, where he is an Army radio operator. He is taking every opportunity during his time off to see some of the large cities and scenery in Europe. Right now Lucerne, Switzerland, rates at the top.

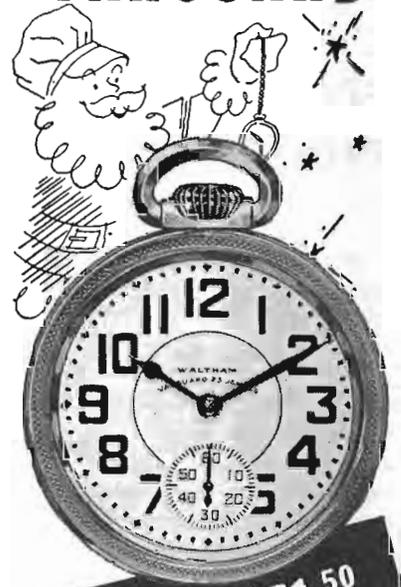
Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

On Oct. 18 the Railroad Station Agents and Station Employees Association held a dinner at the Knotty Pine Inn near Kenosha in honor of F. G. Herrick, traveling auditor, who is retiring Jan. 1. He was presented with

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ESTABLISHED 1880

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CHICAGO, ILLINOIS

a smoking jacket as a remembrance gift. Cap Ruthe of Somers had his three-piece orchestra to furnish dancing music and a fine time was had by all. The nominating committee submitted the name of M. A. Grenning, agent at Rondout, for the presidency, which will be voted upon at the next meeting.

Operator Bob Helton at Sturtevant reports the loss of his Labrador retriever, "Blackie."

A baby girl, Paula, was born recently to Operator Richard Wu and Mrs. Wu of Fox Lake, Ill.

John Russell, who has been brakeman on trains 117 and 118 between Chicago and Madison for some time, retired Oct. 19. He hired out in 1917 as a freight brakeman out of Galewood and has been in passenger service for about the last 25 years. His retirement plans call for locating in the neighborhood of Hollywood, Fla.

Relatives of George "Spike" Hennessey, retired conductor, recently held a birthday party for him. While he refused to reveal his age, when they lit the candles on the cake several guests were overcome by the heat.

Conductor Henry Furman of Wauwatosa reports a recent robbery at his home. The local police however had the bandits in custody shortly afterward.

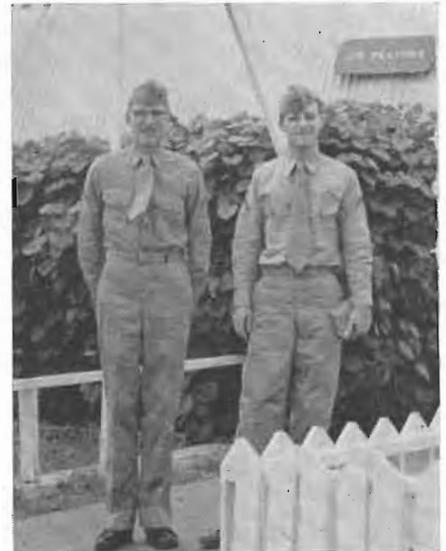
Time Revisor Edward Koudelka announces the birth of a daughter, Christine, on Oct. 26.

SECOND DISTRICT

M. B. Herman, Correspondent
Agent's Office, Green Bay

About a month ago Dick Isaacson and his wife were in a serious auto accident and have been confined to the hospital since. Engineer Ludwig Hansen was also involved in an auto accident but is out of the hospital and about again.

We extend sympathy to Albert Bukowski,



HAWAIIAN NEWSLETTER. A picture forwarded from Camp Catlin, Oahu, T. H., showing Pfc. John Hoker of the Marines (left), who is on leave from the Milwaukee Division, meeting up with another Milwaukee Road man, Evan Thomas of Chicago. Hoker was formerly a telegrapher-leverman at Rondout and Evans last worked in the office of the general agent, freight department, in Chicago.

whose father passed away; also to Engineer James Reilley whose wife died recently.

Conductor Lee Hugunin, who has been ill for some time, has retired.

Charles W. Herman, son of Agent W. E. Herman, was accepted as a member of the University of Michigan marching band after tryouts at Ann Arbor where he is a freshman. He was a member of the IRHS band throughout his course and a cornet soloist with the band at its concerts.

Iron Mountain Chapter of the Women's Club celebrated the conclusion of its 18th year with an anniversary dinner on Oct. 21. The tables were trimmed with mountain ash berries and ornamental place settings. Forty members attended, with Miss Etta N. Lindskog, secretary general, Chicago, as the guest of honor. A business meeting was held after the dinner and cards were played later. Officers of the chapter are Mrs. A. Ambrosia, president; Mrs. Harry Kasten, first vice president; Mrs. Joe Ashenbrenner, Jr., secretary; and Mrs. Neil Schumaker, treasurer.

When the vote is unanimous, it usually means that nobody has been listening.

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EMPLOYEES MUTUAL BENEFIT ASSOCIATION

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St. Paul, Minn.





THEY SURE DO. Joe Larkoski, retired I&SM roadmaster, snapped on a recent visit with his daughter's family in San Diego, Calif. The up-and-coming railroaders are his grandsons, Dick (left) and Paul Weiland. Grandpa furnished the Milwaukee Road emblems for their caps and overalls.

I & S M Division

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

Sympathy is extended to the relatives of Frank Segar, section laborer at Wells, Minn., who died of a heart attack Oct. 29. Two sons and a daughter survive. Mrs. Segar passed away about a month ago.

Sympathy is also extended to Ernest Getchell, Austin roundhouse employe, whose father passed away suddenly Oct. 17.

F. W. Kubat, agent-operator, fell from the porch of his home at Montgomery, Minn., Oct. 12 and broke both wrists.

Mrs. Vernon Thomas, wife of fireman, underwent an operation at Mankato Hospital Oct. 17. At this writing she is recuperating at the home of her parents in Mankato.

Nick Smith, former janitor at Austin who had been retired for a number of years, passed away at the home of his daughter in Adams, Minn., Oct. 9. Sympathy is extended to the family, including his sons, William N. Smith, warehouse foreman, and Fred J. Smith, check clerk at Austin.

George Haseltine, retired engineer who suffered a fractured leg in a fall at his home is still confined to the hospital, but has improved to the extent that he may be able to go home soon.

A letter received from Al Seeman, retired train dispatcher of Riverside, Calif., states that in spite of the energy he is devoting to gardening and raising flowers, also a bit of veterinarian work in his neighborhood, he now weighs in at 204, which is a gain of 37 pounds over his weight at the time he retired. He advises that the roses are beautiful at this time.

Word has been received that Fred Edwards, former agent at Albert Lea, Minn., passed away at his home in South Gate, Calif., Oct. 18. Mr. Edwards had made his home in

California for the past 15 years.

Brakeman Paul Hildestad returned from service with the Army in Korea and received his discharge on Oct. 25. He expects to resume railroad service after a vacation out West.

About 45 employes attended the claim prevention meeting in the Elks Hall at Madison, S.D., Oct. 23, conducted by Roy Dougherty and Mr. Mostrom of the claim department. After the meeting, a motion picture of the All Star football game was shown. Lunch was served in the Women's Club room by a committee consisting of Sam Johnson, Al Alme, Ed Coty and Earl Allen. A farewell gift was also presented to Superintendent Rowley, who is leaving this division, on behalf of the employes of the West End.

Conductor and Mrs. Barney Morgan are the parents of a daughter born Oct. 25 at the Madison Community Hospital. Mrs. Morgan is vice president of the Women's Club.

The marriage of Mary Shrantz to Burtram Coonradt, son of Section Laborer George Coonradt, has been announced; also, the engagement of Janet Gross, grand-daughter of Tony Trueb, retired storekeeper, and George Lucas, Jr., son of Section Foreman George Lucas.

The Womens Club met Oct. 14, with Mrs. Earl Allen presiding. Fifteen members were present. The club wishes to thank the Milwaukee Service Club for the financial help given towards the purchase of the new rug for its club room.

We are glad to report that Robert Nangle, express messenger who has been off duty for the past two months, has returned to service.

Superintendent G. H. Rowley, with whom we have enjoyed working since June, 1947, took up his new assignment as superintendent of the Madison Division Nov. 1. A group of 50 employes and officials of the various departments held a dinner in his honor at the Austin Bowl on Oct. 29, at which he was presented with a clock radio, a tie clip with lodge emblem and a pen and pencil set.



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MATERIALS

and

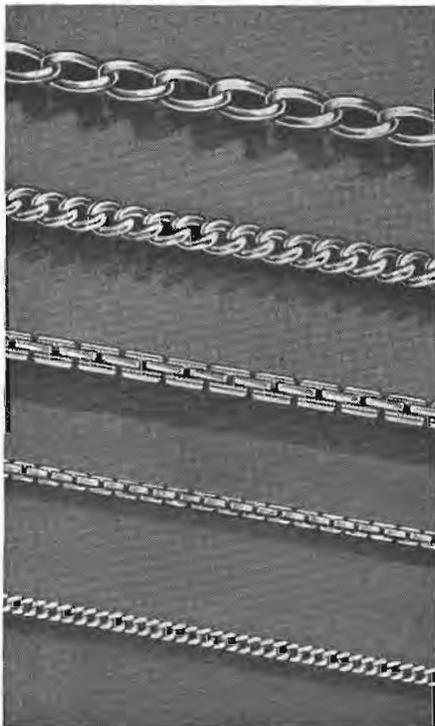
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Coast Division

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

A farewell party was held recently in the superintendent's office in honor of Warren E. Hale, who has retired after many years of service. A number of his many friends on the division got together to wish him the best and to present him with a kodak as a remembrance.

Lee Boyd, retired time revisor, has returned from a month's visit with his son, who is in the Air Force, and his family in Fairbanks, Alaska, during which he got acquainted with his youngest grandson.

A baby girl who has been named Judith Ann has arrived at the home of Switchman H. A. Gorham.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

The eyes of the nation were focused on Tacoma the night of Oct. 2 when President Truman made one of his campaign speeches at the State Armory at 8 P.M. The President was accompanied by his daughter Margaret. Many persons active in Democratic party work in this area were on hand to greet them.

A testimonial luncheon honoring V. E. Straus, recently promoted from DFA at Tacoma to AGF&PA at Butte, was given by a group of transportation and business men at the Top of the Ocean. J. H. Agner, formerly assistant general agent, freight department in Seattle, has been appointed division freight agent at Tacoma.

Not content with the idleness of retirement, R. A. Grummel, ex-local freight and passenger agent, has started a new career as a salesman in the appliance department of the Washington Hardware Company, specializing in TV and radio.

A frequent visitor to the freight office is

Jess Humphrey, retired conductor. He is planning to sell his home here and move to Temple City, Calif.

Agent O. R. Powels and wife spent their vacation in Chicago and California. Claim Clerk Tom Dolle was on vacation at his home in the country. Demurrage Clerk V. O. Spann has returned from a two-week vacation spent in preparing his garden for next year's crop.

Music students and professors at Pacific Lutheran College, Tacoma, have been hovering excitedly around their \$40,000 pipe organ shipped all the way from the factory in St. Hyacinth, Quebec, without a scratch, a trip on which the Milwaukee reaped a nice long-haul revenue. St. Hyacinth is a French-Canadian village in which nearly the entire population is employed in the organ factory. This instrument, made by hand, took over a year in manufacture by painstaking craftsmen whose old world skills are passed from one generation to the next.

Ticket Clerk Glen Russell was surprised recently while stopping at the Interstate Lunch Room for a cup of coffee. A large heart shaped cake greeted him, along with several employes from the Armour Meat company and the Silver Springs Brewery, located across the street; also Agent O. R. Powels who happened to drop in. A very happy birthday of cake and coffee was enjoyed.

Tacoma's largest and most exciting Toyland is at Rhodes Bros. department store where a miniature Milwaukee Hiawatha is thrilling thousands of children. On a Saturday hundreds under the age of 12 are waiting to board the train and ride through the tunnel and up to the North Pole where they are greeted by Santa Claus.

Pvt. Donald C. Mooney of the yard office was home on leave for two weeks from Fort Eustis, Va.

Hazel Gottlieb is back on the abstract desk after a month's vacation in California.

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If it's sometimes difficult to live within your income, just think how much more difficult it would be to live without it! Make sure of extra money during periods of disability by insuring under Provident's Income Protection Plans designed specially for Milwaukee Employees.



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CHATTANOOGA, TENNESSEE

SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

Betty Thomas of Woodinville, Wash., has taken the position of stenographer in the OS&D section formerly held by M. D. Weistaner.

Maurene McDonald, zone clerk, returned Oct. 20 from a vacation spent in Texas with her family, and in Chicago, New Orleans, and Denver with friends. Ruth Cooke filled in on the zone desk during her absence.

Word has been received that Mr. and Mrs. Floyd Rasmussen are the parents of a baby daughter born Oct. 1 whom they have named Nancy Jean. Mrs. Rasmussen is a former freight office girl, being employed as stenographer in the OS&D section for a number of years. At present the Rasmussens are making their home at Camp Carson, Colo.

Assistant Agent Louis Weigand went to Chicago and Grand Rapids, Mich., for his recent vacation. He had intended to continue on to Los Angeles, but due to a change in plans, returned to Seattle and flew to San Francisco to meet his brother and sister for a family reunion. It was the first time the three had been together for a number of years.

N. E. Westover is the new perishable freight inspector, replacing Bert Roberts who retired Sept. 30. Mr. Westover comes from Milwaukee, Wis.

SEATTLE YARD

F. J. Kratschmer, Correspondent

Morris C. Cook, former yard conductor in Seattle yard, passed away recently at Providence Hospital after an illness of over two years. Mr. Cook started with the Milwaukee on May 21, 1917, and retired on Feb. 28, 1949, due to illness. He is survived by his wife Eva, son Sam and three grandchildren.

Elmer Ritter, locomotive engineer who has been working in and around Seattle since 1912, retired Oct. 1. Elmer has been busy since retirement doing a lot of cement work at his home.

Car Inspector Ernest Scheibel has returned to work after a trip to the Southwest, which took him through Yellowstone and Grand Canyon National parks. He also visited southern California.

Helper Ray Holmes of the roundhouse drove his family to San Francisco during October. Ray had some business to attend to.

Andy Fischer, night car inspector, made a trip back to his old stamping grounds the early part of October. He visited relatives and friends in Minneapolis, and in Minot and other North Dakota points.

Cards received by roundhouse employes from R. W. Janes, retired foreman, stated that he and his wife were on their way to Jacksonville, Fla., and a visit to Mexico City.

Iowa Division

MIDDLE—WEST—DES MOINES

Viola Ranes, Correspondent
Asst. Superintendent's Office, Perry

Funeral services were held in Storm Lake for James A. Crouch who was killed instantly when his car turned over after he missed a curve the night of Oct. 24. He was 26 years of age and had been a clerk in the office of the freight agent at Storm

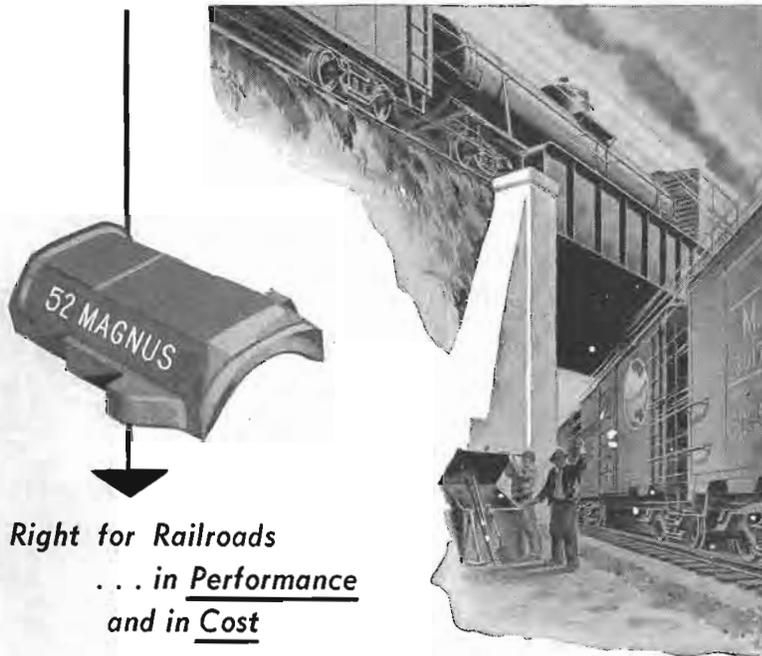
Lake for the past seven years. Our sympathy to his parents.

Mrs. John Curler, wife of retired conductor, met with an accident which will confine her to her bed for some time. She suffered a broken hip some time ago, but recently slipped and fell, causing another break in the hip. She was taken by ambulance

and were guests at a dinner party given by their daughter Joanne and her roommate at their apartment in Des Moines. Engineer Paul Black, a close friend of the Millards, was present at the dinner. Joanne has a secretarial position in Des Moines.

Floyd Parrack has been appointed to the position of clerk at Coon Rapids. He takes

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standby time keeps them idle 21 hours a day.

Dollar for dollar, you just can't beat solid-type bearings for railroad rolling stock. You can take the biggest loads and make the fastest schedules. You save up to 1500 pounds per car . . . and get the smoothest ride on any standard truck. Be sure to get your free copy of "The Facts About AAR Solid Journal Bearings". Just write a post card or letter to Magnus Metal Corporation, 111 Broadway, New York 6; or 80 E. Jackson Blvd., Chicago 4.

(Advertisement)

to Iowa City for treatment.

Mrs. A. E. Peterson, wife of conductor, recently underwent surgery at the Nebraska Methodist Hospital in Omaha. She is improving nicely at this writing and is expected to return soon to her home in Perry.

Engineer and Mrs. Frank Millard recently celebrated their 32nd wedding anniversary

the place left vacant when Frank Cory, who had been the clerk there for many years, decided to retire. Parrack has been employed as yard clerk at Council Bluffs.

Friends of Mrs. Homer Lee, wife of retired conductor, will be glad to know that the operation she had on her eyes at Wichita, Kans., was a success. She is convalescing at



FROM M TO Z. Milwaukee Chapter of the Women's Club gives its semi-annual birthday dinner in the Union Depot club rooms Oct. 20 to honor members whose initials are in the M to Z bracket (The A to M's are honored in the spring). Presiding at the cake-cutting ceremony above are, from left: Mrs. Emil Winter, entertainment chairman; Mrs. James Kiltie, vice president; Mrs. Walter Koester, president; Mrs. Jonas Nikolas, recording secretary; and Mrs. W. D. Haggerty, treasurer. Below: A student of the Patti School of Accordion Music entertains. About 135 members were present.



the home of her daughter in Wichita.

Yardmaster H. E. Brulport was recently married to Mrs. Bernice Hyde, the ceremony being performed at the Little Brown Church in the Vale at Nashua. They were attended by Engineer and Mrs. Ralph Judd.

Roadmaster D. W. Loftus and Section Foreman Pauli of Coon Rapids have returned home from a successful duck hunting trip in Alliance, Neb. They hunted on a 32,000-acre ranch belonging to relatives of Pauli.

Train Dispatcher Anderson was recently married to Miss Maureen McCarthy of Knoxville, Iowa.

EAST END

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

On the occasion of his transfer to La Crosse, a party was held at the Embassy Club in Cedar Rapids in honor of Trainmaster W. J. Hjorth and a gift of luggage was presented to him.

On Oct. 16 the Women's Club at Marion held an indoor picnic supper in Memorial Hall with 51 in attendance. Their guest was Miss Etta Lindskog, secretary general, Chicago.

Effective Oct. 1 E. A. Failor was appointed permanently to the position of chief clerk to superintendent, which position he has held since George Barnoske became ill last December and retired.

Mr. and Mrs. W. E. Failor have a son, Richard Irvin, born Oct. 14 at St. Luke's Hospital. The father is son of Chief Clerk E. A. Failor.

K. I. Tuttrip, of Ottumwa has been appointed car foreman in Cedar Rapids, succeeding C. A. Trask who retired Oct. 1.

While Ticket Agent C. T. Rowe of Marion was on vacation he was relieved by Arnold Soborkam, formerly night operator at Oxford Junction, who will go to Keystone as agent.

A party was held at the Embassy Club

in Cedar Rapids for C. A. Trask who retired as car foreman at Cedar Rapids Oct. 1. He started to work at Laredo, Mo., Sept. 6, 1912, and worked at Broadway coach yard, Perry, Savanna, Marquette and Cedar Rapids. He was presented with a wrist watch. Superintendent O. A. Beerman acted as master of ceremonies.

Bill Lundquist, son of Assistant Engineer O. W. Lundquist, was awarded a scholarship to Coe College, an award given annually by the Marion Lions Club to a student of high scholastic standing. Bill is a freshman at Coe.

Section Laborer W. J. Baird, Sigourney, is on leave because of ill health and Roger Henson is temporarily assigned to the job. A leave has also been granted to M. M. Campbell, section foreman at Wyoming, who is being relieved by D. D. Mershon, and to Section Laborer E. Kucera at Elberon. Joseph Bartosh has been assigned as first laborer at Elberon.

A little tardy with our announcement of a Milwaukee family wedding: Ramona Johnson, daughter of Trainman W. R. Johnson of Marion, was married in May to Donald E. Bragg of Marion. The ceremony was performed in the Marion Presbyterian church.

Mr. and Mrs. Fred M. Blakeslee visited in New York with their son Bryant previous to his departure for Durban, South Africa, where he is general manager and director of the Standard Vacuum Oil Company.

Harold Mullahey of the mechanical department and Trainman John G. Larkin were patients in Mercy Hospital in Cedar Rapids during October. Trainman E. E. Godwin was confined to St. Luke's in that city.

Verto M. Reichert, general clerk in the office of Superintendent O. A. Beerman, suffered a heart attack in September and has since been in Mercy Hospital in Cedar Rapids. At this writing his condition is much improved.

Bert Jenkins, section foreman at Springville, was confined to Mercy Hospital in late September and was relieved by L. C. Pritchard.

A. E. Fairhurst, retired freight inspector, now living in Amhurst, Mass., is a guest in the home of his daughter, Mrs. H. E. Jones, Marion. Before returning east he will visit with a brother in Three Forks, Mont.

Forrest B. Culver, signal maintainer for 51 years until he retired in 1937, died in a Cedar Rapids hospital on Oct. 14, following a one-day illness. He and his wife moved from Manilla to Cedar Rapids in 1941. His survivors are his wife; a daughter, Mrs. Faith Wilfong of Sidney, Neb.; three sons, Carlisle J. of Marion, Gordon G. of Tacoma, and Forrest D. of Cedar Rapids; and a sister, Mrs. Rose Darling of Long Beach, Calif.

Three ministers were exchanging troubles. "Our first Sunday morning hymn always is interrupted by the C&O passenger train rumbling past right outside the window", the first complained.

"That's nothing", chimed in the second. "Right in the middle of our morning prayer the IC fast freight drowns me out".

"Brothers, I wish all I had was your troubles", countered the third. "Every time our deacon takes up the collection, I look down the aisle, and there comes the Nickel Plate!"

2nd Lt.
Joseph C. Rodriguez
U.S. Army
Medal of Honor



SIXTY YARDS TO GO. From atop the hill, near Munye-ri, Korea, the enemy suddenly opened up a withering barrage. The squad was caught; Red mortars began zero-ing for the kill. Lieutenant Rodriguez (then Pfc., with only seven months service) broke loose and dashed up the fire-swept slope, throwing grenades. Disregarding the fire concentrated on him, he wiped out three foxholes and two gun emplacements. Alone, he accounted for 15 enemy dead, led the rout of the enemy, and saved the lives of his squad.

“When you have to take chances to reach an objective, that’s O.K.,” says Lieutenant Rodriguez. “But when you can find a surer way to your goal, so much the better.

“That’s why I was glad when I heard that people like you own *nearly 50 billion dollars* in U. S. Defense Bonds. I believe that a strong, *peaceful* America is our objective. And the *sure* way to reach it is through backing *our* strength with *your* strength by investing in Bonds!”

* * *

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