

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



SCHOLARSHIP WINNER . . . page 4

OCTOBER 1952

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# THE MILWAUKEE ROAD MAGAZINE

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## On The Right Track

IT has been my observation that the most successful business organizations are those whose officers come up through the ranks. Two reasons, it seems to me, explain this fact:

In the first place, on-the-ground experience extending over a period of years is an asset of great worth, particularly on a vast property like The Milwaukee Road. But the more important reason is found on the other side of the coin. If a great many people have faith in their company as a progressive organization, and combine with that faith the willingness to work hard for advancement, that company is going to succeed.

I believe The Milwaukee Road earned many years ago the reputation of being that kind of a company, but it was only within recent weeks that I saw a true measure of the faith our men and women put in their railroad. That measure was provided by the response to the offer of a correspondence study course in freight rates, made by the accounting, operating and traffic departments.

The course was announced on Sept. 2. When the first lesson was mailed on Oct. 1, it took 1,420 copies to supply everyone who had enrolled. A week later an additional 133 employes had enrolled, and I understand that others are applying for the course every day.

It would be foolish, of course, to promise all of these men and women a brilliant future in return for their interest, but my prediction would be that future officers of our accounting, operating and traffic departments will come from this group.

They are on the right track. I wish them success on The Milwaukee Road.

*J. P. Kiley*



# VOTE AS YOU PLEASE BUT VOTE!

Liberty will not descend to a people. A people must raise themselves to liberty. It is a blessing that must be earned before it can be enjoyed.

—Benjamin Franklin

Americans are going on trial before the entire world on Nov. 4, 1952, to answer serious charges of being greedy, weak, stupid, selfish and apathetic.

These charges may not be true, but the citizens of some foreign nations believe that they are. If the American citizen does not show up at the polls in November, he will be considered guilty . . .

When the polls close in the United States, counting will begin from Montevideo to Moscow. The people who are counting the votes in the capitals throughout the world will not worry too much about how many people voted Democratic or Republican.

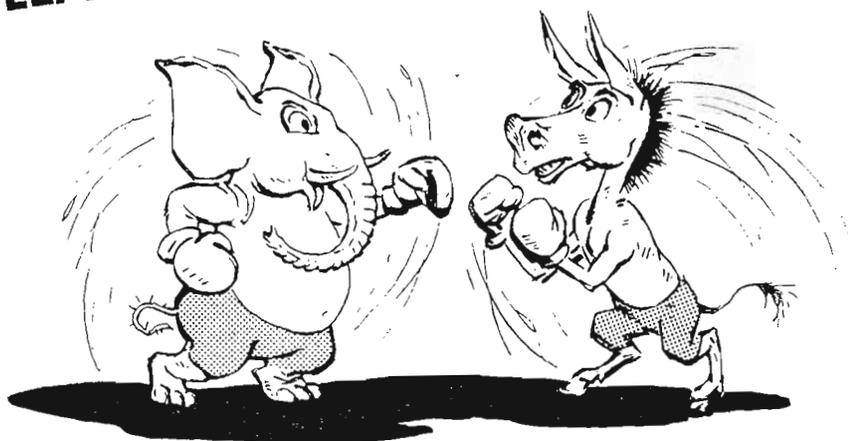
What will be important to those counting the votes is how many people voted . . .

—Better Homes & Gardens

The voter who is the real salvation of our democracy is the voter who cares. He listens, he reads, he thinks. When he votes, he votes intelligently for the candidates he believes can best govern the people.

—The Semaphore

It is a fact that some elections are decided by as small a margin as one vote!  
**YOUR VOTE COULD BE THAT ONE.**



In a typical city residential block there are about 10 homes, and there are, on the average, at least two adults in each home.

In the 1948 election, five of the homes in your block, in effect, went voteless. That is what happened on the national average; and remember, this was in a presidential year, and in a presidential election, when interest and enthusiasm are unusually high.

Ten people in those five homes in

your block did not vote. Just think, 10 people in your block, and yours, and yours, did not vote . . .

This is a serious national problem . . .

It is serious because it springs from a lack of interest or a lack of understanding at the local community level, at the very grass roots of our American political system . . .

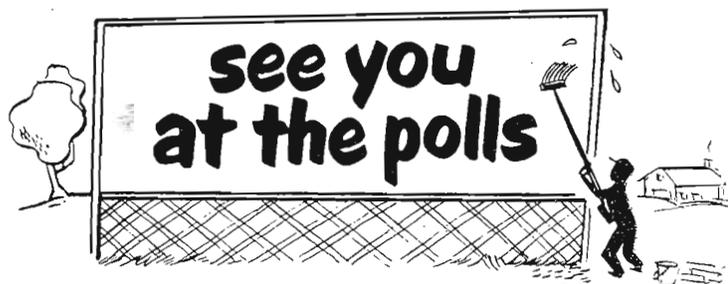
—The Power of Your Vote

The really vital votes this November will be those cast for the candidates for the less exalted positions in Congress and the state legislatures. It is within the orbit of every railroad man to be an influence for good in the selection of legislators—both in helping good men to get elected, and in educating those that are elected as to the transportation situation; and how to make it conform to sound political and economic principles.

—Railway Age

*They have such refined and delicate palates  
That they can discover no one worthy of their ballots.  
And then when someone terrible gets elected  
They say, There, that's just what I expected!*

—Ogden Nash





The first week at college, and Leonard poses with a famous campus landmark. LaCrosse State College is just a convenient traveling distance from the Fowler home in LaCrescent, Minn.

## SCHOLARSHIP WINNER

THE committee which named the winner of the J. T. Gillick Scholarship award last year did not have an easy time of it, nor was the condition any different this year. There were 48 candidates for the 1952-53 scholarship and all with high qualifications. However, only one could be selected, and the ultimate choice was Leonard Benton Fowler, son of a signal repair and maintenance man at La Crescent, Minn.

In announcing the winner, the committee commented on the keen competition as an indication that the sons of Milwaukee Road employes are an outstanding group of young citizens. Its unanimous recommendation of Leonard was in recognition of his outstanding academic record, plus an impressive history of extra curricular achievements and all-around interests.

Leonard is the second son of a Milwaukee Road employe to receive the scholarship which the railroad sponsors in the name of its distinguished retired operating vice president. The award provides \$600 annually toward university or college expenses and is subject to renewal for each of the three remaining years of undergraduate study. The winner of the first scholarship award, Gary Edward Purdy of Aberdeen, S. D., made a fine showing the past school year at South Dakota State College, Brookings, and is now enrolled as a sophomore.

*THE COVER.* Signal Maintainer Ernest F. Fowler and his son Leonard, 1952 winner of the J. T. Gillick Scholarship, examine the electronic mechanism of a switch near the Dresbach dam, a few miles north of LaCrosse, Wis.

The new scholarship winner comes from an established Milwaukee Road family. Another Leonard Fowler, his grandfather, started to work on the

section at Wisconsin Dells in 1899 when that station was still known as Kilbourn and was a section foreman there and at Camp Douglas from 1908 to 1930. Young Leonard's father, Ernest F., has been with the Road more than 30 years.

Home town people who knew of Leonard's hope for the scholarship may not have been surprised to hear that he had won. Judging by the character

"It is a pleasure to inform you. . ." The Fowlers, mother and dad and the boys, Leonard and Donald, pore over the letter from Carl J. Kuehnert, scholarship committee chairman, which brought the good tidings.



references which supported his application, business men, teachers, the parents of his friends, all were loyal rooters. The father of one of his classmates at the Central High School in LaCrosse, Wis., from which he was graduated in June, summed it up thus for the committee: "In my opinion Leonard is not only deserving of the award, but would be a credit to any organization that sponsored him."

Leonard was born in Winona, Minn., on Dec. 19, 1935. At 17 he is just under six feet, with a rangy build that won him a berth on the high school basketball team. According to school reports, he has always been a brighter than average student, but with a healthy interest in sports and hobbies. When he was graduated from high school he ranked ninth in a class of 270. Besides maintaining an excellent academic record for four years, he belonged to two honor societies, played either second base or shortstop on the baseball team, worked on the school paper, played the clarinet in the band and orchestra and belonged to a speech club.

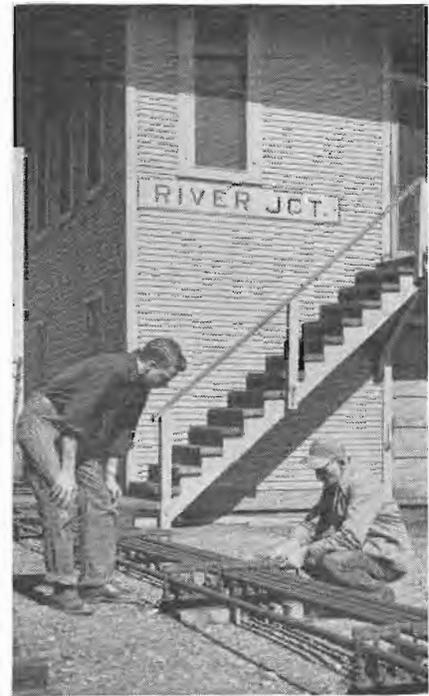
In addition to this ambitious pro-

gram, Leonard earned his Eagle Scout badge and for the past four years acted as a Cub Scout Den Chief. He also conducted a Sunday School class for boys and played with the junior Legion baseball team. And although he worked at part time jobs all through his high school years, he still found time to hunt and fish, his favorite sports, and keep abreast of several hobbies.

Informed by Carl J. Kuehnert, scholarship committee chairman, that he had won the award, Leonard wrote him: "I am extremely happy and proud to accept. I am planning to attend Wisconsin State College at LaCrosse, and I sincerely hope my scholarship record at college will express my thanks to my sponsors, as well as justify the faith the committee has in me."

Leonard intends to become an elementary school teacher. The people who know of his ambition say that it is a career for which he is well qualified. He entered school in mid-September.

Both Mr. Gillick and President J. P. Kiley sent their congratulations to the new scholarship winner. Mr. Gillick wrote that he has enjoyed a great sense



Dad is a 30-year veteran, so Leonard does not remember when the railroad was not part of the family's life. Mr. Fowler, on a routine inspection, explains to Leonard the operation of a signal mechanism.

of satisfaction from knowing the award will be a help to deserving young men in the preparation for their chosen careers. Mr. Kiley remarked on Leonard's plans for the future, "I am always moved with considerable respect for the desire to serve that is evident in the selection of a teaching career. A number of the members of my own family are teachers and I am well aware of the rewarding satisfaction to be derived from the teaching field as a life's work."

Leonard and brother Donald practice a few hot licks. Leonard, who studied the clarinet four years, was a member of the Central High School orchestra and band. Donald is a senior at the high school this year.



J. T. Gillick, retired operating vice president of The Milwaukee Road, is shown above with members and representatives of the J. T. Gillick Scholarship Committee, reviewing the qualifications of Leonard Benton Fowler, 1952 scholarship winner, at a recent committee meeting in Chicago. Shown left to right: Clarence E. Deakins, dean of students, Illinois Institute of Technology; Charles C. Caveny, dean of students of the University of Illinois at Chicago; Carl J. Kuehnert, retiring chairman of the scholarship committee; Mr. Gillick; C. William Reiley, director of admissions at Northwestern University, who succeeds Mr. Kuehnert as committee chairman; and Robert Strozier, dean of students of the University of Chicago.

William K. Selden, former committee member, has been succeeded by Philip Lottich, director of admissions of the Illinois Institute of Technology. Mr. Lottich was represented at the meeting by Mr. Deakins, shown above.



—safety at work on the Milwaukee

Milwaukee Road yard at Mannheim, Ill. Safety is of first importance in the operation of such a facility.

# Safety in Yard Operation?

by **C. W. Capron**  
District Safety Engineer  
Milwaukee, Wis.

TODAY'S switches, equipped with points and rods, stands and handles, or operated automatically by remote control, are a far cry from the crude devices once employed for stepping up the capabilities of the iron horse. There were no points in the original switch—just square cut rail ends which were shifted into place with bars similar to what we now know as crowbars.

Those old stub switches would work, but seldom with complete safe-

ty. The switches in use today *can easily be handled safely.*

Our present coupling devices have, if nothing else, preserved a lot of right hands. The old-time coupling was a simple mechanism, consisting of a link and pin, but although it was simple, it was far from safe. It cost men a good many fingers. There was a time when many a railroad man could be identified by the unfortunate badge of his profession—the absence of a fore-finger or thumb, usually from

Facing the standing car, and signaling to the engineer (behind him), this brakeman demonstrates the accepted method of safe car coupling.



his right hand.

The link and pin disappeared from the railroad scene many years ago, but a problem still exists with respect to the many types of pin lifters in use on cars. *As a result, it must be borne in mind that the only way to part cars safely is by observing the type of pin-pulling mechanism involved and by operating it correctly.*

A great deal has been said on the subject of coupling cars safely, the special instructions governing the operation of the various divisions and terminals never failing to mention this important aspect of yard operation.

C. W. Capron (right), district safety engineer with supervision over the Milwaukee and Madison Divisions, as well as the first and third districts of the LaCrosse & River Division, and author of the accompanying article, looks over the supply of safety goggles on hand in the store department at the shops in Milwaukee. With him is W. J. Kutter, assistant district storekeeper.



October, 1952

Instructions prescribe 20 feet between cars as a safe distance at which to adjust knuckles, but this question is often asked: "Should a man adjust the knuckle on the standing car or on the 'live end' (the locomotive or the car being pushed by it)?"

It is the accepted theory that a man making a coupling should face the standing car. The reason for this is that, having signaled the engineer that he is going between to adjust the knuckle, he can feel sure that the locomotive will not move until he gives the signal, whereas it is possible that the "standing" car might roll or accidentally be bumped toward him. If the man is facing in that direction, he will probably see what is happening and will be able to step clear before the 20-foot gap closes.

In a great many instances it is necessary to make some adjustment on both opposing knuckles. It is generally agreed that in a situation of this nature the standing car should be given first attention; in this way a man will know whether the car is actually standing still or is rolling slowly.

As in the case of pin lifters, the problems involved in the setting and releasing of hand brakes are complicated by the many types in use. This aspect of train operation is of such great importance that a number of years ago The Milwaukee Road equipped a caboose with all of the types of hand brakes in general use and sent it on a tour of the entire system periodically for the purpose of bringing yard men up to date on the safe way of doing this part of their work. A well-trained instructor is on hand throughout each tour to explain

the safe way to operate each brake.

A thorough understanding of these four basic operations—the throwing of switches, the pulling of pins, the coupling of cars, and the setting and releasing of hand brakes—is of great importance to men working in yards. That understanding, combined with a strict observance of the rules governing shoving tracks and proper clearances, will serve to minimize hazards and bring about real safety in yard operation.

## For Milwaukee Road Family Morton Grove Park Named

THE HIGH POINT of the 25th annual Morton Grove Day observed recently by that community on The Milwaukee Road northwest of Chicago was the dedication of George F. Harrer Park, named in honor of the first president of the village board and founder of the annual civic festival. Mr. Harrer, who died in 1935, was the father of two veteran employes, Eleanor Harrer of the auditor of station accounts and overcharge claims force, and Ernestine who is employed in the office of the auditor of equipment accounts. Another daughter, Carilyn, is the wife of W. P. Heuel, assistant comptroller, Chicago.

The park, which was purchased with the proceeds of past festivals, is a 20-acre wooded tract fronting on Dempster Street in the village. A parade, the largest in village history, preceded the dedication which was made by Mayor Max Finke.

Mr. Harrer was born in 1865 in the nearby village of Niles Center where his father operated the general store and the post office and served as justice of the peace. Coincidental with his marriage in 1886, George Harrer moved to Morton Grove and proceeded to establish a florist business which flourished with the years. Following in his father's footsteps as a community patriarch, he is credited with obtaining the village charter and serving on numerous civic committees throughout his lifetime.

Mr. Harrer was 69 when he passed away in 1935, survived by Mrs. Harrer and eight children. The family he established now includes 22 grandchildren and 12 great-grandchildren. Several of the grandchildren have worked for the Road in Chicago at various times. For a brief period following his retirement from the florist business in 1926, Mr. Harrer was also employed by the Road at the Union Street freight house.

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## J. J. Roche Elected Secretary

J. J. ROCHE, who has been assistant secretary of the railroad since May, 1951, was elected secretary at a meeting of the board of directors held in Chicago Sept. 10. He succeeds T. W. Burtness who retired Sept. 15.



J. J. Roche

Mr. Roche is a native of Chicago who started his railroad service there in 1919 as secretary to W. W. K. Sparrow, corporate chief engineer during Federal control. He was later chief clerk to Mr. Sparrow, also chief clerk to W. V.

Wilson, comptroller, and after Mr. Wilson's retirement, chief clerk to J. W. Severs, vice president—finance and accounting.

The secretary's office keeps a great variety of company records, including some 40,000 agreements. Among them are those covering pole and wire line encroachments, sidetrack, pipeline, gas main agreements, and many more of a similar nature. The office also has on file all minutes of stockholders' and directors' meetings since May 5, 1863 when the Milwaukee & St. Paul Railway Company was organized. Records pertaining to the more than 8,000 living Railroad Retirement annuitants are kept in this office as well.

## Luncheon Marks Retirement of T. W. Burtness and J. C. Ellington

T. W. BURTNESS, secretary of The Milwaukee Road, and J. C. Ellington, industrial commissioner, both of whom retired in September, were the honored guests at a luncheon given by Leo T. Crowley, chairman of the board, on Sept. 11. Approximately 35 of their fellow officers attended.

Mr. Burtness, who was first employed by the railroad on Saturday, Aug. 2, 1902, and who worked for some time in the belief that his position was temporary, retired effective Sept. 15, after 50 years of service. Mr. Ellington, who retired at the end of the month, had

been with the railroad since 1920.

Entering the employ of the Milwaukee as an office boy in the car record department, Chicago, T. W. Burtness soon transferred to the office of general auditor, and in 1916 became chief clerk to President A. J. Earling. In 1923 he was given the title of president's office assistant, and on Jan. 1, 1924, was elected secretary.

In addition to the duties of secretary, Mr. Burtness filled a number of related posts for several years. Among these were secretary of the Milwaukee Land Company, secretary and director of the

Milwaukee Motor Transportation Co., the Republic Coal Company, and the Chicago, Terre Haute & Southeastern Railway Co., as well as being secretary of the Road's board of pensions. For the past 12 years he has been a trustee of Wheaton College, and for nine years has served as treasurer of The Moody Church of Chicago.

His only son, Thor W. Burtness, Jr., is now a student at the Dallas Theological Seminary, Dallas, Tex., where he will graduate next spring. A daughter, Mrs. Betty Knoedler, is an instructor in home economics at Wheaton College, Wheaton, Ill.

J. C. Ellington began his railroading career with the Santa Fe in 1915. He later worked for the Burlington before coming to The Milwaukee Road on Mar. 1, 1920 as chief land appraiser for the evaluation engineer. He became real estate agent when the real estate department was established on Dec. 1, 1921. His title was changed again to that of industrial commissioner upon the creation of the industrial development department, effective July 15, 1945.

Upon retiring, Mr. Ellington returned to his native state of Texas, he and Mrs. Ellington planning to make their home in Galveston, where the former industrial commissioner has already been accorded membership in the local chamber of commerce.

Mr. and Mrs. Burtness will make their home in Wheaton, Ill., where they built a home last year.

## 7,860 Retired Milwaukee Road Employes Drawing Annuities

ABOUT 7,860 men and women whose last railroad service was with The Milwaukee Road were receiving retirement annuities from the Railroad Retirement Board at the end of 1951, the board reported early in October. These annuities averaged \$91 a month.

In addition, the board was still paying an average of \$63 a month to 5 pensioners who were taken over from the company's own pension rolls in 1937.

During 1951, 1,050 former Milwaukee Road employes were added to the Board's retirement rolls, and 700 were dropped. This resulted in a net increase of 350 during the year.

The Railroad Retirement Board points out that last year some 30,400 employes of the nation's railroads retired on annuities—68 per cent because of old age and 32 per cent because of disability.



Left to right, at the retirement luncheon in the Chicago Club: J. C. Ellington, industrial commissioner, T. W. Burtness, secretary, Leo T. Crowley, chairman of the board, and J. P. Kiley, president.

## W. J. Whalen and J. J. O'Toole Promoted

EFFECTIVE Oct. 1, W. J. Whalen, general manager Lines East, was appointed assistant vice president—operation, with jurisdiction over the entire system, a newly created position. His headquarters will remain in Chicago.



W. J. Whalen

Mr. Whalen started in Milwaukee Road service at Marquette, Ia., in 1886 as a water boy with a construction crew and subsequently served as time-keeper, assistant foreman and foreman of way and construction gangs. Starting in 1923, he was roadmaster on the D&I Division and from September, 1923 to November, 1926 trainmaster and roadmaster on the CM&G branch. Following several years as trainmaster at various other points on Lines East and Lines West, he was appointed assistant superintendent at Perry, Ia. Promoted to superintendent in 1937, he served in

that capacity on the Terre Haute, Dubuque & Illinois and the LaCrosse & River Divisions, and from June, 1946 to November, 1948 as general superintendent at Milwaukee. He was appointed assistant general manager in November, 1948 and general manager Lines East in September, 1950.

J. J. O'Toole, who has been assistant general manager Lines East, succeeds Mr. Whalen in the position of general manager. Mr. O'Toole, who was born in Chicago, started working for the Road there in 1912. Following service on various clerical positions, he became trainmaster at Minneapolis in 1936. He was appointed assistant superintendent of the LaCrosse & River Division in 1938 and in 1939 assistant superintendent at Milwaukee. In January, 1946 he was appointed superin-



J. J. O'Toole

tendent of the Twin City Terminals and in 1947 general superintendent of terminals with headquarters in Chicago, serving in the latter capacity until he became assistant general manager of Lines East in September, 1950.

tendent of the Twin City Terminals and in 1947 general superintendent of terminals with headquarters in Chicago, serving in the latter capacity until he became assistant general manager of Lines East in September, 1950.

### Railroad Public Relations Association Formed

A PROFESSIONAL society of those engaged in or concerned with railroad public relations was organized in New York City on Sept. 17, with the formation of the Railroad Public Relations Association.

J. B. Shores, of Dallas, Texas, director of public relations of the Texas and Pacific Railway, was elected president. George C. Frank, of Cleveland, Ohio, assistant to the president of the Erie Railroad, was chosen as regional vice president for the East; Gilbert H. Kneiss, of San Francisco, Calif., assistant to president-public relations of the Western Pacific Railroad, was named regional vice president for the West, and B. E. Young, of Washington, D.C., assistant to the president of the Southern Railway System, was chosen as regional vice president for the South. J. Don Parel, of Washington, D.C., manager of agricultural relations of the Association of American Railroads, was selected as secretary-treasurer.

W. A. Dietze, Milwaukee Road public relations officer, was a member of the committee which explored the possibilities of creating the organization.

The primary purpose of the new association is to promote the development and effectiveness of public relations within the railroad industry by the exchange of ideas, opinions and experiences regarding public relations as it pertains to the individual railroads in particular and the railroad industry in general.

Membership in the organization will consist of railroad officers in charge of the public relations departments and the members of their staffs; other railroad officers whose responsibilities embrace public relations; public relations officers of state, regional and national associations engaged in promoting the interests of the railroad industry, and staff members of trade publications devoted solely to the railroad industry.

## Take a Look at a Freight Train



NEXT time you see a freight train rolling down the track, think of what that train, along with the thousands of others that are crisscrossing the United States today, mean to the community, your state and the nation as a whole.

Without those trains the economic life of America would come to an abrupt stop. The goods would pile up in the factories, the crops would rot in the fields. Soon millions of people would be thrown out of work as enterprise after enterprise closed its doors and shut down its machines and furnaces. For, in the modern world, almost everything depends upon mass transportation.

But, you may say, other agencies of transportation would take up most of the load and alleviate the emergency. The answer to that is that the other agencies, valuable as

they are in specialized fields, simply could not do it. The railroads, and the railroads alone, are capable of providing the low-cost dependable, day-in-and-day-out service upon which agriculture and industry are based. The whole American economy is built upon the trains—trains which haul anything, in any quantity, for anybody, in any season of the year and between all sections of the continent.

That goes as well for the national defense. In the last World War, the rails moved 90 per cent of all war freight and 97 per cent of all organized military travel. They'll do it again if the need comes.

The trains, pounding along their tracks, symbolize the strength of America.

—From the *Terre Haute (Ind.) Tribune*



Inspecting Milwaukee streamlined equipment. L. H. Dugan, vice president and general counsel, is fourth from the left (dark suit) and Ferd Bondy, plant visit chairman of the purchasing agents' association, is near the center, standing slightly forward.

## Purchasing Men Tour Tacoma Shops

A GROUP of 75 members of the Purchasing Agents Association of Washington toured the Tacoma shops on Sept. 25, traveling via Seattle on the Olympian Hiawatha. The group, representing some 400 industries in the state, approximately 300 of which are in the vicinity of Seattle, arranges an inspection of some large industry or large plant for its members every month.

The September tour, which had been arranged for by the association's plant visit chairman, Ferd Bondy, started in the Union Station in Seattle where L. H. Dugan, vice president and general counsel, spoke briefly of the railroad's history and outlined the plans for the day. Other Milwaukee Road officials present were L. K. Sorensen, general manager; B. E. Lutterman, general at-

torney; L. Wylie, electrical engineer; O. R. Anderson, general passenger agent; J. E. Marshall, general freight agent; A. L. Sedgwick, assistant industrial commissioner; F. W. Watkins, general agent; and C. W. Reynolds, purchasing department buyer. Each gave a talk on the operation of his department.

Boarding No. 15, the party made a tour of the train and had lunch. At Tacoma, chartered buses took them to the shops on the tide flats where Master Mechanic Barry Glen had a complete display of power lined up for inspection—diesel, electric and steam. Next the party was escorted through the roundhouse, diesel service shop, electric shop and stores department. The tour was completed in time for them to board No. 16 for the return to Seattle.

Talking it over in the Skytop lounge on the return to Seattle. C. W. Reynolds, purchasing department buyer, who was in charge of the tour, is third from the right.



## "We'll Never Forget Mr. Frazee"

IN THE Middle West the name of H. W. Frazee, passenger and ticket agent at Mason City, Ia., bobs up right often in connection with extra services and courtesies extended to travelers. Another incident in which he was involved was told recently by E. J. Stoll, assistant industrial commissioner in Chicago.

Relatives of Mr. Stoll, the Misses Belle and Mabel Irwin of Portland, Ore., and Mrs. Nellie Davis and Mrs. Grace Gould of Vancouver, Wash., were returning to Portland from New York City when their automobile was wrecked near Garner, Ia. Learning of the accident and that Mabel Irwin had suffered a severe back injury, Mr. Stoll contacted Mr. Frazee to see if he could help. The result was that Mr. Frazee made arrangements to have them taken by ambulance to Boone, Ia., where they could connect with the C&NW-UP "City of Portland" going direct to their home. According to the letter Mr. Stoll received later from Mabel Irwin, he must have done a marvelous job.

"The help we got through Mr. Frazee was something for which we were more grateful than we can ever make you believe," she wrote. "His plan was perfect. He arranged for the C&NW men to deliver our tickets and an accident policy at the hospital the day we left, and talked with us by phone several times. Even the ambulance driver knew Mr. Frazee and told us how fine a man he is. Everybody was so helpful we will never forget him."

### Longevity Rules

IN A RECENT study of the lives of centenarians, the following rules were set down for long life:

1. Sleep soundly and regularly.
2. Keep out of arguments.
3. Get happily married and stay that way.
4. Work all your life at a job you enjoy.
5. Look forward eagerly to the future.
6. Drink or smoke in moderation or abstain.
7. Make lots of friends.
8. Keep alive your sense of humor.
9. Be your own boss.
10. Do as you please.

## E. R. Ewin Honored for Government Service



Earl R. Ewin (third from right) with a group of members of the board of the Royal Rail Road of Thailand.

BY ORDER of President Truman, Earl R. Ewin, formerly foreman in the master mechanic's office at Western Avenue, Chicago, was recently awarded the Medal of Freedom for service with the military railway command in Korea. Mr. Ewin, an employe of the Road since 1919, has been on a leave of absence with the ECA mission overseas since June, 1949. The award read as follows:

"Mr. Ewin, United States Department of State, Economic Cooperation Administration, attached to the 3rd Transportation Military Railway Serv-

ice, distinguished himself by meritorious service to the United Nations Command from August 26 to December 24, 1950. Applying his wide railway experience and professional knowledge, and displaying marked ability in his organization and direction of the activities of the Equipment Section, Mr. Ewin contributed much to the successful accomplishment of the mission of this section. Despite difficult conditions, and the requirement for excessive duty hours, he achieved remarkable results in compiling adequate statistical records and systema-

### An Age of Self-Reliance

We are living in an age when there's a greater need for individualism, an individualism which by its very strength will turn the tide against collectivism. There is a need for thinkers and doers, for folks who will participate, rather than berate those who are working to iron out some of the difficulties of our times.

Railroaders, for the most part, are the real individualists of American industry. The enginemen, the clerks, the trainmen, the civil engineers, the mechanics and carpenters—all learned at an early age to think and act independently. Those who would still like others to do their thinking or shoulder their responsibilities could take a lesson from these men.

John D. Murphy, writing in the spring edition of the pocket magazine, *Your Personality*, points up the great benefits of thinking and acting as an individual. There is, according to Mr. Murphy, a tremendous amount of buried talent in all of us which can only be unearthed by "going out on a limb". Mr. Murphy's quote from Emerson, "Do the thing and you have still the power; but they that do not the thing, have not the power", is a challenge to every American who would give something to see his community or country change for the better.

—from the *Union Railroad Headlight*

tizing and improving the control of rolling stock indigenous to Korea and required for the support of military operations. The initiative, persistence and devotion to duty displayed by Mr. Ewin reflect singular credit upon himself and the United States Government."

Mr. Ewin, who returned to the United States for a brief vacation earlier this year, is now technical adviser to the Royal Rail Road of Thailand. The award was presented to him by the U. S. ambassador to Thailand, Edwin F. Stanton.

# QUIZ



### test your knowledge of railroads and railroading

(Answers on Page 33)

1. Which department of the railroad prepares and issues passenger train timetables for public use—the operating, accounting or traffic department?
2. How many wheels are there in a standard freight car truck—two, four, or six?
3. Is the safety valve of a steam locomotive ahead of or behind the sand dome?
4. What is a spring switch—a switch which is thrown by remote control, a switch which is thrown by hand, or a switch which is thrown by the wheels of an approaching locomotive or car?
5. When was the first diesel locomotive placed in road service—1925, 1929, or 1934?
6. On what part of a box car would you find seam cups—the underframe, the roof, or the door frames?
7. Where would you look for a rail frog—in railway track, in a pond on railway property, or in a signal tower?
8. Is the standard length of rail on the American railroads 29, 39 or 49 feet?
9. What is meant by par value of railway stock—the current market quotation, the value based on current earnings, or the value stated on the certificate?
10. For which do railroads spend the most—cross-ties, steel rails, or fuel oil?



Standing on the roof of the chapel, C. F. Rank (left) presents the old Milwaukee Road locomotive bell. With him are Scout Ronald Panzer of Troop 89 and Schiller A. Colberg, assistant scout executive. The mascot is Ginger, five months old.

## Old Locomotive Bell Goes Atop Scout Chapel

THANKS TO the fact that locomotive bells are among the most durable articles in use on a railroad, outlasting by many years the iron horses on whose backs they ride, The Milwaukee Road had one on hand for presentation to the Boy Scouts Council of Chicago recently for use atop a new chapel at Fort Dearborn, Boy Scout camp at Higgins Road and the Des Plaines River, Chicago. C. F. Rank, manager of the Road's mail, express, baggage and milk department, and a member of the men's group in a local church organization which does a great deal of work with boys' organizations, made the presentation.

The 75-year-old bell will call to worship scouts of all faiths who attend the camp from all over Chicago.

Addressing the group of several hundred people who had assembled for the chapel dedication, Mr. Rank reviewed the development of the railroad industry very briefly and talked about the importance of locomotive bells.

"How many times this bell has been rung by thousands of engineers throughout more than three-quarters of a cent-

ury is something no one knows," he said. "How many times its warning has prevented accidents, perhaps saved lives, we can but guess.

"But we do know that it has had a busy time of it throughout the years, for Chicago is now, and was then, the railroad center of the world. . .

"Quality in a bell depends upon its casting, the fineness and mixture of metals. Likewise, quality in men depends upon casting—or molding. The quality of our associates in our youth, and the training by our teachers and leaders, makes character. That's what gives a good clear tone to a young man."

*The customer had picked out six apples at the grocery store.*

*"That will be \$1.65 please," said the clerk. The customer handed the clerk \$2 and started to walk out the door.*

*"You forgot your change, sir!" the clerk called out.*

*"That's all right. You keep it," the customer replied. "I stepped on a grape on the way in."*

Any live wire would be a dead one without the proper connection.

## Classic Recollection



B. R. Skinner

IN A yarn-swapping session, railroad men can usually match anyone in the crowd for colorful experiences. The following classic was picked up from the Aberdeen (S. D.) American News which recently

published the reminiscences of Citizen B. R. Skinner, a retired Milwaukee Road engineer with 43 years of service:

"When I was firing between Austin and Mason City," Mr. Skinner recalled, "on a cold moonlit night we noticed something on the track about three quarters of a mile ahead. We slowed down and when we came close, saw that it was an old white horse. We tooted the whistle, but the horse didn't move.

"The brakeman went down to get the animal out of the way, but found that it had been wired to the track. It was obvious that the owner hoped we would hit it and he could then collect damages from the railroad. We let the horse loose and it whinnied happily as it headed for home, but I often wondered what the owner thought when he saw that old nag coming back again."

*The words "In God We Trust" were placed on pennies for the benefit of those who use them for fuses.*

—Kroehler News



## Happy Hunting!

THE TRIGGER fingers of all hunters have been itching in anticipation of the opening of the duck hunting season this month. This year, according to a report from the Greater Chicago Safety Council, those fingers will accidentally kill about 2,000 persons and disable and maim thousands of others.

With these facts in mind, the council urges every hunter to take all precautions for his own safety as well as that of others. Here are the ten commandments set up by the council.

1. Handle every gun as if it were loaded.
2. Be sure of your target before you pull the trigger.
3. Never leave your gun unattended unless you first unload it.
4. Carry your gun so you can control the direction of the muzzle if you slip.
5. Always make certain that the barrel and action are clear of obstruction—but be sure to look into the *breech* of the gun, not the muzzle.
6. Never point your gun at anything you do not want to shoot.
7. Avoid horseplay while holding a gun.
8. Never shoot at a flat, hard surface, such as rocks or the surface of water.
9. Instruct your children in the proper use of firearms and explain the dangers of the weapons.
10. Do not mix gunpowder and alcohol.

Hunters are urged to load guns only after arrival at their destination, and then to put on "safety," because in the first heavy underbrush a small twig may hook through the trigger and cause disaster. Further, the man ahead should always hold back the branches for the one following. Many an eye has been seriously injured by a snapping branch. If it becomes necessary for two hunters to proceed single file, the leader should carry his gun in the hollow of his arm with the muzzle pointing forward and down—not on his shoulder in soldier fashion—and the man behind should carry his gun over his shoulder and pointing backward.

Guns should not be carried through fences or over barriers. One member of the party should go through first and then his companion may hand him the guns in safety.

## Superintendent A. C. Kohlhasse Retires

IN TRIBUTE to the conclusion of a distinguished Milwaukee Road career, employees of the Rocky Mountain Division honored Superintendent A. C. Kohlhasse with a banquet in Butte on Sept. 27. About 300 attended the dinner, held in the ballroom of the Hotel Finlen.

A musical program, together with talks by Mr. Kohlhasse's associates, were the highlights of the evening. The entertainers included the Misses Eleanor Peterson and Diana Daugherty, Master McIntire, and the Mmes. Rainville, Campbell and Lightfoot, Eric Williams serving as master of ceremonies.

L. H. Dugan, vice president and general counsel, Seattle, led off the speakers, extending in his talk the personal good wishes of President J. P. Kiley. Others who spoke were A. G. Britzius, assistant to general manager, Seattle; Engineer Sam Winn, Coast Division; J. T. Hayes, superintendent of the Trans-Missouri Division who succeeds Mr. Kohlhasse at Butte; Warden L. Boedeker of the Montana state prison, for many years a conductor on the Rocky Mountain west end; Engineer Cunningham,

representing the Brotherhood; and Pete Kirwin, retired conductor. Messages were also read from many others who could not attend, including one from L. F. Donald, vice president-operation.

Mr. Kohlhasse was presented with a power mower, a hand drill, a bench saw and a typewriter, and Mrs. Kohlhasse with an electric mixer. Mr. Kohlhasse expressed himself as being indebted to his many friends on the railroad for their loyalty.

His service record dates from Sept. 10, 1926, when he started with the Road as a timekeeper at Miles City. Subsequently he was promoted to trainmaster and in 1937 to superintendent of the Trans-Missouri Division. Appointed superintendent at Butte in 1940, he served continuously in that capacity until his retirement on Sept. 30. Mr. and Mrs. Kohlhasse will make their home in Missoula.

Children are people who talk while your favorite radio comedian is performing and shut up like clams during the commercial.—*Burton (Kans.) Graphic*

Superintendent A. C. Kohlhasse addressing the crowd. Seated, left to right, are: C. E. Williams, traveling engineer; L. H. Dugan, vice president and general counsel, Seattle; and Mrs. J. T. Hayes, wife of Superintendent Hayes of the Trans-Missouri Division who succeeds Mr. Kohlhasse at Butte.



Scene in the ballroom of the Hotel Finlen. About 300 were present.

## did you know?

Delivery of the first of the new Super Dome cars is expected during the first week of November. The remaining nine will come to the railroad in the following weeks of November and December. Plans are being made to put them in regularly scheduled service on the Olympian Hiawatha and the Twin Cities Hiawathas on New Year's Day, 1953.

For a round trip, Chicago to Chicago, Olympian Hiawatha dining cars take on 5,993 items of galley equipment. Included in this thumping total are 1,050 pieces of china, 418 of glassware, 762 pieces of silverware, 156 miscellaneous utensils and 3,607 pieces of linen. Napkins are the largest items on the check-in list—2,000 of them.

According to a piece quoted recently in the Chicago Daily News from a trade magazine, there is a town in Montana named Eureka. Trainmen, it says, differ as to the pronunciation. Passengers are often startled, upon arriving at this station, to hear the conductor yell: "You're a liar! You're a liar!" Then, from the brakeman at the other end comes the cry: "You really are! You really are!"

Only trouble is, the Official Guide says there is no such place. But it makes a good story.

When The Milwaukee Railroad Women's Club was organized in Chicago on July 27, 1924, just 27 members attended the first meeting. At the close of 1951 it could account for 20,244 members and 60 chapters on the system. In addition to women employes, both working and retired, the membership embraces wives and other distaff members of railroad families, as well as men employes who are taken in as contributing members. The club is dedicated to welfare work and the promotion of social activities on the railroad. Last year it expended approximately \$8,000 for aid to needy families.

Wages of Milwaukee Road employes have been adjusted six times beginning with Apr. 1, 1951, when the first cost of living wage adjustment was made. Five adjustments involved increases totaling 15 cents an hour, while one decreased wages 1 cent. The net increase, including the 2-cent upward adjustment effective Oct. 1, is 14 cents an hour. Employes affected by these adjustments worked a total of more than 80 million hours in 1951, so that each 1-cent increase added approximately \$800,000 to the railroad's wage bill on an annual basis.

During the first eight months of 1952 Milwaukee steam locomotives handled 26.4 per cent of the total traffic moved in road freight service, but the cost of the fuel consumed was 46.7 per cent of the total cost of all locomotive fuel used in road freight service. In contrast, diesel-electric locomotives handled 64.1 per cent of the road freight traffic at a fuel cost of only 42.4 per cent of the total locomotive fuel cost.

The push-button operation of Air Line yard in Milwaukee has been so satisfactory for the speedy classification of cars that plans are now under way to convert the eastbound yard at Bensenville to a gravity retarder system with the same modern features but on a considerably larger scale. Work will begin in 1953.

Wisconsin cranberry growers have been busy harvesting the state's second largest cranberry crop this fall. Picking started the third week in September. This year's Wisconsin crop is estimated at 225,000 barrels, 15 per cent larger than last year and 53 per cent more than the 10 year average production of 147,100 barrels. Cool weather during part of September gave the fruit an appetizing color which will be favorable for marketing of the crop. As a state, Wisconsin ranks second in the country in the growing of cranberries, its production being exceeded only by Massachusetts. Most of Wisconsin's cranberries are grown in the vicinities of Wisconsin Rapids, Berlin and Minocqua.



# appointments

## Office of President

Effective Sept. 15, 1952:

At a meeting of the board of directors held Sept. 10, J. J. Roche was elected secretary of the company to succeed T. W. Burtness who retired after 50 years of service. Articles about Mr. Roche and Mr. Burtness appear elsewhere in this issue.

## Finance and Accounting Department



C. T. Lannon



S. J. Cooley

Effective Sept. 10, 1952:

C. T. Lannon was elected assistant treasurer with headquarters in Chicago, to succeed W. W. Beckman who died

Aug. 28. Mr. Lannon, a native Chicagoan, entered service there in 1917 in the treasurer's office. He has been chief clerk in that office since April, 1948.

Effective Oct. 1, 1952:

S. J. Cooley is appointed industrial commissioner with headquarters in Chicago, succeeding J. C. Ellington, retired. After studying civil engineering at the University of Kansas, Mr. Cooley entered railroad service on the Santa Fe in 1917, later doing land valuation work for the Interstate Commerce Commission in Kansas City, Mo., for a time before going to the Union Pacific and later the Erie Railroad in a similar capacity. He came to the Milwaukee as a right of way engineer in 1924, was appointed assistant real estate agent in 1927, and assistant industrial commissioner on July 15, 1945.

E. J. Stoll, industrial engineer, is appointed assistant industrial commissioner, succeeding S. J. Cooley. Mr. Stoll took an engineering degree at the University of Michigan in 1938 and was employed in a ballast gang on the Milwaukee the same year, later holding various engineering department positions on both Lines East and Lines West. He trans-

ferred to the industrial department in Seattle in September, 1945, and went to Chicago in 1948. He was appointed industrial engineer in 1950.

## Operating Department

Effective Oct. 1, 1952:

W. J. Whalen is appointed assistant vice president—operation, with jurisdiction over the entire system, with headquarters in Chicago.

J. J. O'Toole is appointed general manager, Lines East, with headquarters in Chicago, succeeding W. J. Whalen.

J. T. Hayes is appointed superintendent of the Rocky Mountain Division with headquarters at Butte, Mont., suc-



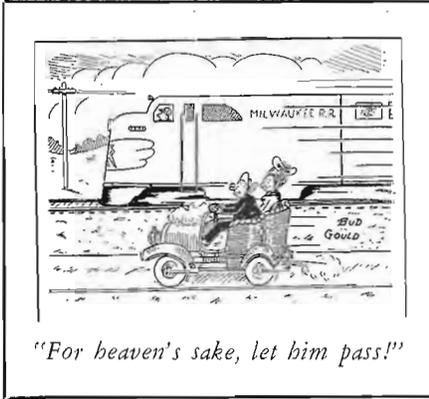
J. T. Hayes



J. D. Shea

## how are we doing?

	AUGUST		EIGHT MONTHS	
	1952	1951	1952	1951
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. ....	\$24,949,812	\$24,101,698	\$174,634,365	\$171,653,457
<b>PAID OUT IN WAGES</b>				
PER DOLLAR RECEIVED (CENTS) .....	11,590,997 (46.5)	12,306,774 (51.1)	90,473,560 (51.8)	90,607,629 (52.8)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	672,176 (2.7)	725,657 (3.0)	5,304,809 (3.0)	5,298,918 (3.1)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest....	10,930,746 (43.8)	10,427,914 (43.3)	75,749,571 (43.4)	74,766,548 (43.6)
<b>NET INCOME</b>	1,755,893	641,353	3,106,425	980,362
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars.....	144,202	146,973	998,866	1,040,924
Decrease 1952 under 1951 .....	2,771		42,058	



ceeding A. C. Kohlhas, retired. Mr. Hayes has been with the Road since 1926, and has been superintendent of the Trans-Missouri Division since July, 1951.

J. D. Shea is appointed superintendent of the Trans-Missouri Division with headquarters at Miles City, Mont., succeeding J. T. Hayes, transferred. Starting in Milwaukee in 1929, Mr. Shea held various engineering and operating department positions before leaving the railroad for military duty in World War II. Since his return in 1946 he has been trainmaster, assistant superintendent of the Iowa & Dakota Division, and since July, 1951, assistant superintendent of the Iowa Division.

F. G. McGinn is appointed assistant superintendent of the Iowa Division with headquarters at Perry, Ia., succeeding J. D. Shea, promoted. Starting as operator and agent in 1930, Mr. McGinn has since been trainmaster and assistant superintendent at various points. He has been assistant superintendent of the D&I First District since August, 1950.

F. E. Devlin is appointed assistant superintendent of the Dubuque & Illinois Division First District with headquarters at Savanna, Ill., succeeding F. G. McGinn, transferred. Mr. Devlin, who started with the Road at Tacoma in 1932, has been assistant roadmaster and trainmaster at various points on Lines West. He was assistant superintendent of the Rocky Mountain Division from January, 1948, to July, 1951, since when he has been assistant superintendent on the LaCrosse & River Division.

W. T. Hjorth is appointed assistant superintendent of the LaCrosse & River Division First and Second Districts with headquarters at LaCrosse, Wis., succeeding F. E. Devlin, transferred. Mr. Hjorth started with the Road at St. Paul in 1943 and was subsequently yardmaster

and trainmaster there. Most recently he has been trainmaster at Marion, Ia.

N. J. Klein is appointed trainmaster of the Iowa Division with headquarters at Marion, Ia., succeeding W. T. Hjorth, promoted. Shortly after starting service in 1941, Mr. Klein left for military duty. Following his return in 1946 he was special assistant in the general manager's office in Chicago and since August, 1950, trainmaster of the Twin City Terminals.

D. P. Valentine is appointed trainmaster of the Twin City Terminals with headquarters at Minneapolis, Minn., succeeding N. J. Klein, transferred. Mr. Valentine came to the Road at Madison, Wis., in June, 1944, starting in the dispatcher's office. Most recently he has been transportation assistant to general manager in Chicago.

## Traffic Department

Effective Sept. 16, 1952:

A. E. Borgeault is appointed city freight agent at Minneapolis, Minn. Mr. Borgeault, who entered the service in 1947 in the traffic department at Duluth, has been chief clerk in the Aberdeen, S. D., traffic department since October, 1950.

R. H. Fortney is appointed city freight agent at Los Angeles, Calif. Mr. Fortney came to the Road following three years service with CRI&P. He has been chief clerk in the Los Angeles office since August, 1951.

H. G. Ehmer is appointed traveling freight and passenger agent at Spokane, Wash., succeeding L. F. Walsh, promoted. Starting with the Road at Seattle in 1941, Mr. Ehmer was subsequently city freight agent in Butte and, since April, 1949, traveling freight and passenger agent with headquarters in Great Falls.

L. R. Gates is appointed traveling freight and passenger agent at Great Falls, Mont., succeeding H. G. Ehmer, promoted. Entering service in 1944, Mr. Gates has held positions in the offices in Seattle and Tacoma. Since April, 1949, he has been city freight agent in Butte.

S. J. Cloke is appointed city freight agent at Butte, Mont., succeeding L. R. Gates, promoted. Mr. Cloke started with the Road in Butte in 1944. In 1948 he transferred to Spokane and in August, 1951, was appointed city freight agent in Seattle.

E. N. King is appointed city freight agent at Seattle, Wash., succeeding S.

J. Cloke, transferred. Mr. King, who entered service at Tacoma in 1937, has been city freight agent in Seattle and, since January, 1952, chief clerk to general agent in Seattle.

Effective Oct. 1, 1952:

S. E. Pilon is appointed district passenger agent with headquarters at LaCrosse, Wis., reporting to the assistant general passenger agent, Minneapolis, Minn. In addition to the city of LaCrosse and other duties as may be assigned, Mr. Pilon will cover that part of the LaCrosse & River Division from Tomah (including Camp McCoy) to St. Paul, Minn. Following service with other companies, Mr. Pilon started with the railroad at Milwaukee in 1940. Upon returning from military service in 1946, he was city passenger agent in Detroit and most recently traveling passenger agent with headquarters in Minneapolis.



V. E. Straus  
Tacoma since February, 1947.

V. E. Straus is appointed assistant general freight and passenger agent at Butte, Mont., succeeding H. B. Brownell who retired after 35 years of service. Mr. Straus has been division freight agent at

J. H. Agner is appointed division freight agent at Tacoma, Wash., succeeding V. E. Straus, promoted. Mr. Agner, who started with the Road in 1918 in Seattle, was subsequently city freight agent and traveling freight and passenger agent there, and most recently assistant general agent, freight department.

R. W. Bigelow is appointed assistant general agent, freight department, at Seattle, Wash., succeeding J. H. Agner, promoted. Since starting with the Road at Seattle in 1935, Mr. Bigelow has been chief clerk in the traffic department at Aberdeen, Wash., city freight agent in Seattle, and since July, 1949, chief clerk to western traffic manager.

P. L. Cowling is appointed chief clerk to western traffic manager at Seattle, Wash., succeeding R. W. Bigelow, promoted.

K. D. Nelson is appointed city freight agent at Seattle, Wash., succeeding P. L. Cowling, promoted.

## Bake an Election Day Cake

WHAT'S the biggest day of the year? This year the event of surpassing interest to every voter is Election Day. It's a perfect day, too, for entertaining. Bake an Election Day Cake and invite your friends to drop in for coffee while you listen to the returns from the polls.

The custom of serving an Election Day Cake originated long before the Civil War. In fact, in New England an election was hardly considered legal without this fine yeast-raised cake. It's spicy and citron flavored, and however else your friends vote, you can depend on them voting it to be mighty good.

This year you can "party up" the cake with artificial flowers representing the home states of the candidates—sunflowers (or daisies because they're smaller) for Kansas and violets for Illinois. Buy pottery, plastic or paper donkeys and elephants for the table, and use patriotic red, white and blue paper napkins.

Now the recipe for this famous cake:

### Election Day Cake

1½ cups warm, not hot, water (lukewarm for compressed yeast)  
2 teaspoons sugar

2 packages or cakes yeast (active, dry or compressed)  
4½ cups sifted enriched flour (about)  
¾ cup margarine or butter  
1 cup sugar  
2 eggs  
1 teaspoon salt  
1½ teaspoons cinnamon  
¼ teaspoon cloves  
¼ teaspoon mace  
½ teaspoon nutmeg  
1½ cups raisins  
½ cup chopped citron  
¾ cup chopped nuts

Measure water into a mixing bowl (warm for active dry yeast; lukewarm for compressed). Stir in 2 teaspoons sugar. Sprinkle or crumble in yeast; stir until dissolved. Add 1½ cups flour and beat until smooth. Cover with a cloth and let rise in a warm place until very bubbly (about 1 hour). Cream margarine or butter with 1 cup sugar. Add and stir in eggs. Combine with yeast mixture. Sift together salt, spices and remaining flour and add to yeast mixture. Stir until blended. Add more flour, if necessary, to make a stiff batter. Beat thoroughly until smooth (use mixer or beat by hand). Add and stir in fruits and nuts. Turn into a greased lightly floured tube cake pan 9x4. Cover with a cloth and let rise in a warm place until doubled in bulk (about 2½ hours). Bake in a moderate oven (375° F.) about 1 hour and 20 minutes. Cool 5 minutes in the pan, then turn out on a cake rack.

## Ideas for Sandwich Fillings

As we told the readers of this magazine last month, suggestions for sandwich fillings will be a more or less regular feature of the home department. Readers who have interesting ideas for sandwiches are urged to share them with us.

### Make It—

Cream cheese, chopped cooked dried apricots and prunes.

Sliced bologna, cole slaw.

Chopped hard-cooked egg, chopped crisp bacon and chives, mayonnaise.

Peanut butter, chopped crisp bacon and raw apple, cream.

Grated American cheese, dried beef, chili sauce.

Salmon, chopped cucumber and onion, mayonnaise.

Chopped cabbage, dried apricots and walnuts, mayonnaise.

Canned corned beef, green pepper strips, horseradish, mayonnaise.

Sliced meat loaf, chopped green olives, mayonnaise.

With the variety of breads to buy or bake, there is no danger of monotony. Vary it from day to day.



October, 1952

## Garden in a Glass

ALTHOUGH the chill winds of winter will blight your outdoor garden for a few months, you can build a miniature indoor garden that will add beauty to your home and cost little money.

Start with a glass container that has an opening in the top. It can be any shape—a fishbowl, a brandy glass, a cookie jar, all will serve as excellent planters. First clean the jar, then line it with sheet moss, green side out, to the height that the soil will be in the jar. Put a one-inch layer of coarse sand or a combination of both sand and soil on the bottom of the jar for drainage. If you have any fine charcoal, add it to the soil to help keep it sweet.

Cover the drainage layer two and a half inches deep with a soil mixture of two parts loam, two parts sand and one part leafmold. Mound it higher on one side to show the plants off to the best advantage.—(*Better Homes & Gardens*)

## Weaving at His Fingertips

THE JUDGES at the Minnesota State Fair took a last piercing look at the rugs in the weaving display. Each grand sweepstakes entry was a work of art, but one, they decided, was outstanding. The lucky woman who won the first prize, who was she? Happened that it wasn't a woman at all. It was a man—a Milwaukee Road fireman!

Fellow employes of Howard C. Halloff of Minneapolis have an awesome respect for his "woman's hobby." He can turn out a rug with a skill that leaves them gaping, and a better one than any woman they know. The rayon scatter rug he entered in the state contest won against the stiffest competition—the champion rugs from various county fairs in Minnesota. Only the top rug at each fair could be entered in the state competition.

Halloff started weaving rugs on his mother's loom about 20 years ago when he was a youngster needing spending money. Several years ago he ran across an old loom being offered for sale at five dollars, and figuring he could have some fun, he bought it. Then Mrs. Halloff became interested, and now they have four looms taking up room in their basement.



Mr. and Mrs. Howard Halloff with the rug which won the sweepstakes award. (Minneapolis Star photo)

Halloff is the first man to win the rug sweepstakes in the memory of state fair old timers, and for that matter, the only man they've known to enter the event. As a preliminary, he won both the first and third prizes at the Hennepin County fair this summer. Who managed to grab off the second prize? You guessed it, Mrs. Halloff!

## Your Dryer Needs Regular Cleaning

LIKE any other household appliance, a clothes dryer needs a regular cleaning. You'll find that the vacuum cleaner will do a thorough job on the inside—a job you should do at least once a month (or oftener if excessive lint-producing fabrics have been dried).

Remove the lint catcher at the base of the dryer cabinet and clean it out, using the vacuum cleaner suction. Then attach the flexible hose to the blower end of the cleaner and move the hose over the inside of the clothes basket, starting at the top and working down each side to blow lint down into the chamber.

Put the hose on the suction end of the cleaner and after removing the bulk of the lint through the lint catcher opening with a long brush, insert the vacuum cleaner hose and get out the rest. It's easy to lift the layer of lint off the screen of the lint catcher. Then clean the screen thoroughly with the crevice tool before replacing the lint catcher in the dryer cabinet.

As for the outer surface of the dryer, wiping with a clean damp cloth and an occasional waxing is about all it needs.

*One difference between mice and men is that most women are afraid of mice.*

## retirements

The following employes' applications for retirement were recorded during September, 1952

### CHICAGO GENERAL OFFICES

JONES, LAURENCE  
Commissary Agent ..... Chicago, Ill.  
MAGNUSON, HANNAH W.  
Clerk ..... Chicago, Ill.  
NORTHRIP, WILLIAM A.  
Porter ..... Chicago, Ill.  
WEATHERSBY, WILLIAM H.  
Waiter ..... Chicago, Ill.

### CHICAGO TERMINALS

BAIZE, MAYHUGH  
Electrician ..... Chicago, Ill.  
BROWN, HARRY P.  
Loco. Engineer ..... Chicago, Ill.  
CAIN, ELISHA  
Janitor ..... Chicago, Ill.  
HEAVEY, THOMAS F.  
Switchman ..... Chicago, Ill.  
JOHNSON, ARTHUR F.  
Trucker ..... Chicago, Ill.  
NASIATRKA, JOSEPH F.  
Boilermaker Helper ..... Bensenville, Ill.  
NELSON, OSCAR W.  
Clerk ..... Chicago, Ill.

### COAST DIVISION

JACOBSEN, AXEL F.  
Carman ..... Tacoma, Wash.  
JOVANOVICH, JULIUS  
Sec. Laborer ..... Easton, Wash.  
McRAE, DAVID  
Switchman ..... Tacoma, Wash.  
POWERS, CLYDE E.  
Agent ..... Beverly, Wash.  
ROBINSON, THERON E.  
Laborer ..... Tacoma, Wash.  
SULLIVAN, JOHN  
Carman ..... Tacoma, Wash.  
WILLIS, JAMES W.  
Brakeman ..... Raymond, Wash.

### DUBUQUE & ILLINOIS DIVISION

FORBES, ISAAC A.  
Sec. Laborer ..... Ottumwa, Iowa  
HARNES, CHARLES W.  
Machinist ..... Ottumwa, Iowa  
KOSER, JOHN T.  
Pipefitter ..... Savanna, Ill.  
LAUCH, IGNATZ  
Ex. Gang Laborer ..... Savanna, Ill.

### MOSHER, JAMES

Loco. Engineer ..... Savanna, Ill.

### HASTINGS & DAKOTA DIVISION

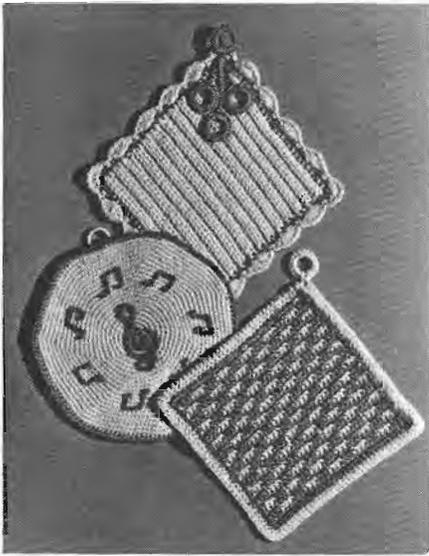
CROOKER, EDWIN B.  
Conductor ..... Minneapolis, Minn.  
DeWALT, RUDOLPH A.  
Carman ..... Aberdeen, S.D.  
SCHINER, JOHN  
Painter ..... Aberdeen, S.D.  
ROBB, HARRY T.  
Agent ..... Bird Island, Minn.  
WALTERS, CHARLES F.  
Loco. Engineer ..... Minneapolis, Minn.

### IDAHO DIVISION

MUTRIE, THOMAS  
Machinist ..... St. Maries, Ida.

### IOWA DIVISION

BAIRD, WILLIAM J.  
Sec. Laborer ..... Sigourney, Iowa  
HULL, HARRY  
Tinsmith ..... Perry, Iowa  
LIDDLE, FRED  
Machinist Helper ..... Cedar Rapids, Iowa  
REYNOLDS, JOHN R.  
Sec. Laborer ..... Cambridge, Iowa



**SOMETHING NEW FOR THE HOUSE.** This is the time of year when we think of new fashions for our households. How about brightening up the kitchen with a set of new potholders? Or the living room with a lovely handmade rug? The crocheted potholders shown here are all quite different and take little time to make. The crocheted rug is more of an undertaking but well worth the hours put into it. The light center, crocheted in six segments, is embroidered over with cross-stitch roses suggestive of needlepoint. Free instruction leaflets for **COLORFUL POTHOLDERS** and **ROSE RADIANCE RUG** may be obtained from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

**SHEIRY, HARVEY H.**  
Machinist ..... Council Bluffs, Iowa  
**SNELL, HARRY**  
Clerk ..... Marion, Iowa  
**WOODER, CECIL R.**  
Sec. Laborer ..... Hale, Iowa

**IOWA & DAKOTA DIVISION**

**CASEY, JAMES F.**  
Machinist ..... Sioux City, Iowa  
**LARSON, JOSEPH A.**  
Signal Maintainer ..... Mitchell, S.D.  
**MORTELL, JOSEPH P.**  
Loco. Engineer ..... Mitchell, S.D.  
**TESTER, RICHARD J.**  
Hostler ..... Sioux City, Iowa

**IOWA & SOUTHERN MINNESOTA DIVISION**

**CHAPMAN, CHARLES**  
Tel. Operator ..... Mendota, Minn.  
**DAY, A. J.**  
Sec. Laborer ..... Brownsdale, Minn.  
**JONES, ROY**  
Agent & Tel. .... Bryant, S.D.  
**LEVY, RUDOLPH**  
Sta. Fireman ..... Austin, Minn.

**LA CROSSE & RIVER DIVISION**

**BARNES, JOSEPH D.**  
Conductor ..... Watertown, Wis.  
**EDWARDS, JOSEPH W.**  
Conductor ..... Minneapolis, Minn.  
**HUBERT, JOHN**  
Laborer ..... Tomah, Wis.  
**KOPACEK, JOHN W.**  
Carman ..... LaCrosse, Wis.  
**MAYVILLE, LAWRENCE L.**  
Loco. Engineer ..... Minneapolis, Minn.  
**McMAHON, ROBERT E.**  
Sec. Foreman ..... Wycocena, Wis.  
**NICKELS, JOHN W.**  
Sec. Laborer ..... Watertown, Wis.  
**PENDLETON, JAMES H.**  
Switchman ..... LaCrosse, Wis.

**RADANT, CHARLES F.**  
Sec. Laborer ..... Portage, Wis.  
**RILEY, EDWARD E.**  
Conductor ..... Red Wing, Minn.

**MILWAUKEE DIVISION**

**HANSEN, OLGA**  
Cashier ..... Beaver Dam, Wis.  
**SLEPETIS, PAUL**  
Ex. Gang Laborer ..... Sturtevant, Wis.

**MILWAUKEE TERMINALS & SHOPS**

**BEILSMITH, CHARLES A.**  
Mach. Helper ..... Milwaukee, Wis.  
**CARLIN, ARTHUR F.**  
Switchman ..... Milwaukee, Wis.  
**CARTWRIGHT, MAYNARD M.**  
Blacksmith ..... Milwaukee, Wis.  
**CIMPL, FRANK J.**  
Steamfitter ..... Milwaukee, Wis.  
**FARRELL, WALTER J.**  
Leverman ..... Milwaukee, Wis.  
**HORNING, ROBERT P.**  
Boilermaker ..... Milwaukee, Wis.  
**IGO, JOHN R.**  
Crossing Watchman ..... Milwaukee, Wis.  
**LEE, RUTH O.**  
Clerk ..... Milwaukee, Wis.  
**NEVER, PAUL F.**  
Asst. Foreman ..... Milwaukee, Wis.  
**NIZNIK, JOHN**  
Roundhouse Helper ..... Milwaukee, Wis.  
**PARKS, ALLEN**  
Engine Wiper ..... Milwaukee, Wis.  
**RITTMANN, JACOB**  
Car Inspector ..... Milwaukee, Wis.  
**SMITH, CLEVELAND**  
Ex. Gang Laborer ..... Milwaukee, Wis.  
**STARK, HERBERT W.**  
Shop Acct. .... Milwaukee, Wis.  
**ZARLING, HUGO R.**  
Foreman-Weighmaster ..... Milwaukee, Wis.

**OFF LINE & MISCELLANEOUS**

**DRISCOLL, JOHN E.**  
Trav. Pass. Agent ..... New York, N.Y.

**PORTER, HOMER W.**  
General Agent ..... Los Angeles, Cal.

**ROCKY MOUNTAIN DIVISION**

**EATON, FRANK A.**  
Machinist ..... Harlowton, Mont.  
**ELLIOTT, DANIEL P.**  
Loco. Engineer ..... Three Forks, Mont.  
**GIST, ALMON E.**  
D.F. & P.A. .... Great Falls, Mont.

**TERRE HAUTE DIVISION**

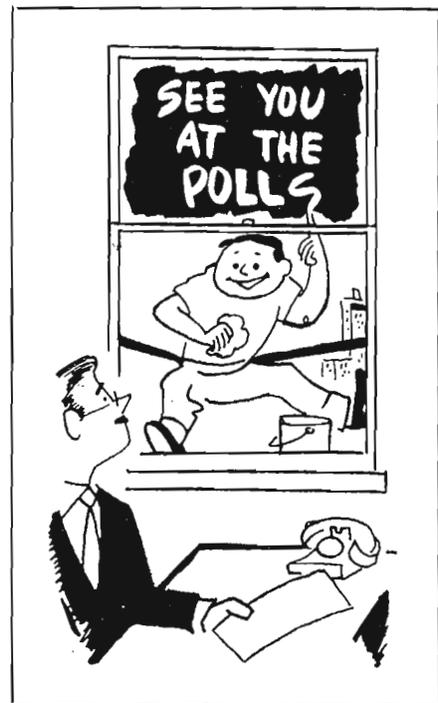
**DRAPER, EARL**  
Car Inspector ..... Terre Haute, Ind.  
**REYNOLDS, WILLIAM O.**  
Conductor ..... Terre Haute, Ind.  
**STEWART, JOHN O.**  
Carman ..... W. Clinton, Ind.  
**TUTEWILER, ARTHUR O.**  
Operator ..... Bedford, Ind.

**TRANS-MISSOURI DIVISION**

**CRAYCRAFT, LYMAN M.**  
Ex. Gang Laborer ..... Miles City, Mont.  
**JONES, ALBERT E.**  
Laborer ..... Mobridge, S.D.  
**KRANZLER, JOHN**  
Laborer ..... Miles City, Mont.  
**LEWIS, CATLETT S.**  
Operator ..... Miles City, Mont.  
**McCAULEY, FRANK C.**  
Lt. of Police ..... Miles City, Mont.  
**MEYERS, ROBERT A.**  
Hostler ..... Lemmon, S.D.  
**O'NEIL, HARRY E.**  
Conductor ..... Miles City, Mont.  
**PETERSON, OSCAR O.**  
B & B Carpenter ..... Miles City, Mont.  
**PRZYBYSZ, ANDREW**  
Sec. Laborer ..... Sumatra, Mont.  
**RUEGGE, ADOLPH J.**  
Pipefitter Helper ..... Miles City, Mont.  
**WOOD, CHARLES W.**  
Sec. Laborer ..... Terry, Mont.

**TWIN CITY TERMINALS**

**HOLMES, RALPH E.**  
Boilermaker Helper ..... Minneapolis, Minn.  
**MAGNUSON, ERNEST T.**  
Ex. Gang Laborer ..... Minneapolis, Minn.



# about people of the railroad

## Trans-Missouri Division

### WEST

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

The last week of September marked the beginning of the regular fall activities here. Each Tuesday night the bowlers of the Miles City Milwaukee league teams clash in pursuit of the perfect score. Great deeds are done on the alleys but mightier feats of explanation and post mortem follow. The Service Club is planning its fall program of events and entertains each Friday at Bingo.

Word has been received of the death of Mrs. William Biddison, a former resident of Miles City, who passed away July 29 at Sparta, Wis., after a long illness. She is survived by her husband, a retired Musselshell conductor.

The Miles City Rotary Club was host to more than 100 members of Rotary, Kiwanis, Milwaukee Service Club and the Chamber of Commerce at a luncheon Sept. 15 in the Met banquet room. Principal speaker at the gathering was Ralph W. Carney, vice president of the Coleman Company, who spoke on "The Master Salesman of the Ages."

Engineer Chauncey V. (Bruno) Tarbox died at a Miles City hospital Sept. 22 after a brief illness. Bruno was born in Wisconsin Dec. 22, 1899. His family moved to Miles City shortly after the building of the extension and he resided there most of his life. He served in the Navy in World War I. He is survived by his wife, two sons, his parents, retired conductor and Mrs. C. V. Tarbox, Sr. of Seattle, three brothers and a sister. He was a member of the Elks and the Eagles and the Brotherhood of Loco-

**FAREWELLS AT MILES CITY.** Trans-Missouri Conductor Harry O'Neil who retired Sept. 1 being congratulated at division headquarters in Miles City by Superintendent J. T. Hayes (left) and Trainmaster W. A. Horn at the end of his last run on Olympian Hiawatha No. 16. A few days later he and Mrs. O'Neil left for Tocoima, Calif., a suburb of Los Angeles, to make their future home.



motive Engineers. Interment was in the Elks lot at the Custer County cemetery.

William E. Baker, formerly boiler foreman at Miles City, was the guest of honor at an informal gathering of foremen at the Range Riders Grill before his departure for Great Falls where he has been appointed night foreman. After the dinner his friends presented him a billfold. Among those present were L. H. Rabun, M. A. Walsh, T. S. Morgan, F. L. Denson, H. E. Wood, J. S. Walters, Art Hamre, Howard Sweeney, John Gray, Jr., P. Biedrzycki, E. Holter and T. A. Boehmer.

Frank C. McCauley, retired lieutenant of police, died at a Miles City hospital Sept. 24 after a brief illness. He was born July 18, 1887 in Illinois and in 1912 came to Montana where he settled on a homestead near Sheffield. He entered the employ of the railroad the same year and continued until his retirement last July. Mr. McCauley is survived by his widow, two sons, a daughter and three grandchildren. He was a member of the Trinity Lutheran Church, the Eagles Lodge and the Milwaukee Service Club. Burial was in the family plot in the Custer County cemetery.

One hundred fifty employees of the division were hosts to Mr. and Mrs. Jim Hayes at a party held at the Elks banquet room in Miles City Sept. 20—Mr. Hayes has been appointed superintendent of the Rocky Mountain Division with headquarters in Butte. W. A. Horn presided as toastmaster at the banquet. A watch and a briefcase were presented to Mr. Hayes. The best wishes of all the TM personnel go with Mr. and Mrs. Hayes to their new post.

## Terre Haute Division

### WEST CLINTON AREA

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

Clarence Nolan, retired carman, 67, died at his home in Clinton Sept. 4. Burial was at Sugar Grove cemetery. Sympathy is extended to Mrs. Nolan.

Car Department Employee Frank Bodnar suffered a heart seizure in August. Car Department Laborer Florence Shannon has been ill at home since Aug. 28.

Conductor George Hopkins and family took their long planned trip to California in August. We knew George was hard to wake up, but when asked if the earthquake in L.A. scared him, he said he didn't even know about it—he was asleep!

Sympathy is extended in the death of Conductor Jay Kindred Aug. 28. Burial was at Kurtz, Ind. Jay served as yardmaster at West Clinton during World War II.

Conductor W. O. Reynolds retired Aug. 31 after more than 40 years' service.

News omitted last month was that Brake-man Donald Skelton was called to military service in July.

Harry Cook, son of Engineer Earle Cook,

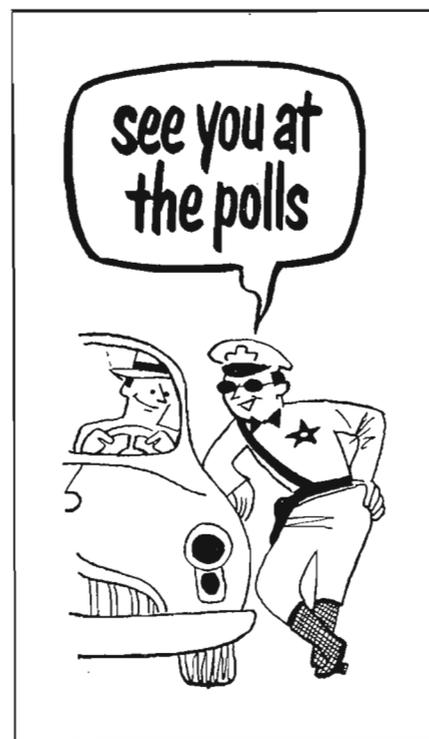
left for Korea around Sept. 1. He is a brother of Telegrapher Robert Cook.

We are glad to see Conductor William Pfirman back after several months' illness.

Storehelper Nye Parker and wife who were in New Mexico on account of Mrs. Parker's health, have returned to good old Indiana.

Mrs. M. F. Ernhart, wife of south end conductor, fell and broke her arm in September. We are glad to report that she is improving.

Carmen Bob Chambers and Jerry Board



caught a 13-pound catfish in Brouillett's Creek Sept. 10. Unable to get it out of the water, Bob stepped out of his trousers and used them as a net to drag it up on the bank. There are some really big fish right in the shadow of the yard office.

Engineer and Mrs. Reed McGinnis attended the annual Rembley reunion at Princeton, Ind., Sept. 14.

Conductor O. S. Hadden took the No. 82 job from Latta to Bedford Sept. 22.

Brakeman Fred Jackson nearly lost his show horse, Nifty, in September on account of illness.

Conductor Louis M. Cooper who is now studying electrical engineering in Milwaukee called on his former co-workers here Sept. 21. Lum, and his wife, with little daughter Elaine, also visited their parents in Terre Haute.

*Don't let your pride get inflated—you may have to swallow it some day.—Harry W. Newton*

## TERRE HAUTE DISTRICT

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

Pat Bailey, our telegraph operator in the Rea Building for the past 30 years, was in the hospital at Terre Haute during September for surgery. He expected to return to work about Oct. 1. Operator Al Price is handling the work in the Rea Building during his absence.

Donald Barclay, son-in-law of Harry Paton, our office engineer, has returned from a year's service in Korea and is now stationed at Camp Atterbury. He expects to be released from military service in October.

John Pearce, son of Fred Pearce, chief clerk to superintendent, returned from Germany during September, expecting to be released soon at Camp Breckenridge. He had been overseas for a year.

Joe Robertson, assistant engineer in the Rea Building, has left the Road and is now employed by the Mo Pac at Houston, Tex. The Robertsons have relatives in Houston.

Jesse Mann, operator at Webster, retired Sept. 15. He is going to supervise some farm interests near Webster.

A. O. Tutewiler, operator at Bedford, retired Sept. 1. Don Fish is taking over at Bedford.

Due to the retirement of Mr. Tutewiler, J. R. Baker who has been located at Walz, Ill., for several years, will return to Terre Haute to take over Mr. Fish's swing job at Dewey.

We have a new operator on the division—J. R. Harris, who started the latter part of September. His first assignment will be relieving Agent H. C. Heck at Andres, Ill., while the Hecks are vacationing in the East.

Lt. V. F. Terry, agent-operator on the north end of our division now stationed at Camp Cooke, Calif., has been assigned to overseas duty and will start on his new assignment late in October. He will bring his family back to Illinois about the middle of October.

Marley Faris, retired agent, and Mrs. Faris celebrated their golden wedding anniversary Sept. 14 with open house at their home in Terre Haute.

Ed Kenney, retired conductor, and Mrs. Kenney really enjoy their vacations. This year they allotted themselves three weeks in late August and early September, during which they drove from city to city watching various big league ball games.

Doc Craig, retired conductor, is preparing to make his annual trek to Mexico. He will leave about Oct. 15, as usual, and expects to return in April. He plans to remain near Laredo until early December before going to Guadalajara and Oxahaca. "Doc" has spent so many winters in that locality that he has become acquainted with quite a few of the natives. He has been retired since 1942 and is now 83 years of age.

*The common sense of the American people, which at times has seemed to go temporarily into hiding, but which when the chips are down always has manifested itself, will dictate the retention of private enterprise. It is the nation's one great hope in the gigantic struggle to save us and the rest of the free world from godless tyrannical Communism.—George Peck, Executive Editor, Partners*

October, 1952



**GIANT.** The largest gyrotory rock crusher of its type in the world, built by the Nordberg Manufacturing Co., Milwaukee, Wis., is shipped from Milwaukee to Climax, Colo. The machine, standing 27 feet high and weighing well over 1,000,000 pounds, moved on 10 flat cars via the Milwaukee to Council Bluffs, Ia. At destination it will be used by the Climax Molybdenum Co. for the primary crushing of molybdenum ore. A similar crusher is now in operation far north of the Arctic Circle in Norway. Crushers of this type can handle up to 3,000 tons per hour.

## Rocky Mountain Division

### EAST END

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

Joe Boucher, who worked as a brakeman from 1947 until 1952, was killed Sept. 16 in an automobile accident near Glendive, Mont. Mr. Boucher served in the Navy from 1939 to 1945.

Mr. and Mrs. Frank Jenkins of Los Angeles visited in Three Forks after attending Mr. Boucher's funeral at Glendive. Mr. Jenkins was a brakeman on the Rocky Mountain Division before going to California.

Mrs. Henry Buzdikian, wife of the operator at Lombard, has returned home from Deer Lodge where she underwent surgery.

Mrs. Sam Haffner of Paramount, Calif., visited recently with her son, Fireman Walter Klahr, and family. Mrs. Haffner is the widow of Sam Haffner, engineer for many years on the Rocky Mountain Division.

Engineer and Mrs. Hayden Levesque and family attended the dedication of the new Henrietta Crockett Wing of the state tuberculosis sanitarium at Galen. Mrs. Crockett is the widow of Engineer Jim Crockett of this division, and it was through her efforts that the project was made possible. Mr. Levesque is Mrs. Crockett's son.

The station at Piedmont which was gutted by fire early this summer has been repaired and looks considerably better than it did.

Operator Osterholm is back home after a long spell in the hospital where he was confined with an injury.

Capt. Dean Progreba of the 186th Fighter Squadron visited here recently. He returned to Las Vegas, Nev., but his family remained.

Captain Progreba was a conductor before entering service.

Engineer and Mrs. Ed Brasch spent two weeks in Wisconsin, visiting friends and relatives.

General Chairman William Thompson and Mrs. Thompson visited recently at the home of H. T. O'Donnell. Mr. Thompson was called east by the death of his brother.

### NORTHERN MONTANA

Pat Yates, Correspondent  
Car Foreman, Lewistown

Conductor Sam Robinson, 67, died in Seattle Sept. 13 after an illness of five weeks. Sam was born in Quebec, Canada, and came to work for the Road in 1911, serving his 41 years of railroading at Lewistown. He was well known for his kindness. All of us remember one winter day when Sam, on one of his runs between Lewistown and Great Falls—the temperature was well below zero and there was a heavy blizzard—saw some school children following the railroad tracks. Sam stopped the train, picked up the children, and carried them on to their homes in safety. It was said that they would have frozen to death if they hadn't been picked up, because they were lost at the time. There are many other wonderful things Sam did for people, and for this reason he will always be remembered by the railroad men here. Our deepest sympathy to his wife Anna, son John E. and daughter, Mrs. Florence Marvin of Laurel.

It was reported to me that Operator Dolly Boggess has changed her name to Mrs. Owens. She was married at Geraldine Aug. 23.

Conductor Clarence Bacon has retired after

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# PRINCE ALBERT

THAN ANY OTHER TOBACCO

nearly 41 years of faithful service. Mr. Bacon hired out as a brakeman in 1911 and was promoted to conductor in 1913. He had been running passenger train for about the last 10 years.

Operator Homes of Choteau is taking his wife to Boston to undergo surgery.

Section Foreman E. A. Ingalls of Winnett is on a leave because of illness. His place is being filled by Walter Laverdure of Piper.

Section Laborer Leo O'Dore, son of the assistant superintendent, has returned to Gonzaga College in Spokane. Operator Jewel Osterholm has returned to college at Missoula to continue his studies in medicine.

## D & I Division

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

New arrivals in engineering department families at Savanna: a son in the Frank Pawlak family and a daughter, Linda Lou, in the home of Fred Dittloff.

Conductor and Mrs. George Savage spent their recent vacation at Raney Lake near International Falls, Minn., and Kenora and Sioux Narrows, Canada. In Sioux Narrows they were the guests of Hubert Wuerth, retired division engineer formerly of Savanna, and Mrs. Wuerth.

Mr. and Mrs. Edward J. Flint of Savanna, (retired lineman) held a belated observance of their 50th wedding anniversary Sept. 28. A dinner for the family and relatives was served in the Hotel Radke and a social time followed in the family home. They were married May 1, 1902, in Dubuque and have been residents of Savanna for nearly 49 years.

Mrs. N. F. Kelsey, wife of roadmaster at Savanna, spent several weeks recently with her son-in-law and daughter, Corp. and Mrs. John Tracey, in Costa Mesa, Calif. Young Michael Tracey was the attraction, having arrived just prior to his grandmother's landing in California. Incidentally, this is the first grandson in the Kelsey family.

Belated news item: On Aug. 9 in the Methodist Church in Savanna, Miss Kathryn Dauphin of the superintendent's office in Savanna, was married to Charles Perkins. Attendants were Mrs. Don Householder, also of the superintendent's office, and King Carneal of Hanover, Ill. Following the ceremony, a reception was held in the Dauphin home.

The following deaths occurred in Milwaukee families at Savanna during recent months: Mrs. J. H. Fisher, wife of the car foreman at Savanna, passed away at Arlington Heights Hospital, Chicago, July 12 following a heart seizure. Surviving are her husband, four sons, two of whom are Catholic missionaries in New Guinea and Africa.

Joseph Lema, roundhouse employe at Savanna for 31 years, passed away at his home July 9. He was born in Sicily and came to the United States in 1913. Surviving are his widow and two daughters.

Ernest Techel, father of Operator Paul Techel, passed away in Plymouth, Wis., June 30.

William Keenan, First District conductor, passed away July 5 following a heart seizure. Bill started railroading on Apr. 9, 1912, as a brakeman, was promoted to a conductor Oct. 31, 1918, and retired on account of ill health

October, 1952

in May, 1951. Surviving are his widow, three sisters and one brother.

J. M. Poley, retired agent, Stillman Valley, passed away July 12. Mr. Poley started railroading at Davis Jct. in 1887 and was agent at Stillman Valley from 1910 until he retired Feb. 16, 1937.

First District Engineer Reinhold E. Sieber, formerly of Bensenville, Ill., passed away at his home in Memphis, Tenn., July 24 from a heart seizure which he suffered as he was preparing to leave on a trip to Yellowstone

during September.

Cpl. Phillip D. McKee, son of Mr. and Mrs. Onnie McKee, Sewal, Ia., is expected to return to the states for release from active Army duty, having spent 16 months in Germany. Before entering the Army in November, 1950, Corporal McKee was employed as a telegraph operator in Sewal. He has been serving as a radio operator at the Bremerhaven Port of Embarkation, the major supply port in Germany for U.S. and NATO forces.



**TOP L&R PILOT SERVES NOTICE.** Making his last run out of Minneapolis on the Morning Hiawatha Sept. 15, Engineer Lyman A. "Dell" Harris (center) shakes on it with (from left) General Superintendent D. T. Bagnell, Minneapolis; Superintendent G. F. Wilson, Minneapolis; Superintendent L. W. Palmquist, La Crosse; and Stationmaster P. H. Bornkamp, Minneapolis. Mr. Harris, who was senior man on the L&R engineers' list, started Sept. 6, 1899, as a fireman and was set up to engineer in 1905. Since then he has been in shuttle service between Minneapolis and La Crosse. For many years he was local chairman of the Brotherhood of Locomotive Engineers.

Park. Engineer Sieber joined the railroad as a fireman in January, 1900, and retired November, 1947. Surviving are his widow, one brother and one sister.

When the American National Red Cross bloodmobile paid a visit to Savanna recently in the drive to secure blood for our armed forces, The Milwaukee Road at Savanna was asked to furnish 50 pints. The employes, as usual, came through with their quota before any other organization in Savanna. Fifty-three employes were signed up three days in advance of the donation date. Special Officer Harold Hersey, police department, acted as chairman of the drive on the railroad, assisted by Assistant Division Engineer Clifford Wendell, Yardmaster Laird Castle, Operator E. Foltz and Clerk Nordwell of the superintendent's office.

J. P. Moynihan, retired engineer, passed away Sept. 9 in Chicago. Mr. Moynihan started railroading as a fireman Dec. 18, 1909, and was promoted to engineer in August, 1916. He retired from the Road, Nov. 29, 1950.

J. H. Mulder, chief clerk to district master mechanic, and Mrs. Mulder, Savanna, vacationed in Haddonfield, N. J., with their daughter, Mrs. Omar Jensen, and her family

## La Crosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

Frank Kreps, retired veteran conductor, passed away at his home in Portage Sept. 5, aged 74. Frank was one of the fast vanishing "Old Line" conductors running between Portage and Horicon. He started railroading at the age of 16 and made many friends during his long years of service with our road. Burial was in Portage with Odd Fellows Lodge ceremonies. He was a member of the Brotherhood of Railroad Trainmen. Surviving are his wife, and one son, Lawrence, of Milwaukee, who is a brakeman on our road.

Engineer Riley Heberline, who is affiliated with our local Conservation club, recently caught a big trout and a muskie just to prove he can still find the big ones. He is as handy with a flyrod as some guys are with a golf club.

Recently on our local train 58 coming into

Camp McCoy a herd of cattle blocked the main line and Fireman George Flanders put the run on them and cleared the track in jig time. How did he do it? With a red flag with which he gave a couple of "washouts." The hogger is still complimenting him on the fact there were no bulls in the herd!

George Anacker is back from Korea and has resumed his job as fireman on our division. He saw a lot of service with the Army and says he is glad to get back where there are no foxholes.

Had a nice visit recently with Dennis Finegan, a brother of Arthur Finegan, former agent at Wisconsin Dells. Denny worked third thick at Portage in 1901 and says it was a busy job in those days of single track. He marveled at all the new gadgets we have nowadays on the trailroad. He is retired now and lives in California.

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## SECOND DISTRICT

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

James H. Pendleton, switchman in La-Crosse yard, retired Sept. 2 after 48 years of service. He and Mrs. Pendleton are moving to Kingsford Heights, Ind., to be near their daughter.

On Sept. 12 Conductor Howard Deal dropped in the office with a box of cigars, announcing the arrival of a new boy in his family.

We wish Assistant Superintendent F. E. Devlin well on his new appointment as assistant superintendent at Savanna and welcome Assistant Superintendent W. J. Hjorth.

Engineer and Mrs. Cobert Ott of La Crosse recently visited their son Jim, First District fireman, now with a Railroad Transportation Corps in the East. Jim expects to be back on the job soon.



**CANNON BALL RETIREMENT.** E. E. Riley, conductor on the Cannon Ball line (Red Wing to Cannon Falls), stepping from the caboose as he recently concluded 47 years of service. He will take it easy from now on at Hastings, Minn., where he moved the past year after living in Red Wing since 1928. Ed started railroading as a brakeman between Minneapolis and La Crosse and was also on the Stillwater line and in the yard at Hastings before he was promoted to conductor in 1913. He was conductor between Minneapolis and La Crosse from then until October, 1928, when he transferred to the Cannon Ball.

## THIRD DISTRICT

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

Funeral services for Pfc. Robert LaFave, 22, who was killed in action in Korea July 3, were held at Wausau on Sept. 20. Rites were conducted in St. Mary's Catholic Church, interment with military services by local veterans in Restlawn Memorial Park. Robert entered service in October, 1951, and went overseas last March. He was serving with a heavy mortar unit of the 7th Infantry Division when he was killed. His father, Frank LaFave, is a car department employe. Prior to entering military service Robert worked as an extra track laborer.

Mrs. Anna Nowitzke passed away Sept. 25 after an illness of several weeks. Funeral services were held in St. Paul's Evangelical Church, with interment in Pine Grove cemetery. She was the wife of Crossing Flagman Peter Nowitzke, a veteran employe.

Mrs. Charles B. Carman, widow of a pioneer Valley conductor, passed away in a Rhinelander hospital Sept. 14.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Agent, Spokane

With the retirement of Section Foreman Joe Perrone Sept. 1, Vincent Perrone has been assigned to that job. At present, and for the past summer months, Vince has been putting the POR line in shape. There is much activity around Metaline Falls these days with the Box Canyon dam, a 15 million dollar job, being constructed. It will be close to where The Milwaukee Road crosses the Pend O'Reille River near Metaline Falls and the power generated by the

dam will be used in this mining district. Even now, the town of Metaline Falls is booming.

Another city along the Road that is outgrowing its limits is Othello. Housing projects to make room for residents who work around the area, new shopping centers, streets that were formerly sagebrush and sand, tend to make this city almost strange to the old settlers.

Malden Chapter of the Women's Club held a picnic at Williams Lake recently. Thirty members and their families attended.

Brakeman Earl Drost and Mrs. Helen Davis of Malden were married recently. They will live in Malden where Mr. Drost works.

Word has been received that Mrs. Knute Keel, wife of the retired conductor, passed away Sept. 3. The Keels were former Malden residents.

New owners of the Malden Drug are Conductor and Mrs. Jack Ferrell.

Engineer Oakley Burns and grandson Jackie Campbell spent a vacation on the coast and in Ellensburg, with the hopes of doing lots of fishing.

Joe Gengler, Jr., locomotive fireman-engineer, recently suffered a broken leg due to an auto accident.

Fireman McAdam entered his English bulldog in the recent Inland Empire dog show. Didn't hear how he came out.

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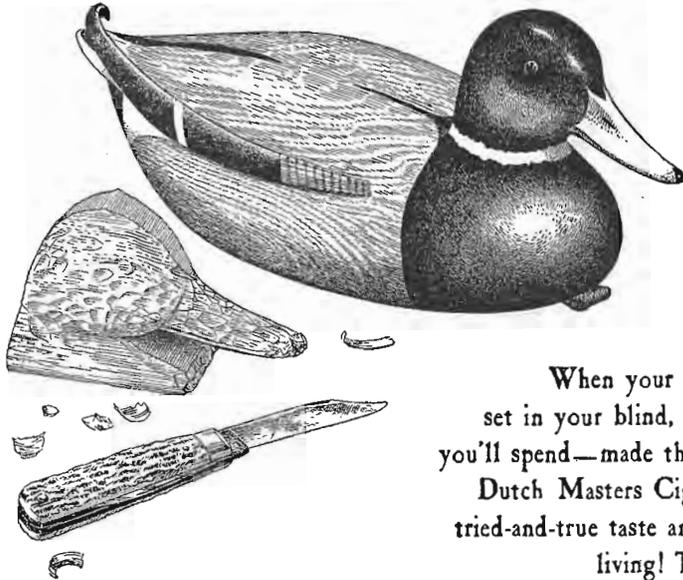
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The cigar you've always wanted to smoke



Agent F. L. Hays is back on the job at Coeur d'Alene after a couple of months' leave.

Agent R. E. Potter has taken an assignment at Lind, leaving his agency at Metaline Falls.

Engineer Flynn has been off his regular Post Falls run for quite some time. Engineer C. J. Shook has been working the job.

George Williams' crew is working around St. Maries near Emerald Creek and Neva; Tony Parson's bridge crew now on the Metaline Falls line.

Mr. and Mrs. C. F. Allen were called to Minneapolis recently on account of the illness of their daughter. On his return, Mr. Allen stopped at Boone, Ia, his former home.

An airplane trip took Mr. and Mrs. Earl Medley up to Juneau, Alaska, last month to visit their daughter and her family.

## Twin City Terminals

### MINNEAPOLIS PASSENGER STATION

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

On the occasion of his transfer to Marion, Ia., Trainmaster N. J. Klein was presented with two pieces of matched luggage along with the best wishes of the South Minneapolis employes at an informal party held Sept. 29 in the trainmaster's office.

A welcome to our new trainmaster at South Minneapolis, D. P. Valentine, who hails from Madison, Wis.

With a copy of the latest Safety News in one hand and an order blank for a certain

make of automobile in the other, Matt Medinger, retired safety engineer, dropped into the superintendent's office recently to check on the progress of the Twin City Terminal safety record. Matt is still giving pep talks on safety, but they are mostly on the safe operation of Henry Ford's latest output.

Greetings to our new trainmaster at St. Paul Yard, R. W. Riedl, who replaces Trainmaster W. F. Plattenberger who is now located at Milwaukee.

On Sunday, Sept. 7, more than 200 Minneapolis employes and members of their families attended the J. H. Foster Service Club picnic at Antlers Park near Minneapolis. The weather was rainy and threatening in the morning, but the sun came out in the afternoon to dry off the grounds and cooperate in making a perfect day. There were games, races and prizes for young and old, with Bingo during the day and dancing in the evening. The committee consisted of Chairman C. T. Myhervold, Secretary C. W. Kelly, Treasurer C. L. Matzoll, Carl Rodin, Roy Melquist, R. V. Anderson and Frank Mortl.

### ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent  
c/o General Agent

We have a new clerk, Julius Swanson, who came from the office of G. E. Benz, GNFA, Minneapolis, to replace Dick Carlson, now chief clerk at Aberdeen.

Also new—seven puppies, Norwegian Elkhound and Labrador, at the home of City Freight Agent Bill Murley. The pups were born under the back porch on a very rainy morning, and Bill had quite a time getting

them and their mother into the basement. The mother had covered her little ones with a burlap sack and was contented, but Bill thought a pool of water under the porch was a poor bed. The family is doing well and is a great source of enjoyment to the Murleys' young sons.

Our livestock agent, Frank Arndt, is still ill at this writing, but we are glad to report that his condition is improving.

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Carman Leonard Hagberg and Mrs. Hagberg are the parents of a baby boy who arrived Sept. 10. Lift Truck Operator Kenneth Fitzhenry and wife have a fine baby boy born June 28 (sorry this item is late).

Assistant Foreman Oscar Nelson and wife vacationed in Cleveland recently, attending a reunion of Oscar's World War II Army battalion.

Sympathy is extended to the relatives of Henry Meihofner, retired carman of the St. Paul freight yard, who passed away Aug. 22; also to relatives of John C. Houts, retired roundhouse foreman and carman at Wabasha, who passed away Sept. 10; to Helper John Prehn, store department, in the loss of his father, John Prehn, age 101, who died Sept. 16—he had lived at Plato, Minn., for 70 years; and to Car Foreman A. J. Demmers, St. Paul freight yard, in the loss of his father, Lucas Demmers, who passed away Sept. 14 at St. Paul.

Charles Capon and son Paul vacationed



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recently in Canada.

Engineer C. F. Welters retired Sept. 1.

Harry Stanco, secretary to E. L. Grote, resigned recently.

Machinist Fred Wandberg, who had been ill about a year, passed away Sept. 25.

Mrs. Mary Troyer, store department stenographer, is on leave of absence, waiting for a visit from the stork.

Woody Witte, former store department employe, was married Oct. 4 to Miss Joan Nordby at Our Saviour Lutheran Church.

### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

Shirley Davies, daughter of Lloyd Davies of the roundhouse, was married Aug. 29. The groom was Roland Roden.

Our present messenger is Gordon Johnson.

Harry Carr has transferred to the yard office at St. Paul. His successor on the switching desk is Neal Johnson.

Fred Overby tried his luck at grouse hunting at the opening of the season Sept. 19.

Georgine Flandrick is filling in as relief for Gladys Sheehan during her illness. Gladys is planning a trip to Miami, Fla., to try the sunshine cure. She has a brother living there. That means Ray Sheehan will be "baching" it for a while.

My son, Captain Rothmund, now in Korea, expects to be transferred to Japan in the near future as he is close to the time required to serve on the battle line.

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Amy Richards is vacationing in Tucson, Ariz., at this writing, visiting her son who is in the Army.

Art Lundberg and Jim Martin, retired local freight employes, were visitors here lately. Did I hear sighs of envy when Art talked of returning to Florida for the winter and Jim to California?

It is good to see Emmett Keenan back at his typewriter after a long absence because of illness; also, Milton Kutz after a not-so-long absence.

George Keenan received his notice from Uncle Sam and left the office Oct. 1 for a short vacation before reporting for duty.

FOUND—in Chicago! The Ford convertible reported lost by your correspondent. Now for the usual arguments with the insurance company.

A welcome is extended to Ruth Jackson, secretary, who is on the job again, having undergone surgery; also to Art Bourgeault, newly appointed C.F.A., who comes to the commercial office from Aberdeen, and to George Hanson who is returning to the commercial office from the I&SM Division.

Delbert Keenan has transferred from the yards to the local freight office.

We have no quarrel with taxes for the maintenance of essential functions of government. But we cannot and will not resign ourselves to government literally throwing away billions of dollars paid to it by the people for sound government, essential services, and adequate defense.—*Wm. H. Ruffin.*

## Milwaukee Shops

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

We recently had the pleasure of visiting with one of our retired machinists, Art Niemann, who since his retirement in 1949 is touring the United States by auto. He and his wife have just returned from a 10,000 mile tour of the West which took 10 weeks and included all the national parks. They camped along the way, cooking all their meals and sleeping in their car which is equipped with a bed. Art and his wife plan to spend the winter in Florida again and tour the eastern part of the United States next year. We are pleased to hear that Art is taking advantage of the opportunity to see the United States, something he has looked forward to all his life.

Ray Siepe, freight shop foreman, became the father of a baby boy, on Sept. 19. Bob Hoffman, secretary to F. A. Shoulty, assistant superintendent of car department, became the father of a son, Kevin, on Sept. 18.

Arthur Fenner, Jr., carman apprentice and son of Carman Arthur Fenner, Sr., said goodbye to his friends on Oct. 3 when he was drafted into military service.

Tom Kintis, welder in the freight shop, is receiving cards these days from his mother, Mrs. George Kintis, who is visiting Mt. Olympis, Athens and Tripoli in Greece. This is the first visit for her to her birthplace in 36 years. She is being accompanied by her daughter.

In August I reported the retirement of Carman John Utzig, and it is with deep regret that I report his death at this time. John was feeling fine when he retired but became ill after he returned to his home in Dubuque and passed away Sept. 25.

Alex Hoelke, an employe of the Road since 1909 and an air brakeman in the passenger shop since 1918, passed away in his sleep on Sept. 22.

Sympathy is extended to the families of Jerome Horvat, laborer, who passed away

### Notice—Railway Business Women's Association

THE FIRST biennial meeting of the Railway Business Women's Association of Milwaukee, Wis., will be held Saturday and Sunday, Nov. 29 and 30, at the Hotel Schroeder, Milwaukee. Members of the national R.B.W.A. will be entertained by the local organization.

The program plans include a tour of the city, a banquet in the Crystal Ball Room and a luncheon. For further information contact Dorothy Blask, traffic department office, Plankinton Building, who is general chairman of the committee on arrangements.



**ALTAR BOUND.** A prenuptial party for Vivian Cappa, typist in the district storekeeper's office, Milwaukee shops (seated), given by her co-workers and the girls of the general storekeeper and Davies yard offices in Milwaukee Sept. 11. In a ceremony at St. Florian's Church on Oct. 4, Vivian became Mrs. Richard Johnson. The Johnsons spent their honeymoon in New York City.

Sept. 13, and of Jacob Adams, retired carman who passed away Aug. 23.

Welder Fred Glaser and wife at this writing are about to leave on a tour of the East to visit in Washington, D. C., and attend the annual 300-mile Baltimore Futurity pigeon race in which Fred has entered several birds. About 10,000 birds will compete. On his return trip he will attend the American Racing Pigeon Union Convention at Cleveland.

The Railroad Battalion, represented in the car department by James Feldhusen, wheel inspector, Frank Dekan, painter, and Loren Berg, carman apprentice, left Milwaukee Oct. 5 for training at Ft. Eustis, Va.

#### LOCOMOTIVE DEPARTMENT

Arno Bartz, Correspondent

Charlie Esperseth, S.M.P. office steno "loaned" to the Army for two years, is now stationed in Stuttgart, West Germany. A letter to this reporter discloses that he recently enjoyed a brief holiday in Italy. He visited Rome, Florence, Naples and the Isle of Capri and writes that it was a memorable trip.

The well wishes of Master Mechanic F. L. King and his office force accompanied Glenn Buchholtz, steno, as he left the Road in September to take a position in the local passenger department office of the Nickel Plate. Jeanice Meyers was welcomed in his place.

The prize tomatoes grown and exhibited by Red Haack, clerk in the S.M.P. office, proved to be the cynosure of all eyes. Red distributed them to fellow employes who agreed that they seem to grow larger and tastier by the year.

Ray O'Brien, fuel clerk in the round-house office, made a trip to Omaha last month as a delegate (unknown to his friends at the shops) to the China-Burma-India veteran's convention. As a sergeant in World War II, Ray was attached to the head-

quarters of General Stillwell. He reports that the 1953 convention will be held in Milwaukee.

A belated report must be made of S.M.P. Clerk Bill Geil's motor trip to Florida, inasmuch as it was a spur-of-the-moment exodus. Accompanying Bill and his wife were their two sons and daughter and his mother-in-law. More than 2,000 miles were put on the family Chrysler.

The scoreboard of fall fishing in Wisconsin waters reads as follows: Ken Voss, A.F.E. estimator, nothing; Ed Zimmerman, clerk in S.M.P. office, nothing; Jean Liebeck, steno in S.M.P. office, one 35-inch muskie (with the help of husband Bob, cabinet-maker in the car department).

Bowling is again in full swing and I am pleased to report that this looks like one of the biggest seasons for locomotive department kegelers. Ray O'Brien, Ed Zimmerman Jr., clerk in the diesel house, George Jung, S.M.P. steno, and Norb Kieman, secretary to the assistant superintendent of motive power, are bowling in various leagues throughout the city.

Ed Heidel, retired general boiler inspector, and his wife moved to Florida Oct. 1. His many railroad friends who desire to keep in touch with him can write him at 200 South Meteor Avenue, Clearwater, Fla.

#### STORE DEPARTMENT

Earl L. Solverson, Correspondent

Gerald Goraliski, formerly of the scrap yard, has made two trips to Korea. Returned home for a short period due to the illness of his mother. Is now in a hospital in Japan due to shrapnel wounds in the left leg. Able to get around with a cane and expects to return to the front. Has served about eight months in Korea in the two hitches.

Assistant Stockman Gerald G. Meyer of the freight car store lost his father suddenly on Sept. 20. Had been working every day at the

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A. O. Smith Corp. and had enjoyed automobile trips to neighboring states with his wife and Jerry and wife the previous week ends. Services from St. Sebastian's Church and interment in Holy Cross cemetery.

A. M. Guschl, P. O. Metzfeld, Ed Fuller, Gerald Meyer and Earl Solverson sent a birthday gift to former employe August G. Kosiboski, now living at Manistee, Mich. He retired at the age of 79 and is now 84 and enjoying good health. Enjoys The Milwaukee Road Magazine and other literature.

District Storekeeper W. C. Lummer became a grandfather for the first time when his daughter Dorothy Hauboldt presented him with a grandson on Sept. 12; named Timothy. Grandpa was so elated he passed the cigars and candy around the office.

Former co-workers are waiting to hear from Ray Wheeler at Loomis, S. D.; former supply train supervisor.

**Chicago General Offices**

**ENGINEERING DEPARTMENT**

H. E. Datisman Correspondent

G. H. (Jim) Jamieson, retired clerk, passed away Sept. 23 at his home in Chicago. Jim had retired last year after 41 years' service with the Road in the bridge department.

Jerry Schwichtenberg, secretary to H. B. Christianson, assistant chief engineer, left Sept. 26 with his mother and sister for Pasadena, Calif., where he intends to make his home. They traveled by auto and planned several side trips to take in the scenic wonders of the Southwest. Jerry has been replaced by Ray Keegan, formerly steno-clerk in Mr. Christianson's office.

Warren Burres, former draftsman in office of E. E. Burch, bridge engineer, stopped by to say hello to the gang. He is now working in the structural and railways bureau of the Portland Cement Association, located at Chicago.

Miss Dorothea Henningsen, chief clerk in the office of M. B. Kaufman, assistant division engineer at Western Avenue, and G. W. Tuten were wed at St. Bernard's in Redfield, S. D., on Sept. 1.

On Sept. 8 Jack Haberbush started with detector car No. 800 as assistant operator. Jack came to the engineering department from the store department in 1948, when he replaced your correspondent as chief clerk



**FOLLOWING THE SUN.** This 14-foot sunflower, which grew volunteer in the back yard of Mrs. Lillian Barry, superintendent of terminals office in Chicago, is the wonder of her neighborhood—or was till the frost felled it. Standing beside it is her son Don, a six-footer. Mrs. Barry is the widow of O. P. Barry who was assistant comptroller at the time of his death in 1933. (Lou Bryk & Associates photo.)

in the office of the division engineer at Savanna, Ill. He was called to service in the Navy shortly afterwards, and started in Chicago with the store department on his release in 1951.

Jimmy McSween, son of Mrs. Mabelle McSween, secretary to W. G. Powrie, chief engineer, made his debut on television playing Little League ball with the pint sized Cubs in Chicago. He was one of their star players and batted in the heavy end of the line-up.

Ed Schmalt has returned to the office of K. E. Hornung, architect. Incidentally he returned Sept. 15, the same date he left seven years ago to accept the position of general manager and architect for Villa Shores Manufacturing & Sales Company at Hobart, Ind. He started with the engineering department in 1941 and worked in the architect's office until 1945. Ed is planning to keep his home at Hobart and commute to work.

**OFFICE OF AUDITOR OF CAPITAL EXPENDITURES**

L. J. Hogan, Correspondent

Bill Henley, assistant engineer, is back on the job after undergoing an operation at Billings Memorial Hospital.

The office force extends sympathy to Helen Roche on the death of her father, Michael Roche.

The stork paid a visit to the DiVall home leaving a baby girl, Linda Ann. The mother is the former secretary to Mr. Schnaitman, Ann DiVall.

Late summer vacations were in full swing: "Big George" Stelzer used some of the stamina left from his football days when he

covered 3,000 miles. He and his wife visited in Denver, on the return trip stopping off in the Ozarks. Cliff Loitz went up to Sturgeon Bay, and Ida Anderson spent her vacation at Sister Bay. Dorothy Larson and husband drove through Michigan along the lake, visiting Mackinac Island and Detroit. Martha Karch visited her sister in Madison, and Martha Preston and Helen Roche picked a lovely autumn week end to motor to Ohio. Chris Kohlman took his two nephews to California.

**PURCHASING DEPARTMENT**

Dorothy Erlenborn, Correspondent

T. H. Patrick, chief treatment inspector, has joined the ranks of suburbanites. He and his wife, formerly from Waupun, Wis., recently moved into a new home in Glenview.

The school bell has lured John McGinley from our midst. He is attending Loyola University where he is studying psychology. Timothy Donohue has replaced John as file clerk.

We extend sympathy to Robert Logan, formerly of this department, whose wife Verna passed away suddenly last month. While visiting her parents in Philadelphia, Pa., she contracted polio. She is also survived by a son, Robin, two and a half years old.

Heinz W. Krutzikowsky has taken over the duties of office man.

**AUDITOR OF EXPENDITURE'S OFFICE**

Jim Merchut, Correspondent

Catherine Binder, our bookkeeper and a Road employe for 30 years, died of a cerebral hemorrhage Sept. 5. Catherine will especially be remembered for the many beautiful bouquets she brought to the office every summer from her Lisle garden. Burial was at SS. Peter and Paul cemetery, Naperville, Ill.

Congratulations are in order this month for Evelyn Senn on her promotion to head typist of Mr. Padgett's typing bureau. Lovely Evelyn was a model before coming to work for the Road.

The "comp" bureau gave Clare Fields a real western send-off on the occasion of her leaving the Road to take up residence in Texas. Her desk was done up cowboy-style complete with spurs, cap pistols, lariat and sheriff's badge. As a farewell gift the girls presented her with a mantle clock.

Harry Wray has returned from his three-month tour of Europe. He cycled through the Scandinavian countries, Germany, France and Belgium but had to give up his bicycle

in Italy for the comparative ease and comfort of a train. Unfortunately, on one stage of the train ride he had to stand for 12 hours.

Rudy Lindahl, of the B&V bureau, died Sept. 18. Rudy had 33 years' service with the Road. Interment was at the Bohemian National cemetery, Chicago.

Bob Notson, of the B&V bureau, proudly announced the second addition to his family, Marilyn Ruth. This is the second little girl in the household.

Viola Schmidt and her daughter Jual flew down to exciting Havana, Cuba, recently for a whirl of shopping and night clubbing.

During August Mary Harrison was appointed to the position of Mr. Johnson's secretary, had her home ransacked by thieves, and drove through a red light. Mary met all these crises with her usual serenity.

Pauline Gieske is in Waukegan Hospital at this writing, fighting off a virus infection that at first was feared to be polio.

**FREIGHT CLAIM DEPARTMENT**

Palmer G. Lykken, Correspondent

Mary Toporek is proudly exhibiting a beautiful diamond, a token of her engagement to George Ryan, one of our adjusters.

Ruth Mathiesen has left the railroad to live in Florida. The typing bureau girls presented her with a parting gift.

Welcome is extended to Eugene Smuda, William Melvin, Milorad Bilotich and Richard Staid.

James Oligney was on sick leave at this writing.

**FREIGHT AUDITOR'S OFFICE**

Edith Marquiss, Correspondent

E. S. Haidys has been appointed as chief clerk, succeeding J. L. Riplinger who, with J. Jacobson, is heading the new freight rate correspondence course. J. T. Harvey is now head of the review bureau and Henry Rothman is in charge of the unadjusted advances and prepaid bureau. Stanley Tesmer has taken over the duties of switching inspector.

A recent visitor was Bob Schultz, finally recovered from injuries received in Korea. Bob expects to be discharged soon, and hopes to return to the Milwaukee Road family after his mother has fattened him up again. We were also glad to see Larry Regan, looking very sharp in his sailor uniform.

Norman Hendrickson has left us for a while to join the Air Force and is stationed at San Antonio, Tex. Another Air Force recruit is Dick Rubolino, stationed at Parks AFB, near Oakland, Calif.

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Charlie Becker flew to California on his vacation. We haven't found out as yet which movie star he went to visit and would be grateful for information on the subject. Pauline Burg and her husband also had a wonderful vacation in California, and Rose Bradl visited Glacier National Park. Herman Hoffman claims the fish were really biting at Ely, Minn., but we are still waiting for the proof.

Congratulations to Charlotte Cortesi whose son Dennis was born Aug. 13, and to Rosemary Catalano who welcomed Paul Joseph into the world on Aug. 22.

Sympathy is extended to Wilma Todleben whose 15-year-old-son Raymond was drowned in Lake Michigan. Also to Grace Swanson, whose father passed away recently, shortly before his 90th birthday.

Among our folks still on leave of absence due to illness are John Griffin, Sue Stops, Blanche Debs, Marie White, Frank Lonergan and Alfren Hansen. Art Peterson, assistant freight auditor, is recovering, and we hope to see him back soon.

**OFFICE OF AUDITOR OF EQUIPMENT  
ACCOUNTS**

Harry M. Trickett, Correspondent

Hanna Magnuson resigned Sept. 2 after 27 years' service in order to attend her sister who is ill in Michigan.

Baby showers were tendered Agnes Marszalek on Sept. 8 and Alice Scharba on Sept. 30.

Alfred Vetter was presented with a cash purse for a wedding gift and was married on Sept. 27.

After five years' service on various positions, Margaret Walters resigned on Sept. 26. She was presented with a cash purse.

Clara Raupp was admitted to the hospital Sept. 17 for observation and treatment.

Mildred Polak is still confined to her home at this writing on account of illness.

The scroll with 73 messages sent to George Kullowitch in Korea on Aug. 31 was received and well enjoyed, taking about two and a half days to read. He will try to save it, he says, and expresses his appreciation to all concerned.

The difference between the right word and the almost-right word is the difference between lightning and the lightning bug.

—Mark Twain

**AUDITOR OF MACHINE ACCOUNTING**



Robert Flickinger

Robert Flickinger, son of John Flickinger, IBM operator, was the envy of the neighborhood gang the past summer due to his starring role with the Thillen Major Little League baseball players. He was one of 160 boys who competed in the Pony League which is sponsored by

Thillens Northtown check cashing service for youngsters 13 and 14 years of age. The purpose of the league is to encourage sportsmanship and clean living, and players sign a contract to observe regulations throughout the season or face immediate suspension. Dad Flickinger has been with the railroad for about 15 years.

Chicago area soldiers recently assigned to the U.S. forces in Korea included Pvt. Eugene Knaga of the 145th Field Artillery Battalion. Eugene is an IBM operator now on military leave. He entered service in September, 1949 and left for the Army in October, 1951.

**AUDITOR OF STATION ACCOUNTS  
AND OVERCHARGE CLAIMS**

Lucille Forster, Correspondent

Newest members of our Milwaukee family are Kathleen MacDougall, Calvin Rice, Jack H. Monson and Ray Rashky.

Adolph Frandsen, retired and living in St. Petersburg, Fla., was a visitor in our office recently.

Berniece Haley, central station accounting bureau, resigned recently to accept employment elsewhere.

J. J. Canty has severed connections with Uncle Sam and has again joined the Milwaukee family.

At this writing Elmer J. Linden, assistant auditor of station accounts and overcharge claims, and his wife and daughter are vacationing in Miami, Fla.

C. A. Brown, retired traveling auditor, is confined to Veterans Hospital, Wood, Wis.

J. W. Grace, former traveling auditor, has been appointed chief clerk in the treasurer's office.

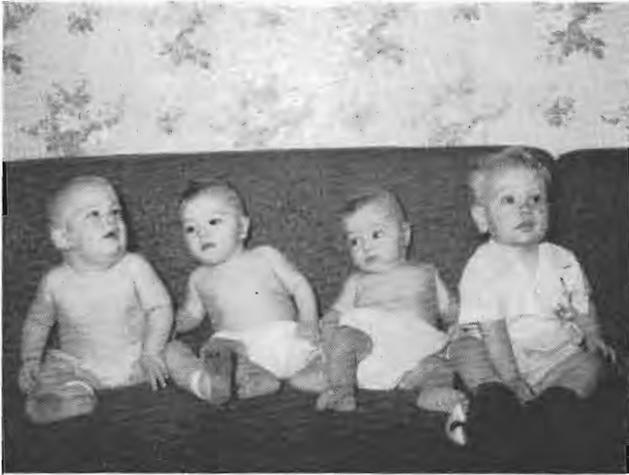


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**DESCENDANTS.** All boys, all cousins, and all children of former Chicago employes. From left: Timmy, 8-month-old son of Mrs. Glen Stecker, who was Norma Heidtke of the office of the assistant to vice president - personnel; Bobby and Stephen, 5-month twins of Mrs. R. A. Beaudette; the former Rhoda Heidtke, secretary to assistant public relations officer; and 14-month David, son of Werner J. Heidtke, who was employed at Galewood freight house.

Richard D. Marsh, 79, retired demurrage inspector, died of a heart ailment Sept. 10 in Milwaukee where he had lived for the past 35 years. He had been ill since his retirement in 1947. Mr. Marsh, who made a host of friends on the railroad during the years he traveled out of the auditor of expenditures' office, came of distinguished lineage. He was a direct descendant of the Rev. Christopher Marsh, a Congregationalist clergyman who landed with the Pilgrims at Plymouth Rock in 1620. His grandfather established free church schools in western Massachusetts and his father, who studied at Harvard University under Henry Wadsworth Longfellow, was vice president of the former Cincinnati Hamilton & Dayton railroad. His maternal grandfather was William Disney, a statesman in the administration of President Andrew Jackson. Mr. Marsh was a graduate of Georgetown University where he was considered an all-around athlete. He maintained an interest in sporting events to the end of his life. Survivors include his widow, Esther, and a brother Pearson F. of Chicago, a retired special agent of the Bureau of Inquiry of the I.C.C.

#### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Marion Peterson and Ken Brauer were married Sept. 27 and spent their honeymoon in and around Wisconsin Dells.

Joan Stezanski and Richard Lobek were married Sept. 27 at Holy Trinity Church, followed by a reception in the evening.

Josephine Goelz and George Pflanz were married Oct. 4 at St. Alphonsus Church, followed by a reception, after which the newlyweds took off for Wisconsin.

Mary Jones, Bob Rinaldi and Rudy Spandau are on the mend at this writing.

The Zapps visited their son and his family in Tennessee recently; the Freitags went to North Carolina; Dorothy Shirmer spent her vacation in California; Fannie Ware took in Atlanta, Ga.; Nellie Shea went to Arizona, as did Cele Einbecker; and Helene Meyenberg spent a short holiday in Washington, D.C.

*A horse can't pull while kicking.  
This fact I merely mention.  
And he can't kick while pulling,  
Which is my chief contention.*

*Let's imitate the good old horse  
And lead a life worth picking;  
Just pull an honest load, and then  
There'll be no time for kicking.*

## Iowa Division

### EAST END

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

Yard Foreman L. W. Winfrey, Cedar Rapids, was released Sept. 15 from St. Luke's Hospital where he had undergone surgery.

Mr. and Mrs. R. A. Whiteford have returned from two weeks spent at Estes Park near Denver and in the Black Hills country, W. E. Smith, retired locomotive engineer, from a visit with his daughter in Vancouver, and Superintendent O. A. Beerman and Mrs. Beerman from a visit with their daughter in Auburn, Calif.

Cashier Harry Snell, Marion freight department, retired Sept. 1. Starting in 1899, he took care of switches and semaphores at Martelle and later worked with a section gang at that point. In 1903 he joined the B&B forces at Nahant, Ia. He was working with a bridge crew in the Bitter Root Mountains near Avery, Idaho, in August, 1910, when his outfit's box cars were trapped in the great forest fire. Fortunately they escaped without damage. He held the position of cashier in Marion for 34 years. He and Mrs. Snell will continue living on their acreage in Marion. Harlan B. Johnson, yard clerk in Marion, has been assigned to succeed Mr. Snell.

R. Quinlan was appointed baggageman at Marion Sept. 19.

The first seasonal activity of Marion Chapter of the Women's Club was a dessert luncheon in the recreation rooms of the Light Company Sept. 7. Mrs. Clark Bartlett and Mrs. Wilbert Hughes were chairmen.

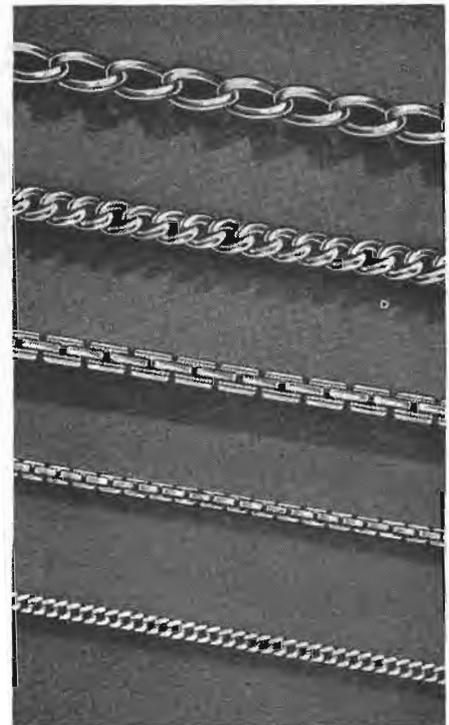
Miss Catherine C. Blocker of Davenport was married to Charles V. Wallace of Cedar Rapids in St. Mark's Lutheran Church, Davenport, on Aug. 30. Following a wedding trip to Wisconsin Dells, they will live in Davenport. Mr. Wallace is in train service.

Ivan L. Haston, timekeeper on gang 669, Cedar Rapids, left Sept. 16 to return to his home in Chillicothe, Mo., and resume his studies in mechanical engineering at Missouri University. B. E. Ralls has replaced him in the gang.

W. R. Barber, retired locomotive engineer, died Sept. 15 at the age of 86 in Cedar Rapids, following a long illness. He started as a call boy at the age of 20 and



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**OF SONS AND MOTHERS.**

Two young Chicago employes who enlisted in the Air Force last month with the girls they left behind—their mothers. Jon LaMonica, mail room employe in the Union Station (left), is the son of Mrs. Florence LaMonica of the Jefferson Street freight house force, and Norman Hendrickson, freight auditor's office, is the son of blonde Erna Hendrickson,



also a freight auditor employe. Norman and Jon have been buddies since childhood and by a happy coincidence are now together at Lackland Air Force base, San Antonio, Tex., with the same flight number, same squadron number and separated by only one digit in their serial numbers.

worked for the railroad 51 years as a brakeman, fireman and engineer. He was active in organizing the original Milwaukee employes pension association and was a member of the National Association of Retired and Veteran Railway Employes. A son, LeRoy of Cedar Rapids, survives him; also three sisters and a brother.

Funeral rites for L. Dwight Chapman, retired locomotive engineer, were held Aug. 31 in the English Lutheran Church at Oxford Junction. He died Aug. 25 in the Veterans Hospital at Iowa City where he had been taken the week previous. He was a veteran of the Spanish American War. A brother, Frank of Perry, survives him.

**Chicago Terminals**

**UNION STREET**

Florence La Monica, Correspondent

Just learned that on Aug. 7 John Devlin, foreman in house 8, flew to Ireland to visit with his mother. He found her in good health and enjoyed a nice time with his friends. He returned to the States the early

part of September and is again at work in "candy" house.

Melvin Marshall has been discharged from the armed forces and after a visit with his family in Wausau, Wis., will be returning to work at Union Street.

Sympathy is extended to Walter and Elmer Gruenholz, both employed in house 2, who recently lost their mother.

Two of our retired employes passed away recently, Teddy Kowalczyk, former cooper at house 5, and Fred Haslow, formerly at yard 2.

**CALEWOOD**

Norma Gunderson, Correspondent

Madeline Kunberger returned from her leave of absence Sept. 2.

The mother of Julius Moscinski, LCL tracing and claim clerk, passed away Sept. 2.

Margaret Goodman, trainmaster's steno, reports having a wonderful vacation at Colorado Springs.

The family of Harry Geeve, retired chief yard clerk, had a party for him on his 71st birthday, Sept. 14. Harry reports another grandchild. He is now grandfather of two girls and three boys.

Herman Hanson, assistant OS&D clerk, returned to work Sept. 22 after an operation.

Stower George Plummer retired Sept. 1.

Special Officer Charles Attwood underwent surgery at St. Francis Hospital, Evans-ton, recently.

Walter Osenberg, caller on the platform, has been home for some time due to illness.

Stower Edgar Cunningham passed away last month.

**SLEEPING & DINING CAR DEPARTMENT**

Marie Keys, Correspondent

The National Association for the Handicapped held a convention recently in Detroit at which individuals who are physically handicapped met. Lee Trela, sleeping car sign-out man, attended the convention, having been asked to by the Veteran's Administration in connection with the Government's research and experimental program on artificial limbs. As a result of a demonstration by Lee, many persons who were there will view the future with hope and anticipation.

W. W. Jackson, general chairman of local 385, Joint Council Dining Car Employes

Union, is still confined to the hospital at this writing, due to an injury he suffered in the Union Station.

Sympathy is extended to Waiters C. A. Meuse, H. Dotson, C. T. Bowman and W. R. Rousseau, to Cook L. Williams, Conductor F. W. Beckett and Porter R. L. Archie in their recent bereavements; also to the families of Waiter in Charge John Ransom, Waiter Charles Pleas, Waiter W. H. Butler and J. Wilson, retired steward.



Stanley Harchut

Stanley Harchut, who was employed as office boy for almost a year, met the requirements for entrance to Knox College, Galesburg, for the term beginning Sept. 12, and was selected as the recipient of the Charles D. Prescott Memorial Scholarship for the years 1952 - 1953. The

scholarship was established in memory of Charles D. Prescott of the Knox class of 1937 who was killed in action in Germany Apr. 14, 1945. Stanley was selected because of his record in scholarship, leadership and extra curricular activities during high school.

Steward D. C. Hawkins, who has been confined to the hospital for some time, has returned to work, as have Stewards H. A. Smith, H. N. Strong and R. W. Garvin, who were away because of illness. Steward W. E. Taylor is still confined to his home at this writing.

The new arrivals in the home of Stanley Goscinski, commissary employe, Porter I. H. Fort and John Richter, file clerk, are reported to be doing very well.

Dorothy Koch is the new comptometer operator in our department.

On Sept. 4, Dean Hurlburt Ayars, father of Superintendent M. P. Ayars, sleeping and dining car department, passed away at the age of 84 at Redfield, S. D. The senior Mr. Ayars, who resided in Redfield for 50 years, worked on the H&D Division during the entire time of his employment from the 1890's until he retired in 1938. He is survived by his widow, who is still living in Redfield, a daughter and son.

Pfc. Jesse Ramey was graduated recently from the European Command Medical Training Center at Degerndorf, Germany. Before entering the Army in January, 1951, Private Ramey was a cook for the Road in Chicago.

## Coast Division

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

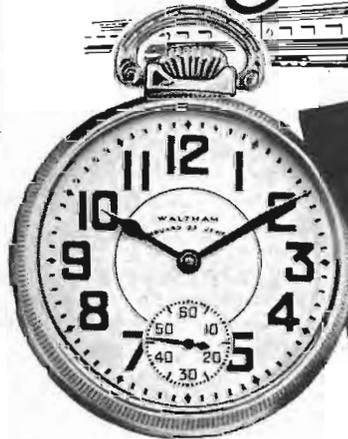
Florence Mc Mahon, of the engineering office, took the month of September off and together with her sister toured through the East, visiting especially in her old home town of Stevens Point, Wis.

Tom Veal, retired engineer, passed away recently.

Mrs. K. Kiel, wife of retired Idaho Division conductor, passed away in Tacoma.

Roadmaster C. V. Porter was a happy man Sept. 24 when he went to the airport to meet

October, 1952



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his daughter, her husband and their three children. They had been living in Germany and Austria for three years. Mr. Porter's son-in-law, a lieutenant in the Army occupation forces, has been transferred to California.

While Roadmaster A. E. Moxness was in Chicago attending the roadmasters' convention he received a call from New York that the stork had arrived at the home of his daughter Shirley with another grand-daughter, Mary Maude.

Louis Seamon, chief clerk in the store department, has returned from Los Angeles where he attended the wedding of his daughter Gloria to Robert Pace, in St. Ambrose Church, Hollywood. Mr. Pace is a graduate chemical engineer of the University of Toronto and also the University of Southern California.

John B. Crawford, Jr., son of Mrs. Elizabeth Crawford, stenographer to agent at Tacoma, who was employed in the engineering office during the summer is entering Seattle University to study medicine.

Leo Jensen of the engineering department, aside from being a first class engineer is also a first class bowler, which is evidenced by the fact that he was presented with a trophy by the 6th Avenue Alleys for rolling the highest individual game for the 1951-52 season, the score being 286. Leo bowls with the Milwaukee league.

tion as extension clerk on Sept. 22 after an illness of several weeks.

Frank C. Bell, retired clerk, attended the Veterans' meeting in Milwaukee in August and stopped off on the way home in the Black Hills to take some pictures.

Mrs. Virginia James and two little daughters of Everett paid us a visit recently. These three pretty blondes are the daughter and grand-daughters of Mrs. Vera Tuson of the cashier's office. Prior to her marriage Virginia was also a freight office employe.

**SEATTLE YARD**

F. J. Kratschmer, Correspondent

The reason for the absence of news in the last issue of the Magazine was that we were enjoying a vacation in the Middle West, visiting relatives in Wisconsin, Illinois, Missouri and Kansas.

Orrie Franklin is the new clerk in the car foreman's office, replacing Dorothy Kellar who recently resigned.

Car Foreman Russell Willson attended the convention of the Car Department Officers Association in Chicago Sept. 15 to 17. On the way back he visited with his sister in Little Rock.

Faye Fox, clerk in the yard, and wife made a trip into Canada during August, going as far east as Winnipeg. They also toured the east coast before returning.

Electrician Larry Stewart spent two weeks in September with his father at Five Mile Lake, which is the next section from his home at Milton, Wash.

We are sorry to report that Hank Schmidt of the car department recently suffered a heart seizure.

Fall loss and damage prevention meetings were held in Seattle Sept. 16 under the supervision of W. L. Ennis; afternoon meetings in the local freight house and the yard and a general meeting in the Women's Club in the Union Station in the evening. Mr. Ennis' remarks on the staggering amounts paid out for damage claims aroused all employes to a graver view of this phase of lost effort and money for our railroad. After the general meeting a film of the 1951 football season highlights was shown and refreshments were served by members of the Women's Club.

Byron Walker, retired locomotive engineer, called at the roundhouse Sept. 19 and gave us a report of the International Western Union Meeting Association Brotherhood of Locomotive Engineers and G.I.A. held in Seattle Aug. 28-30. Mr. Walker was chairman of the arrangements committee and also of the association. About 1,000 delegates from the United States and Canada attended. Side trips were arranged to Grand Coulee Dam, Mt. Rainier and a tour of Seattle. It was one of the largest meetings ever held by the association.

**TACOMA**

E. L. Crawford, Correspondent  
c/o Agent

The fall division loss prevention meeting was held in the Women's Club rooms in Tacoma Sept. 15. Mr. Ennis provided an informative report on the progress being made in the important business of reducing claims. In addition to the talks, a good

The Milwaukee Road Magazine

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**PISCATORIAL PRIZES.** Skillful or just plain lucky, H. L. Hitchcock, train dispatcher at Tacoma (left), brought back this evidence from a salmon fishing trip to Westport, Wash., on the Pacific. Others in the party were his stepson George Hamill (center) and a friend, Maj. Alan Hakala.



**A WAY WITH ROSES.** Mr. and Mrs. William Schuchart back home in Puyallup, Wash., after a recent trip through British Columbia and the national parks of Alberta, Canada. Mr. Schuchart, a retired boiler maker of the Tacoma roundhouse, grows roses as a hobby. A few of his long-stemmed beauties can be seen here.



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football film was shown and refreshments were served.

Several of the freight office girls recently enjoyed a luncheon at the Puyallup home of Mrs. Claypool, the former Mrs. Clara Carrotte of the superintendent's office who retired four years ago.

Sympathy is extended to Mrs. Hazel Gottlieb, clerk in the freight office, whose father, Edward B. Shults, passed away recently on his 93rd birthday. Mrs. Gottlieb accompanied the remains to Battle Creek, Mich., for burial.

Mr. and Mrs. G. W. Bisson welcomed their first child, Gifford William, on Sept. 10. Mr. Bisson is employed in the freight office and is the son of Gifford Francis Bisson, passenger conductor between Tacoma and Spokane.

Lysle C. Smith, ticket-baggage clerk at the Tacoma passenger station, is back on the job after an operation.

Baggage Clerk Thomas Norwood's son, Thomas N. Jr., was home on furlough Oct. 3 after completing his Signal Corps training at San Luis Obispo, Calif. He will be assigned to a Signal Corps unit in the Far East.

A major improvement on Milwaukee Road property is the completion of drilling for a huge artesian well by the Silver Springs Brewery adjacent to the Tacoma passenger station. This is a new industry moving from Port Orchard, Wash., to a site that was purchased from the railroad. They have engaged in large-scale alterations and addi-

tions to the building and the move has already resulted in a nice rail business for our company.

Messenger Bill Meade is elated over the arrival of a grand-daughter several weeks ago.

It was nice seeing Al Goldsborough in the freight office recently. Since his retirement from the chief outbound revising desk a year ago he is devoting a lot of time to the cultivation of a nice garden and beautiful flowers.

## I & D Division

### SANBORN—RAPID CITY

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

Sympathy is extended to Oscar Hubert, freight house employe, and to R. C. Schmittgall, section laborer at Mitchell, who lost their wives the past month.

A. W. Parker, retired roundhouse foreman at Mitchell, was in town visiting with his old friends. Evidently the Iowa climate is agreeing with him.

Agent L. H. Shuck, Rapid City, is the proud father of another boy.

H. B. Peterson, retired agent at Mitchell, and wife celebrated their 50th wedding anniversary on Sept. 24 by holding open house for their friends and relatives.

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Ensign E. G. Hubert spent a short leave at the home of his parents, Engineer Carl Hubert and wife, at Mitchell.

Our sympathy to the M. C. Winter family of Mitchell. Mr. Winter passed away last month.

### **Milwaukee Division**

#### **SECOND DISTRICT**

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

Russell Anderson, one of our conductors who has been ill at home for some time, died recently of a heart attack.

Art Germiot, demurrage clerk at the freight office, went to Albuquerque, N. M., on his vacation to visit his son who is stationed at San Dia Air Base.

Henry Hendricks, rate clerk, is a proud grandfather to one grand-daughter, Nancy Lee, and an eight and a half ounce grandson born recently.

Norb VanBeckum of the freight office is the proud father of a little son, Daniel, born Sept. 25.

We understand that the wife of Hans Olson, retired engineer, passed away recently.

Frank Vieau, operator at Green Bay, is still confined to his home after having had a fall from a ladder while working at home.

Switchman Ward Erdmann announced that he is now the father of a fine baby boy born Aug. 30.

Rita Molitor, clerk, has left at this writing for a vacation in New York.

#### **FIRST DISTRICT AND SUPERINTENDENT'S OFFICE**

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

The extra gang of Fred Mallas, after a three-month stay on the division, has finished the annual summer maintenance schedule and moved to the D&I.

Operator J. L. Frindell, third trick at Rondout, is off on account of illness.

The gang of Foreman V. F. Shipley has completed laying 17 miles of rail on the Janesville line between Zenda and Fox Lake, Ill.

A change in work locations has been made by Engineer Marion Benner who is now on the C&M out of Milwaukee.

Help wanted! Apply to James H. Gervais, operator at Wadsworth, who has 52 storm windows to put up before the snow flies.

Grandpa Carl Tranter of Deerfield reports a new baby girl born Sept. 12 to Mr. and Mrs. G. H. Tranter, also of Deerfield. Both Tranters are conductors in the suburban territory.

We have been advised that Ted Pawlowski, section man at Deerfield, has retired.

Mrs. William Stuebner, Sr., wife of First District Engineer and mother of William Jr., George, Earl and Leonard also in engine service on this division, passed away suddenly of a heart attack on July 2. Mrs. Stuebner was very active in the Milwaukee Road Women's Club at Fullerton Avenue. As Good Cheer chairman of her club she spent a great amount of time visiting Milwaukee Road employes in Wesley Memorial Hospital and in their homes. She was also in charge of providing relief for needy railroad families. Her services will be deeply missed by the many whom she has benefited.

#### **SIGNAL DEPARTMENT**

Recent changes in the signal department office find Marilyn Zerr returning from Minneapolis to her former location in the office at Milwaukee. Irma Knoll is the new chief clerk for the signal supervisors.

Betty Ross of the telegraph office and Stanley Butler, third trick wire chief in the GO offices at Milwaukee, were married in Milwaukee Sept. 13. They have set up housekeeping in Wauwatosa.

### **H & D Division**

#### **EAST END**

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

Among the "regulars" who retired the past month are Engineer George Nicolai and Conductor Albert Johnson.

Death has claimed Agent W. F. Harris who has been at Fargo for many years. Sylvester A. Beck is the new agent there. Harry Jarvis, retired operator at Montevideo, also passed away last month.

Operator Chuck Rodeberg helped his parents celebrate their 50th wedding anniversary recently.

Halvor Bagaas, retired section foreman of Sacred Heart, died Sept. 30. The Bagaas family had just been together to celebrate their parents' 68th anniversary. Mr. Bagaas was the father of Section Foreman Spencer at Granite Falls, Ted at Summit, Alf at Chaska, Station Helper Elmer at Ortonville, Agent Pete at Watson, Retired Section Man Hand at Sacred Heart and two grandsons, Conductor A. H. at Montevideo and Section Laborer Bob at Milbank.

Engineer Charlie Ross reports that his home, which was very badly damaged by fire last winter, has been re-built and they are all nicely moved in by now.

Martin Schaffer, who was the first engineer on the seniority list to retire, passed away last month. He retired in 1935.

The "boys" are busy lining up their em-

ployment history so that they can see if it adds up to the necessary 45 years to make them good for a "silver" pass.

Engineer Charlie Jung has constructed in his back yard the nearest, reddest, most modern dog house you ever saw. It is the envy of all the dogs in the neighborhood and Brownie is justly proud of her new home. Charlie recently returned from a trip to Wyoming where he was successful in bagging a nice antelope.

#### MIDDLE & WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Yardmaster Pete Ziegler has resumed work after undergoing an operation recently.

Sympathy is extended to Mrs. August Zick and family in the recent loss of A. C. Zick, retired H&D conductor. August was one of the best known conductors on the division.

Clarence Hehn has returned to the Aberdeen ticket office after spending some time in the ticket office at Minneapolis.

Dispatcher B. F. Fuller and wife vacationed in northern Minnesota, Mr. Fuller being relieved by W. L. Mayer.

S. B. Beck has been appointed agent at Fargo, N. D. P. V. Shier has been appointed agent at Linton.

P. Glander has been appointed agent at Brownton, replacing Vic Jorrisen who was appointed agent at Bird Island.

The beards you see around the yard office and vicinity are the response to a small wager among several employes there. Flattum, Evangelisto, Ernst and several others will have the whiskers showing until Nov. 15, or else.

The bowling league is in full swing. The men have new shirts of blue, gold and chartreuse; very nice.

October 2 was the date for the splicing of Alice Demink and Operator Duane Herman Hansen. The wedding trip took in Seattle and Vancouver.

Notice: If you served in the World Wars, you are eligible to join Sidney L. Smith Post No. 24 of the American Legion of Aberdeen, S. D. Dues for 1953 are now being accepted by R. F. Huger, adjutant, and also by Red Detling and William Kane.

All the way from Charleston, W. Va., D. R. Stone, a recent passenger on the Columbian, wrote to commend the fine service he and his wife received on the trip between Chicago and Seattle. Singled out for a special "thank you" were A. E. Hatten of Aberdeen and M. E. Hanrahan of Miles City, who pointed out the places of interest along the route. "Conductors such as these are an asset to any railroad", the letter read.

#### I & S M Division

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

Thirteen members of the Madison, S.D., Women's Club met Sept. 9 in the club room, which was bright with garden flowers furnished by Mrs. Clinton Gregerson and Mrs. Alfred Brakke. Plans were made to purchase a new rug for the club room. Lunch was served by Mrs. Leo Klopff, Mrs. Emil Johnson and Mrs. Allen.

Mr. and Mrs. Harvey Bennett of Madison have gone to Missouri where they are spend-

ing their vacation with their son John and family.

Mr. and Mrs. Carl Berg attended a reunion of the Berg family at Rushford, Minn., recently. On Sept. 10 they drove to Chamberlain, S. D., to make the acquaintance of a new great-grandchild.

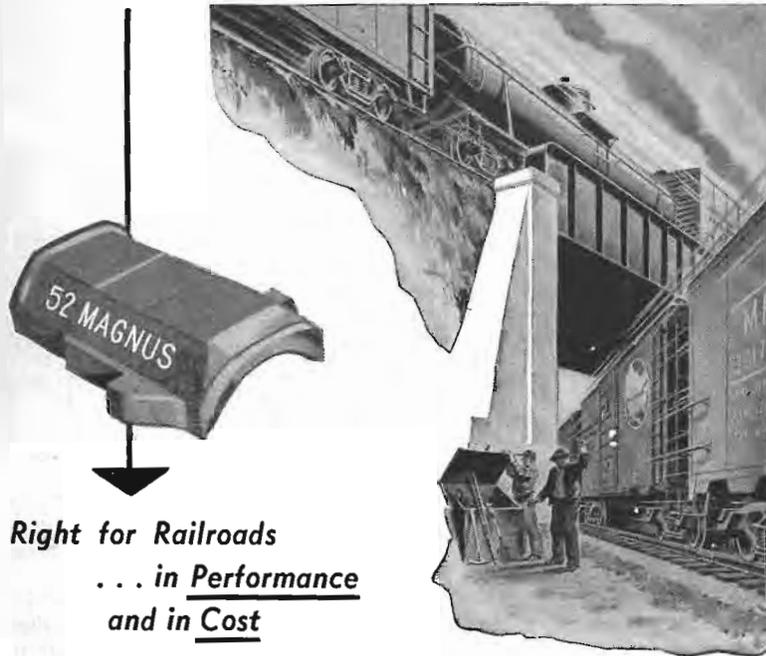
Conductor Emil Johnson is a patient in a

Erle Jorgenson, clerk to chief dispatcher and trainmasters at Austin, spent his vacation touring the Black Hills, Yellowstone, and Seattle where he delivered an automobile and returned via the Columbian.

Sympathy is extended to the relatives of John Teff, retired engineer, who suffered a broken back in a fall down the stairs at

Here's Why the Nation's Freight Rides on

## SOLID JOURNAL BEARINGS



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(Advertisement)

Kansas City, Mo., hospital at this writing.

Mr. and Mrs. Vern Eggebratten have moved from Ramona to Artesian, S. D., where Vern will continue his duties as section foreman, after he returns from Minnesota where he is working as extra gang foreman.

Mrs. George McKinney was busy serving on the jury during the past term of court.

his home Sept. 14, which resulted in his death two days later. Mr. Teff was 78 years of age and had been on the retired list since Sept. 23, 1945.

Sympathy is extended to brakeman Bob Helmey, whose wife, Agnes, died suddenly at the home of her daughter, Mrs. L. J. Kotte, Sept. 19. Mrs. Helmey had been managing Harry's Cafe across from the Milwaukee



**LONG SHOT.** Mt. Rainier on a bright, clear Sunday is the impressive background for this snapshot of a Milwaukee Road sightseeing party. From left: Mrs. William Wallace, wife of assistant passenger traffic manager, Chicago; Mrs. J. E. Marshall, wife of general freight agent, Seattle; H. S. Zane, freight traffic manager, Chicago; Mrs. Zane; Mr. Wallace; Mrs. Paul Wilson, wife of western traffic manager, Seattle; and Mr. Wilson.

depot in Austin the past six months, and was on duty just a short while before she was stricken.

Your correspondent and family enjoyed a week's visit with son Richard and wife who arrived from San Diego Sept. 9. Dick is due to be discharged from the Marine Corps Nov. 20.

Although polio has struck in the families of four local employes, we are glad to report that those stricken are recovering nicely at this writing. Those reported are Eileen Johnston, daughter of Conductor D. F. O'Marro, a daughter of Fireman W. A. Wilkinson, a son of Engineer Benny Elsner and a grandson of Ticket Clerk D. Kneeskern.

Recent changes in traffic department include: John Agner, assistant general agent, transferred to Tacoma as division freight agent; Robert Bigelow, chief clerk to western traffic manager, appointed to the position vacated by Mr. Agner; Loren Cowling, city freight agent, appointed chief clerk succeeding Mr. Bigelow.

Kenneth Nelson, recently released from military duties, has returned to the position of assistant chief clerk to western traffic manager. H. A. Robinson was appointed chief clerk to general agent, replacing E. N. King who has been appointed city freight agent. Stanley Cloke, former city freight agent, has transferred to Butte in a like capacity.

## Milwaukee Terminals

### DAVIES YARD

Charles Pikalek, Correspondent

Mr. and Mrs. John Michel announce the arrival of a 10-pound boy on Aug. 28.

Mr. and Mrs. Gerald Radtke became the parents of a boy Sept. 22.

Felix Marshall is back on the job after being off two and a half months due to illness. Also Robert Schlesinger has returned after being off two months with a knee condition.

Foreman Erv Becker has replaced Alois Waldero as wrecking foreman. Al went to the Air Line, replacing Andy Vavra who returned to the freight shop.

The wrecking crew had the privilege of standing by while President Truman's train entered and left the Milwaukee Road depot for his Labor Day speech at the new Arena.

Our sympathy to the family of Foreman Louis Bauschman who passed away in August.

### MUSKEGO YARD

Grace M. Johnson, Correspondent  
Office of General Superintendent

Herman Herbert and wife have returned from a vacation trip to California where they visited relatives at Palo Alto. Fred Grieb and wife spent their vacation in the East this past month visiting in New York and New Jersey.

Funeral services were held at Milwaukee on Sept. 11 for Richard Caswell, former trainmaster, age 57, who retired this past year on disability. He had resided in San Diego, Calif., since his retirement. He

passed away at San Bernadino on Sept. 3.

George Cull who was yardmaster in the Milwaukee terminals for many years passed away recently at his home in Texas. He started at Milwaukee as a switchman in August, 1898, and retired Jan. 1, 1946.

We extend sympathy to Train Clerk Pat Casey in the recent loss of his father.

Train Clerk Stanley Jakubowski is leaving us to take a position with the Union Refrigerator Transit Company.

### FOWLER STREET STATION

Pearl Freund, Correspondent

George F. Bergeler, 73, passed away Sept. 25 at Columbia Hospital following a short illness. He retired on Mar. 15, 1951 after more than 48 years of railroading. George was a native Milwaukeean, having been born and raised here, as well as four other generations of his family. He is survived by his wife and a son.

Another employe who will join the ranks of the veterans is Ed J. Falkner. At present a motorman at house 7, he claimed 25 years' service with the Road on Sept. 11. He is married and the father of Sandra Lee, 5, Rosaline Ann, 4, and Linda Louise, 16 months.

Al Stollenwerk, who was a clerk in the cashier department at Fowler Street for a long period before his recent transfer to the depot, has received an appointment in the Marquette University accounting department.

Minnie Walters, Alice Sobczak and myself attended the annual party as well as the 25th anniversary of the Cincinnati Chapter, R.B. W.A. on Sept. 27-28 at Cincinnati. The occasion was a very enjoyable one, from the boat trip down the Ohio river to the final luncheon.

Viola Treptow is again a familiar figure around the office, having been away on leave of absence during the summer.

Ricky Franco has forsaken the ranks of the bachelors to take on a new lifetime partner. We understand that the young lady is not only beautiful, but can cook.



**SHOULDER TO SHOULDER.** Buddies in the store department lumber yard at Minneapolis since 1916, Sivert Reksos (right) and Hjalmar Burud posed together on the occasion of Mr. Reksos' retirement Sept. 1. Their only separation during 36 years of service was for military duty in World War I.

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

Laura Bahl of the city ticket office left Sept. 15 for a trip to Chicago, New York, Roanoke, Va., and Washington, D. C.

Jim Haley, son of D. A. Haley, western baggage agent, has enrolled in the Jesuit novitiate at Sheridan, Ore.

Lorraine Hardman, former clerk in the engineering department, passed away Sept. 4 at Providence Hospital. While she had been retired since June, 1951, due to ill health, her death came as a shock to her friends. She was born in Superior, Wis., in 1897 but had lived in Seattle since the age of five. She started employment with the railroad Nov. 1, 1924. She is survived by her father, Joseph Hardman.

Leda Robers of the general passenger agent's office, accompanied by two friends, is on an extended auto trip to California and Mexico.

### QUIZ answers

1. Traffic department.
2. Four.
3. Behind.
4. Thrown by wheels of an approaching locomotive or car.
5. 1934.
6. The roof.
7. In railway track.
8. 39 feet.
9. Value stated on the certificate.
10. Fuel oil.



M/Sgt.  
Hubert L. Lee, USA  
Medal of Honor



**F**OUR TIMES Sergeant Lee's platoon had taken, then lost, the hill near Ip-o-ri. On the fifth try, the sergeant, though hurt, was leading. A Red grenade hit him, seriously wound-



ing both legs. Refusing assistance, he advanced by crawling, rising to his knees to fire. He caught a rifle bullet in

the back. Still he wouldn't be stopped. Finally, with 12 survivors of his platoon, he took the hill, then let the stretcher-bearers carry him away. Today Sergeant Hubert Lee says:

"In thirteen years of soldiering, I've seen brave enemies defeated—because things had collapsed back home. That's why I can appreciate what a good thing it is when people like you buy United States Defense Bonds.

"I'm told that you, and millions of others, own a total solid investment of *50 billion dollars* in our country's

Defense Bonds. That's good! That's *strength!* A man can face a hill when he knows that *people like you* are keeping our homeland strong."

★ ★ ★

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Peace is for the strong! For peace and prosperity save with U.S. Defense Bonds!



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**THE MILWAUKEE ROAD MAGAZINE**

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.

516 West Jackson Blvd.

Chicago 161, Illinois

**OVER & UNDER.** An eastbound Madison-to-Milwaukee train between Elm Grove and Wauwatosa, Wis., passes beneath a CGNW bridge. In the background, Highway 100. Foreground shows the Watertown Plank Road bridge.

