

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

**NOVEMBER 1953**

**THE MILWAUKEE ROAD MAGAZINE**

**A. G. Dupuis**  
Manager

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

PUBLIC RELATIONS DEPARTMENT  
UNION STATION—CHICAGO

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**IN THIS ISSUE**

	Page
Adjusting to Change By President J. P. Kiley	2
On a Saturday Night	3
Twin Cities Retirement Party	4
J. A. Deppe Completes an All-Milwaukee Career	6
Silver Passes for Perry Veterans	7
J. P. Paulus, Ticket Agent, Retires in Milwaukee	7
Appointments	8
Boosters Hold Golf Tourney	9
Did You Know?	10
How Are We Doing?	12
Golden Anniversary Couples Feted at Perry	13
Home Department	14
Retirements	19
About People of the Railroad	21

**Adjusting to Change**

**W**HEREVER we look we see at work a fundamental rule of business—that success depends on the ability to adjust to changing circumstances. The small machine shop which became a heavy tool industry, the wagon manufacturer who today produces automobiles, the farmer who replaced his horse with a tractor . . . on every hand we see this basic economic fact at work.

For a number of years the railroad industry has been adjusting to such a change. By-passing for the present the serious matter of governmental restrictions, as well as subsidies to railroad competitors, we find ourselves in the thick of a struggle to determine with what success our industry can adjust to changing public needs and preferences.

Once a near-monopoly in transportation, the railroads have for many years been faced with increasing competition. It was realized long ago that this competition was not only here to stay but that each of those forms of transportation offers certain fundamental advantages.

Recognizing those facts is a matter of little worth, however, without a corresponding adjustment in our individual attitudes toward the work we do. Dieselization, full-length dome cars, retarder yards and other improvements in our physical facilities constitute a long stride in the direction of matching service to popular demand, but there is still more required if this railroad and the industry as a whole are to remain major factors in the field of transportation.

The need is to think always toward the future—not in terms of what *ought to be* ours, but what *is* and *can be* ours in the way of available traffic. By seeing clearly what business belongs to the rails, and then striving to get and keep it on the rails, we can effectively meet the competitive change that has taken place in the transportation industry.

*J. P. Kiley*



Out front the situation grows exciting. "Will Mary give her reluctant suitor another chance? Will John dispose of his other wife?" It's a good way to spend a Saturday night.

**on a SATURDAY NIGHT**

Good old Saturday night in this case was Oct. 24 when Fullerton Avenue Chapter of The Milwaukee Road Women's Club sponsored a theater party at the Kenneth Sawyer Goodman Memorial Theater, Art Institute of Chicago. The club took over the entire theater for the evening, and the audience of some 500 was all-Milwaukee Road. The

footlight attraction was a performance by the Goodman Players of "John Loves Mary," a comedy of young love complicated by wartime restrictions. It was the club's first venture into the field of legitimate showmanship and a large committee worked for the party's success. The profits will be used to finance Fullerton Avenue's welfare work.



The performance was like a first night, with Mrs. Victor Gunderson, chapter president (right), and Mrs. Mary Browne, ways and means chairman, checking the program in the foyer.



In charge of publicity and ticket sales. Front, from left: Miss Ottilia Mayer, treasurer; Mrs. Mary Smith, social chairman; Mrs. Herbert Gerth, assistant house and purchasing; Miss Dora Buchholz, ticket committee; Mrs. Mary Browne, ways and means chairman; Mrs. John Craney, publicity chairman. Rear, from left: Miss Margaret Goodman, corresponding secretary; Mrs. Edwin Klank, assistant corresponding secretary; Mrs. Victor Gunderson, president of Fullerton Avenue Chapter; and Mrs. Albert Thal, house and purchasing.



# Twin Cities RETIREMENT PARTY



Above: At the invitation of W. P. Radke, chairman of the party committee (right), A. C. Goulet, baggage foreman at Minneapolis, one of the retiring guests, greets his friends at the banquet. Mr. Radke is local freight agent at St. Paul.



Above: These retiring old timers taking a nostalgic look at a tool of the trade were the oldest men at the retirement party in years of service. Left to right: Otto Friedrich, 47 years; A. E. Hoaglund, 51 years; Jim Cunningham, 47 years; and Ed Waldmann, 56 years.

Left: Elizabeth Hessburg, cashier at the Minneapolis local freight office, and Dick Allard, chief carpenter's clerk at Minneapolis, led the community singing.

Right: General Superintendent F. R. Doud extends best wishes to the retiring employees.

FOLLOWING through on the custom which is now traditional, employees of the Twin City Terminals Division gave their all-employee retirement and reunion party for the year on Oct. 22. The honored guests were 68 Twin Cities associates who have retired since Jan. 1, or who plan to do so before the end of 1953.

More than 300 employees, together with their wives and friends, attended the dinner which was held in the beautiful and spacious Arizona Room of the Prom Ballroom in St. Paul. The doors were opened at 4 P.M., allowing those who arrived early to visit with friends. There was dancing later in the grand ballroom. It was a family-size farewell—a hearty conclusion to long years of service and happy associations. All departments and crafts were represented.

Letters of congratulation to the retiring employees were received from many company officers. The committee in charge consisted of W. P. Radke, chairman; T. B. Hughes, vice chairman; J. J. Sullivan, treasurer; and Marion Cashill, secretary. Generous support was also extended by Twin Cities units of the Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Enginemen, Brotherhood of Locomotive Firemen and Enginemen, Brotherhood of Railway Carmen of America, and the Brotherhood of Railroad Clerks.

Employees who have been elected to serve on the 1954 party committee are T. B. Hughes, coach yard foreman, St. Paul, chairman; L. A. Hindert, shop foreman, Minneapolis, vice chairman;



Three scenes in the banquet hall, showing retired and soon-to- retire employees, wives, friends and well wishers at the big party.

Leda M. Mars, car accountant's office, Minneapolis, secretary; and D. S. Harrington, carman at St. Paul, treasurer. J. J. Taylor, stationmaster at Minneap-

olis, and M. C. Ahern, assistant chief clerk, Minneapolis, will serve as permanent secretary and treasurer, respectively.

## H. Sengstacken Discusses Interline Tickets

ADDRESSING the 90th annual meeting of the American Association of Passenger Traffic Officers on Oct. 12, H. Sengstacken, Milwaukee Road passenger traffic manager, reported that steady progress has been made in the use of the simplified book-type of interline ticket.

As chairman of the committee appointed to progress the work on standard forms of interline tickets for railroads, Mr. Sengstacken has pioneered in the work of developing the book-type interline ticket which has been explained in some detail in articles appearing in earlier issues of this magazine.

He reported that the following railroads are all using the same type of book ticket: Burlington, Denver and Rio Grande, The Milwaukee Road, Missouri Pacific, Monon, St. Louis & San Francisco, Western Pacific, and the Chicago Hotel Ticket Offices.

In addition, the following are using book type tickets incorporating their own individual variations: Baltimore & Ohio, Bangor & Aroostook, Canadian National, Chesapeake & Ohio, Great Northern, Grand Trunk, Southern Pacific, Texas & New Orleans, and the Union Pacific.

"The thing we've really set our hearts on accomplishing," he said, "is the adoption of a uniform book ticket by all the railroads."

He enumerated the advantages of the book ticket as follows:

1. Eliminates many forms.
2. Saves in ticket cases, office space and rubber stamps.
3. Speeds up preparation of tickets.
4. Speeds up figuring refunds.
5. Simplifies handling of foreign line tickets.
6. Simplifies auditing work.
7. Lowers printing costs.
8. Pleases passengers.

Mr. Sengstacken added that The Milwaukee Road is acquiring a machine for the rapid preparation of identical tickets for group travel. It is to be tried out in the Chicago city ticket office, he said.

In the first half of 1953 the railroads collected 2.69 cents for each mile of passenger travel. This is less than it was in 1930 when wage and price levels were far lower than today.

# J. A. Deppe Completes An All-Milwaukee Career

J. A. DEPPE, who was born only a few blocks from the Milwaukee Road shops in Milwaukee, and who went to work there at the age of 13, retired at the end of October as superintendent of his railroad's car department. Thus ended an unusual working career of more than 51 years, all of which had been with The Milwaukee Road.

The occasion was marked by a dinner in his honor at the Ambassador Hotel in Milwaukee on Oct. 15 which was attended by many of his fellow officers and friends, including President J. P. Kiley.

When "Joe" Deppe was a small boy he lived in a house whose backyard bordered on the Soldiers' Home Line, just a little west of where the new retarder yard hump is now located. Here, he recalls, he used to watch trains pull by as they headed for the old Muskego Yard under the 16th Street viaduct. It was not only natural, but almost inevitable, that he should develop an interest in The Milwaukee Road at an early age.

When, as was not uncommon in those times, he was obliged to go to work in his early 'teens, the railroad was his first thought. He was hired as a helper in the car department store which kept all passenger car material and shop supplies for the system. His boss, the local storekeeper, also had to keep the time records of the car shop employes, so the helper found himself



J. A. Deppe

doing most of the storekeeping. The pay, he recalls, was 75 cents for 10 hours, with pay day once a month.

From storekeeping Mr. Deppe worked up through the car department ranks from clerk to carpenter on the repair tracks, to wheel inspector. Subsequently he became assistant to master car builder, then general supervisor of the freight car shops and train yards. From assistant master car builder the next step was assistant superintendent of the car department, and on Nov. 1, 1937, he was appointed superintendent.

Few men in railroading today have had a better opportunity to observe the strides which have been made in car construction during the past half century. Mr. Deppe recalls that when he started working, all cars were being

built of wood. Passenger cars had open platforms, except for a few luxury cars which were equipped with narrow vestibules. Competition between railroads was keen and cars assigned to name trains were shopped every year. The better cars were shopped at Milwaukee and the older cars at Minneapolis and Dubuque.

Freight cars were from 15- to 30-ton capacity. Forty-ton was just being talked about. As locomotives were gradually built larger, it became necessary to strengthen cars. The first improvement was the use of heavier draft timbers and stronger fastenings for couplers, then full center sills. Later the steel underframe made its appearance, to be followed by the all-steel car.

As a leader in the construction field, Mr. Deppe was a member of the Loading Rules Committee of the Mechanical Division of the Association of American Railroads from 1929 to 1937. From 1937 to 1953 he served on the Arbitration Committee of the same division, acting as chairman from 1949 until he retired. He was also president of the Car Department Officers Association for the 1950-51 term, and vice president of the Western Railway Club in 1952-53.

Speaking of Mr. Deppe's great service to the railroad, President Kiley said at the retirement dinner that he hopes one day to look back on his own record with the same satisfaction which he knows Mr. Deppe can enjoy. Mr. Deppe's plans for the future will revolve around his home in Milwaukee, although he plans to spend part of the winters in California or Florida. In summer he and Mrs. Deppe will go to northern Wisconsin in pursuit of their favorite sport, fishing.

## Milwaukee Road Renews Rate Aid To Drought Areas

THE MILWAUKEE ROAD joined other western railroads Oct. 15 in an agreement extending further aid to the drought-stricken livestock industry of the Southwest. The action was taken at the request of Secretary of Agriculture Benson and officials of the states affected.

Under the plan the western railroads

reduced freight rates 50 per cent on hay shipped from western territory to the drought areas, and extended to Nov. 16 the 50 per cent reduction which became effective last July 1 on livestock feed in general from western territory to those areas affected by this year's shortage of moisture.

The principal movement of hay was expected to be from South Dakota, Minnesota, Wisconsin and some other states in which surpluses have been reported.

Commenting on Milwaukee Road participation in the emergency move, E. J. Hyett, freight traffic manager, rates and divisions, stated that during the three-month period July 1 to Sept. 30, this railroad handled on the reduced-rate basis a total of 228 cars consisting almost entirely of oats via this line from origins principally in Minnesota, Wisconsin, Illinois and Iowa. The majority of the cars were handled via the Kansas City gateway and on the basis of 50 per cent of commercial rates. The rate reduction represents a substantial contribution to the government's drought relief program.

It was estimated early in November that rate reductions for this purpose by all of the participating western lines had totaled more than \$4,000,000 since July 1, and at that time were amounting to more than a quarter of a million dollars each week.

In addition, livestock producers have been granted free return movement of their herds to drought areas from which they have been shipped for pasturage and feeding.

## J. P. Paulus, Ticket Agent, Retires in Milwaukee

THE ROAD'S veteran station ticket agent in Milwaukee, John P. Paulus, was honored by some 250 friends in railroading, business and industry at a retirement party in the Elks Club on Oct. 28. He concluded his service with the company on Nov. 1, with 48 years to his credit.

As head of the ticket sales staff in the Union Station since 1917, Mr. Paulus was on first name terms with the traveling personnel of countless business firms



J. P. Paulus



Receiving the Silver Passes in the office of Superintendent F. G. McGinn. Seated: Miss Ruby Eckman, Mr. McGinn, Arthur Olson. Standing, Assistant Superintendent R. W. Riedl (left) and Chief Dispatcher C. D. Emerson.

# Silver Passes for Perry Veterans

Two OF THE Road's well known employes at Perry, Ia., having completed 45 years of service, received Silver Passes on Oct. 28. Miss Ruby N. Eckman, chief dispatcher's clerk who had celebrated her 45th anniversary the previous day, and Arthur Olson, train dispatcher who had completed 46 years of continuous service before he retired

throughout Milwaukee and neighboring towns. He was born in La Crosse, Wis., Oct. 8, 1888 and started railroading in his home town as a call boy in 1905. From yard clerk he was advanced to ticket clerk and in that capacity transferred to Milwaukee in 1913. He was city passenger agent briefly at Indianapolis before being appointed depot ticket agent in Milwaukee in April, 1917.

Mr. Paulus led off his retirement with a busman's holiday, taking Mrs. Paulus on a leisurely trip to New Orleans and Florida. Afterward he planned to find time for such relaxation as visiting with his children and grandchildren and enjoying the outdoor sports for which he didn't have time the past dozen years. An ardent fisherman, he was looking forward to angling in Wisconsin's lakes and streams and also to plenty of hunting and golf.

recently, received their honors from Superintendent F. G. McGinn.

Like her father, the late E. D. Eckman, who was a veteran engineer on the Iowa Division, Miss Eckman has made the railroad her life's interest. She started her service in 1908 as a trainmaster's clerk and transferred to the office of the chief dispatcher in 1916. She was the Milwaukee Road Magazine's first correspondent, a post she filled from the magazine's inception in 1913 until 1948. She is also a charter member of The Milwaukee Road Women's Club at Perry. As a former reporter for the Perry Daily Chief and the present contributor of a railroad column to that paper, she has written thousands of news items about Milwaukee Road people. Last year, in recognition of her civic work, Perry citizens elected her by public vote to serve as "Mayor for a Day."

Arthur Olson, or "Ole" as he is known on the railroad, is also the son of a Milwaukee Road veteran—John Olson, who was a section foreman at Clive, Ia., for many years. Ole began working on the section for his father in the summer of 1904 while he was still in school. Starting his first job at Clive as agent-operator, he made his date as train dispatcher in 1914. He was a dispatcher at Perry from 1931 until he retired in August of this year.

## our safety score

### reportable employe casualties on The Milwaukee Road through October, 1953, compared with 1952

Month	1953		1952		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	2	41	1	50	+100	-18
February		19	1	43	-100	-56
March	1	29		47		-38
April		26	2	33	-100	-21
May		28	1	32	-100	-13
June		31		36		-14
July		31	2	35	-100	-11
August	1	40	1	43		-7
September		27	2	47	-100	-43
October		28		48		-42
TOTALS	4	300	10	414	-60	-28
Casualty Rates	.07*	5.55*	.17	7.18	-59	-23

\*Estimated

## Mechanical Department

Effective Nov. 1, 1953:

F. A. Shoulty is appointed superintendent of the car department with headquarters at Milwaukee, succeeding J. A. Deppe, retired. Mr. Shoulty started his railroad career in 1905 with the Monon and was



F. A. Shoulty

also with several other southeastern lines before entering the Milwaukee Road car department in 1914. Subsequently he served in various positions in the engineering and locomotive departments, was in train service, and also worked as car inspector, car foreman and wrecking foreman. He was general foreman with headquarters in Terre Haute, Dubuque, Nahant and Sioux City prior to November, 1937, when he became assistant superintendent of the car department with headquarters at the Milwaukee shops.

## Engineering Department

Effective Nov. 1, 1953:

R. E. Stuckey is appointed general supervisor signal and communication lines with headquarters in Milwaukee, succeeding J. A. Henry, retired. Mr. Stuckey has been with the Road since 1946, starting in a telegraph department construction crew at Milwaukee. He was promoted to telegraph foreman in February, 1950.

## Operating Department

Effective Nov. 1, 1953:

F. H. Ryan is appointed assistant superintendent of the Madison Division with headquarters at Beloit, succeeding J. O. Willard who was assigned to other duties. Mr. Ryan, who has been with the Road since 1934, was formerly trainmaster at Green Bay and Mason City and, since August, 1952, trainmaster at Deer Lodge.

R. H. Jensen is appointed trainmaster of the Rocky Mountain Division with headquarters at Deer Lodge, succeeding F. H. Ryan. Starting with the Road at Miles City in 1935, Mr. Jensen was appointed special assistant to

general manager Lines East in October, 1950, trainmaster of the Milwaukee Division Third District in July, 1951, and trainmaster at Austin in August, 1952.

G. W. Mealey is appointed trainmaster of the Iowa & Southern Minnesota Division Second District with headquarters at Austin, succeeding R. H. Jensen. Starting as a telegrapher in June, 1944, Mr. Mealey has served as train dispatcher at various points and most recently as special representative to assistant vice president—operation.

E. A. Duszak is appointed trainmaster of the Milwaukee Division Third District with headquarters at Milwaukee, succeeding R. R. Balsbaugh who resigned. Mr. Duszak started in 1943 in the engineering department, was formerly assistant engineer at Western Avenue yards, Chicago, special assistant to general manager Lines East and, since September, has been trainmaster at Sioux City.

P. Bridenstine is appointed trainmaster of the Iowa & Dakota Division First District with headquarters at Sioux City, succeeding E. A. Duszak. Mr. Bridenstine came to the Road in 1938 as an agent-operator, since when he has been train dispatcher, assistant trainmaster and trainmaster on various divisions. He transfers from the position of trainmaster at Miles City.

N. J. Klein is appointed trainmaster of Milwaukee Terminals with headquarters at Milwaukee, succeeding J. F. Elder, transferred. Entering service in 1941, Mr. Klein was formerly special assistant in the office of general manager Lines East, trainmaster at Minneapolis, and since October, 1952, trainmaster at Marion.

D. P. Valentine is appointed trainmaster of the Iowa Division with headquarters at Marion, succeeding N. J.

Klein. Mr. Valentine has been with the Road since 1943, as operator, train dispatcher, special assistant to general manager at Chicago, and most recently as trainmaster at Minneapolis.

B. J. McCanna is appointed trainmaster of the Twin City Terminals with headquarters at Minneapolis, succeeding D. P. Valentine. Since entering service in 1939, Mr. McCanna has been transportation assistant to general manager Lines East and for the past year trainmaster at Davenport.

J. F. Elder is appointed trainmaster of the Dubuque & Illinois Division Third District with headquarters at Davenport, succeeding B. J. McCanna. Since 1947, when he started with the Road, Mr. Elder has been train dispatcher, transportation assistant in Chicago and most recently trainmaster of the Milwaukee Terminals.

J. J. Taylor is appointed stationmaster, Minneapolis Passenger Station, following the death of J. M. Mortenson. Entering service in 1936 in the office of the superintendent at Minneapolis, Mr. Taylor served as secretary to superintendent and car distributor at Minneapolis. He was secretary to assistant general manager Lines East from June, 1943, to June, 1948, since when he has been secretary to general superintendent, Minneapolis.

## Milwaukee-Kansas City Southern Joint Agency

Effective Nov. 1, 1953, all Joint Agency matters will be under the jurisdiction of R. D. Fretwell, who is appointed general superintendent with headquarters at Second and Main Streets, Kansas City, succeeding J. T. McCorkle who retired after 39 years of railroad service.

## THIS WAS NEWS

(December, 1853)

Hon. Wm. H. Seward has introduced into the Senate a bill . . . providing for the construction of a Military and Postal Railroad, north of the 40th parallel, through the Territories of the United States lying between the Atlantic States and California. The bill provides that the railroad be constructed by a private company . . . and shall transport mails, troops, military and naval stores and munitions of war at rates to be determined by the War Department . . . that Congress shall have the right to reduce the tolls and fares to be charged for passengers and freight . . . but so as to allow always a profit of 10 per cent upon the actual investment of the company . . .

—American Railroad Journal, Dec. 31, 1853

## BOOSTERS HOLD GOLF TOURNEY

THE MILWAUKEE ROAD Golf Tournament, a Chicago area activity which has been sponsored by the Booster Club since 1938, was revived on Sept. 26 following a two-year recess, to mark what promises to be the beginning of a large-



W. J. May (left) of the treasurer's office and W. E. Nelson, chief clerk to passenger traffic manager, watch as W. A. McGarvey, traveling passenger agent, follows through on a long one. The fourth was Hans Klemmer, treasurer's office, who took the picture.



The winner! W. A. Dietze, public relations officer, makes a putt to go into the lead.



The four top scorers shown during the play-off round. Left to right: Glanz Dierking, bill clerk at Galewood station; Lionel Greco, machinist; W. A. Dietze, public relations officer, who won with a 76; and R. D. Claborn, special assistant to vice president—operations.

scale employe event. White Pines Golf Club near Bensenville, Ill., scene of some previous tournaments, was selected for this year's play.

Competing under a "blind bogey" handicap system, 33 players were on hand to vie for the beautiful Booster Club championship trophy and the Maurice C. Chier trophy, both of which go to the winner, as well as the 16 merchandise prizes. It was decided, however, that the four low scorers should play another 18 holes and the winner determined according to actual score. In this round, played at the Mohawk Country Club a few days later, Walter A. Dietze, Milwaukee Road public relations officer, shot a 76 on the par 73 course to win the 1953 championship. As with previous winners, his name was inscribed on the Booster Club cup, which can be retained only by winning

three years consecutively. The Maurice C. Chier trophy is for permanent possession.

The others in the play-off foursome were Glanz Dierking, bill clerk at Galewood station, winner of the championship in 1939; Ralph D. Claborn, special assistant to vice president—operations,

1948 champion; and Lionel Greco, a machinist, who was playing in the Booster Club feature for the first time.

Mr. Claborn and John M. Jarmotz, secretary to President J. P. Kiley, who managed this year's event, announce that plans are already in the making for a still bigger tournament next year.



Part of the group which played in the tournament, including several of the 16 prize winners. Since the trophy winner had not been determined at this point, Lionel Greco, one of the four top scorers, held the cup for display.

# did you know?

Summarizing third quarter operating results late last month, President Kiley stated that car loadings were down 6.3 per cent and freight revenues decreased 5.9 per cent, or \$3,401,937, the strike of the brewery workers in Milwaukee accounting for revenue losses of \$1,500,000 in July alone. It is estimated, altogether, that the 77-day strike meant a \$4,000,000 loss to The Milwaukee Road. Passenger, mail and express revenues were also lower during the third quarter, so that operating revenues for all services in the third quarter were \$3,507,292 less than they were a year earlier. Operating expenses increased \$1,147,098 during the third quarter, due mainly to higher maintenance expenditures.

The Olympian Hiawatha, which bathes at Miles City, Mont., on both its eastbound and westbound trips, is now scrubbed quickly, thoroughly and automatically by new portable washing machines, the only ones of that particular type on the railroad. The train pulls slowly between the two machines, located just east of the yard office, where rotary brushes and jets of water clean the windows and sides in approximately 10 minutes and send the train on its way shining like new.

OSBORN FORT, an observant columnist on the Maplewood-South Orange (N.J.) News-Record, who was a recent Olympian Hiawatha passenger on the Chicago to Seattle leg of a transcontinental trip, later filled two columns with comment which would seem to recommend trains as the most interesting mode of transportation yet devised. Here are some of his notes, made along the route: "A woman hoisting an infant higher on her shoulder to look at the long, sleek Capitol Limited . . . the fine faces of railroad men, whether braking a car in a yard or meeting the public; happy at their tasks, and with a keenness in their eyes that I have always envied . . . a man's voice, coming from a roomette: 'I tell you the Bible has to be rewritten in plain language for everybody to understand, or it'll only be the devout

Christians who'll read it' . . . the self-conscious look of people in diners—even adults who've been around appear to be learning to eat with finesse for the first time." The author later had this to say, regarding his trip on the Olympian Hiawatha: "All of the train crew were so thoughtful and did so much to make my trip an outstanding one that it is perhaps unfair to single out any one individual. I will, however, pay my compliments to Conductor William Snip and Steward Leo Simmons."

According to a recent consumer research study, 72 per cent of the women prefer train travel to all other means of transportation. The reasons revealed in the questioning of approximately 3,500 of them were: It provides rest and relaxation; it gives a sense of security—a psychological necessity from the feminine viewpoint; women want to "see something more than clouds" while relaxing in comfortable chairs; certainty of departure and arrival time is an important consideration; children are happier and easier to care for on a train where there is more opportunity for them to stretch their legs.

L. B. Horton, commissioner of the agricultural and mineral development department, M. T. Sevedge, superintendent of the I&SM Division, and George Neu, division freight agent, Minneapolis, were among the several Milwaukee Road officers on hand to help celebrate the first "Lakefield Lamb Day" in Lakefield, Minn., on Sept. 30. That city, only a few miles west of Mr. Horton's home town of Fairmont, is one of the country's most important lamb feeding areas. Jackson County, in which it is located, has the largest enrollment of 4-H Club boys and girls and Future Farmers of America boys in lamb feeding projects of any county in the United States. One company located on Milwaukee Road tracks at Lakefield handled 97,000 lambs last year.

In the 20 years between 1933 and 1953 the prices paid by the railroads for fuel, materials and supplies increased 209 per cent and wage rates increased 205 per cent, although the average amount received by the railroads for hauling a ton of freight one mile increased only 49 per cent and the average for performing a passenger-mile of service increased only 33 per cent.

. . . AND DID YOU KNOW that oculists say there isn't more than one person in 1,000 who can see in a straight line?

This fact came to light in a recent discussion with R. G. Simmons, Milwaukee Road general roadmaster, regarding optical track lining devices. He is shown here with one of the \$495 instruments used by track forces under his supervision. The railroad has 25 of them and feels that the investment is definitely worth while, as it is less costly to line track optically and get it right the first time.

Mr. Simmons says that good "eye liners," as track men who line with the naked eye are called, are becoming very scarce, although many railroads still prefer this method. Even the best eye liner, however, has to go over a stretch of track at least three times to be sure of getting it straight.

The Milwaukee Road, one of the first railroads to recognize the advantages of optical track liners for main line track, has been making regular



use of the devices since 1930. That's one reason you hear so many comments about how smoothly the Hiawathas ride.

the report for 1946 was awarded the "Oscar." In 1943 the Milwaukee Road annual report was judged second in the entire industry.

The coincidence which brought three of the Road's retired chief engineers to Chicago on the same day recently for a visit with Chief Engineer W. G. Powrie occasioned the conjecture that the Milwaukee is probably the only railroad in the country which has three such retired chiefs. The men are W. H. Penfield, R. J. Middleton and C. T. Jackson.

The railroads, on the average, have to haul a ton of freight 2.1 miles to earn enough money to buy a three-cent postage stamp to mail a letter. Out of that kind of return for the service which they perform they must pay employes, buy materials, supplies and fuel, pay rents, taxes, interest on their funded debts, and otherwise make ends meet.

Considering that the amazing ball club which moved to Milwaukee last spring sort of adopted The Milwaukee Road, and vice versa, readers may be interested in knowing that the Braves set a new home game attendance record for the National League. Fans pouring into County Stadium, just across Bluemound yard from the Milwaukee shops, clicked the turnstiles 1,826,397 times. In addition to stepped up traffic on many regular trains, The Milwaukee Road handled 10,761 passengers to Milwaukee on special trains. Except for one which started out of Marquette, Ia., with 147 passengers, all of the specials originated in Wisconsin communities.

forms other than that the 10-10 for individuals will fold at the top instead of the side, and the corporation forms will be cut in length from 16 to 14 inches. This was the only reduction mentioned.

In the yearly survey made by Financial World, business and financial magazine, the Milwaukee Road's 1953 report to stockholders won second place honors among those issued by railroads in the Northwest region. Similar recognition was given to the 1945 report, and

By way of proving the often-made statement that a railroad has to concern itself with a little of everything, The Milwaukee Road recently equipped 900 box cars with fibreglass insulation between the steel ends and end lining as a means of curbing insect infestation. In the Minneapolis car shops where the work was done, car sides are being stenciled "Equipped to Control Insect Infestation," so that employes may readily select cars best suited for the loading of flour and similar commodities. Additional cars will be insulated with the same material.



## The Railroad Hour Forecast

IN THE 269th Railroad Hour on Nov. 23, the American railroads will present the gay and romantic music of "The Chocolate Soldier". Gordon MacRae, baritone star of the program, will be featured in the operetta, together with soprano Virginia Haskins, Carmen Dragon's orchestra and the mixed chorus directed by Norman Luboff. The next five shows are:

- Nov. 30—State Fair with Lucille Norman
- Dec. 7—Sweethearts with Elaine Malbin
- Dec. 14—The Cat and the Fiddle with Dorothy Kirsten
- Dec. 21—Snow White with Dorothy Warendskjold
- Dec. 28—Review of the Year with Dorothy Kirsten

## Personalities in Railroad History

### Charles Minot—First to Dispatch by Telegraph

CHARLES MINOT has left his mark on railroad history as the man who first applied the electric telegraph to the dispatching of trains—one of the great milestones of railway progress.

Minot was the son of a justice of the Massachusetts Supreme Court and was graduated from Harvard University in 1828 at the age of 17. Starting as a lawyer, he soon turned to railway engineering and had a hand in the construction and operation of some of the early railway lines of New England. In 1848 he directed the building of the "Antelope," the first American locomotive ever to attain a sustained speed of a mile a minute.

While superintendent of a railroad in New York State in 1851, Minot persuaded the directorate to build a telegraph line along the right of way, then taught station agents and clerks



the Morse code and trained them to operate the instruments. The first use of the telegraph for dispatching trains occurred at Turner (now Harriman), N. Y., in 1851. A westbound train on which Minot was traveling was due to meet an eastbound train at that point. The latter was late. Minot telegraphed ahead, directing the eastbound train to wait at Goshen, 15 miles west of Turner, and ordered his train to proceed to Goshen where the two would meet. The engineer on his train balked at taking the risk, whereupon Minot took charge and personally drove the engine to

Goshen where the eastbound was waiting.

Minot lived until 1866 when train dispatching by telegraph was a common practice. In 1911 the Association of Railway Telegraph Superintendents and the Old Time Telegraph & Historical Association erected a monument to him at the exact spot from which he sent the first telegraphic train order.

### SUCCESS

*"To laugh often and love much, to win the respect of intelligent people and the affection of children; to earn the praise of honest critics and endure the betrayal of false friends; to appreciate beauty; to find the best in others; to give one's self; to leave the world a bit better, whether by a healthy child, a garden patch or a redeemed social condition; to have played and laughed with enthusiasm and sung with exaltation; to know even one life has breathed easier because you have lived—this is to have succeeded."*

—Emerson (abridged)

## how are we doing?

	SEPTEMBER		NINE MONTHS	
	1953	1952	1953	1952
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc.....	\$23,520,301	\$25,186,946	\$195,792,814	\$199,821,311
<b>PAID OUT IN WAGES</b>				
PER DOLLAR RECEIVED (CENTS).....	10,900,922 (46.3)	11,311,054 (44.9)	98,264,472 (50.2)	101,784,614 (50.9)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	627,243	492,973	5,626,097	5,797,782
PER DOLLAR RECEIVED (CENTS).....	(2.7)	(2.0)	(2.9)	(2.9)
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest..	10,961,107	11,577,948	88,001,440	87,327,519
PER DOLLAR RECEIVED (CENTS).....	(46.6)	(46.0)	(44.9)	(43.7)
<b>NET INCOME</b>	1,031,029	1,804,971	3,900,805	4,911,396
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars.....	130,556	143,535	1,125,938	1,142,401
Decrease 1953 under 1952.....	12,979		16,463	

## CAN YOU NAME THEM?

THE following initials are the "reporting marks" by which freight cars of different railroads are identified and reported for operating and accounting purposes. See how many of the 10 railroads you can identify from their reporting marks; then turn to page 41 for verification.

1. A C L
2. B A R
3. C B & Q
4. C N W
5. D & H
6. G & F
7. I C
8. I V
9. M-K-T
10. N K P



### test your knowledge of railroads and railroading

(Answers on page 42)

1. In what city is Thirtieth Street Station—Chicago, St. Louis, Buffalo or Philadelphia?
2. In track maintenance work, what is known as a crib—the space between two adjacent crossties in track, the slope along the roadway outside the crossties or a ballast cleaning machine.
3. Which wood preservative is most widely used in the railroad industry—zinc chloride or creosote?
4. Are interlocking plants for the purpose of protecting a railroad crossing or junction, for protecting a freight classification yard, or for automatically recording the movement of cars past a given point?
5. How are tank cars unloaded normally—through a valve at the side of the tank, through the dome or through an outlet at the bottom of the tank?
6. What is the average freight train load—about 900, 1,100 or 1,300 tons?
7. Which was introduced first on the American railroads—the dining car or the sleeping car?
8. How many crossties are required to support a standard 39-foot rail in track—14, 22, or 28?
9. In what state is the oldest railroad



H. C. Krasche, retired agent of Bouton, Ia., and president of Perry unit of the National Association of Retired and Veteran Employes (seated, right center), welcomes W. N. Foster, retired master mechanic, Marion, who is president of the Marion-Cedar Rapids unit. (Perry Chief photos)

## Golden Anniversary Couples Feted at Perry

RAILROAD people at Perry, Ia., who are members of unit 60 of the National Association of Retired and Veteran Employes were hosts to 21 members of Marion-Cedar Rapids unit 29 on Oct. 21. The gala get-together was planned as a tribute to eight couples whose married life together had passed the half century mark.

The Marion-Cedar Rapids group, consisting of retired railroad people from the Milwaukee, the North Western and the Rock Island, traveled to Perry together on the Midwest Hiawatha. A dinner was served by the Perry women, after which the visitors enjoyed a social evening and played cards. Mrs. Thomas Rellihan, wife of an engineer, read a tribute in verse to the couples who were enjoying the golden years of life together. The guests thus honored were Mr. and Mrs. W. N. Foster, Mr. and Mrs. H. W. Lee, Mr. and Mrs. William Coil, Mr. and Mrs. William Simpson, Mr. and Mrs. Carl Wightman, Mr. and Mrs. Herman Krasche, Mr. and Mrs. Otto Lewis, Mr. and Mrs. E. C. Hullerman and Mr. and Mrs. Sanford Lines. The Lees, who had celebrated their 61st anniversary, were presented with a gift.



Back of the scenes with the kitchen committee. From left: Mrs. Homer Lee and Mrs. Frank Johnson, wives of conductors, and Mrs. Thomas Rellihan, wife of engineer.



Retired Milwaukee Road men who formerly worked together enjoying their first visit in more than 15 years. From left: Train Baggage-man Charles Hayner, Marion; Engineer B. H. Moore, dean of Perry's railroad employes who recently celebrated his 94th birthday; and George Hennessey, retired master mechanic of the Iowa Division.

bridge now in use—New York, South Carolina or Maryland?

10. Do diesel-electric locomotives require water in their operations?

## THE HOME BUILDERS CLUB



The house, 42 feet long and 31 feet wide at the living room wing, is finished in California redwood siding with knotty pine trim. Mrs. Williamson enjoys gardening, had great success this summer with her gladioli. The bulbs were obtained from Agent R. C. Haff, Minocqua, Wis., who grows them for competition.

## They Wanted It Now



It was their own idea. For the master bedroom, a corner window made by simply stripping three single windows together.

SOME OF the Williamsons' friends thought they were plain crazy to build a house.

"You don't know what you're getting into," they said. "You have no training, no experience with tools." But even as they were having their say, the Williamsons were busy turning over the first spade-full of earth. One year later their snug six-room ranch home in Oak Lawn, Ill., stood as proof that initiative is still the most dynamic force in American life.

In the Chicago suburban area, owning your own home is the rule rather than the exception. Like many couples, Harold Williamson, chief clerk in the office of general agent passenger department in Chicago, and his wife Anita, a former CB&Q employe in the Union Station, undertook to build their own because they wanted to enjoy it while they were still young. Not tomorrow, but now. With no previous training—the only thing Harold can remember ever building was a little lean-to shack when he was a youngster—they did all of the major work themselves, from drawing the plans to putting in the grass seed.

The house which they designed for a 140x220 foot lot consists of a living room (with provisions for a dining unit), three bedrooms, bath, kitchen and utility room. Assisted by Mrs. Wil-

liamson's father, who had some previous experience as a home builder, the excavating was started on May 5, 1952. Because they wanted the house weather-tight before winter, the plastering and heating were let to professionals. An outside tradesman was also engaged to dig a well, and by Oct. 31 the house was far enough along for the family, which included year-old Robert, to move in; a total working time of six months of evening, week end and vacation labor.

National statistics would have it that only one out of five who undertake to build their own home have the skill to follow through. Everyone interested in home-building can therefore learn from what the Williamsons accomplished. In his own case, Harold found that lack of experience was not a drawback. In fact, it may have been an asset in the sense that, being ignorant of the trickier aspects of the undertaking, he often went ahead with confidence where experts would have foreseen trouble. About half of the time he worked by trial and error ("if it didn't fit one way, I just ripped it out and tried another").

Most building material dealers, he discovered, are not only willing but anxious to help the amateur avoid costly mistakes, and many offer contractor rates. Months before starting, he explored the possibilities of the "how to build your own" books and found that they dispelled many mysteries. Mrs. Williamson proved to be a quick student, too, in learning how to mix cement, lay flooring and nail on a shingle. While Harold was at work she even tackled the outside painting.

The Williamsons are proud of the features of their new home. For example, it is double weather-stripped throughout — aluminum weather-stripping plus combination storm windows. For the living room they designed a large picture window, and a corner window effect was achieved in the master bedroom by the simple expedient of stripping single window sashes together. The modern kitchen has working units built into birch cabinets around the walls, and the bathroom has coral fixtures with asphalt tile of coral, gray and black. In the utility room, working with knotty pine paneling, Harold preserved the symmetry of the grain by nailing it right over the door and then sawing through, his own idea.

It would be misleading to say that all of this was easy, or that there were no mishaps along the way. Harold, for instance, was initiated by falling through

Fixtures of coral and chrome, coral and gray asphalt tile, were chosen for the attractive bathroom. Mrs. Williamson made the shower and window curtains of maroon plastic.



a ladder, and later he lost a thumbnail from a misplaced hammer blow. Mrs. Williamson, on the other hand, succeeded in knocking herself unconscious with a vigorous backswing from the same tool, and once she gave her husband a few anxious moments when, installing rock lathe above a ceiling, she missed a crossbeam and made an unceremonious descent.

Incidents like these seem funny now, as they enjoy the house they really wanted, a house that was a little large for three but is just right since baby Susan Anita arrived recently. Actually, some of the interior has yet to be finished, since they counted it more important this year to get a good start on the grounds. Already the front lawn looks as though it has always been there,

and the back 50 feet, planted in vegetables this spring, yielded a bumper crop of carrots, corn, melons, tomatoes, radishes, cucumbers and potatoes. The surplus was canned.

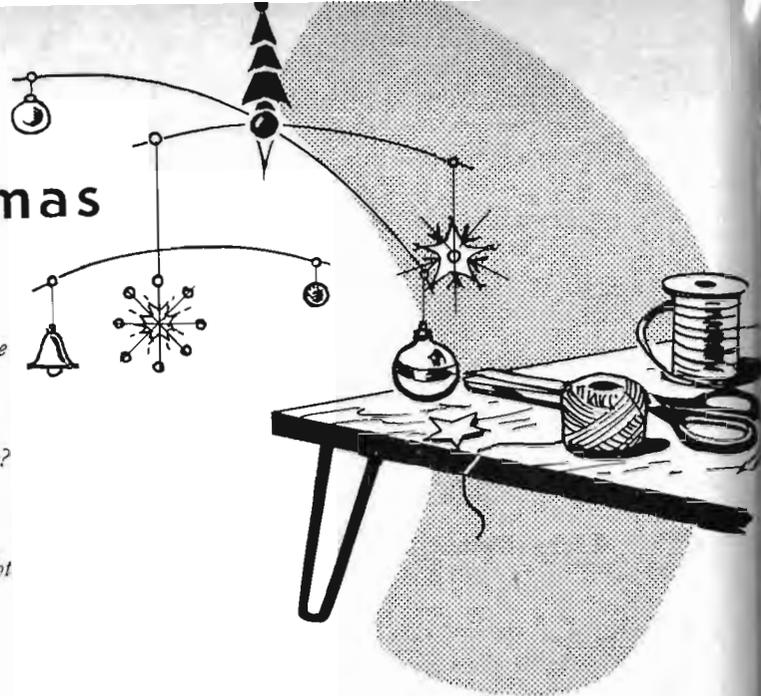
The noteworthy point, though, is that building their own home paid off for the Williamsons in a saving of roughly 40 per cent. Would they sell for a profit? Not this house, oh no, but they would like to build another sometime for an investment. They're pretty well satisfied with what they have now, or will be after they build on the garage and the connecting breezeway they are planning. Several details have yet to be worked out, the pitch of the roof, for one. But that's only minor. "If it doesn't work one way," they say, "we'll just try another."

A compact working unit runs the length and width of the kitchen. Sliding windows were installed above the enclosed sink.



# Make it for Christmas

LOOKING for Christmas ideas? Behold the lollypop tree, a gay decoration for any room in the house, or a centerpiece for the table. Even the children can put one together. Something in the baking line? We offer you Christmas buns and pressure cooker fruit cake. An inexpensive gift? How about a toy made from washcloths? Or a sequined handbag or a casserole jacket crocheted from a new double-thick cotton which cuts working time in half? Did you ever make your own greeting cards? You might try it this year. Here are the instructions and other suggestions for pre-holiday planning. Hope you have fun.



## Make a LOLLYPOP TREE

HERE'S a wonderful Christmas decoration the children can make—a lollypop tree!

First, get a large-size sugar pine cone from a florist. They usually have them in stock or can get them on order, and they are inexpensive. Then make a base for it to stand on. The following is a simple one: Take a wooden chopping bowl and turn it upside down. The bowl should be about two-thirds as wide as the cone is high for balance. Pile a mound of modeling clay of about two or three inches on the center of the base

and seat the stem end of the cone firmly into it, bringing it up over the lower scales to hold the cone steady.

Stick the tips of fluffy evergreen or other green leaves into the clay so that they come down and cover the bowl. Let the clay dry overnight. Then on each scale of the cone rest a small lollypop, candy end out. For an added touch, Santas and other Christmas novelty candies can be set on the base. There, it's complete—a decoration that's different.

(Fanny Farmer Candies)



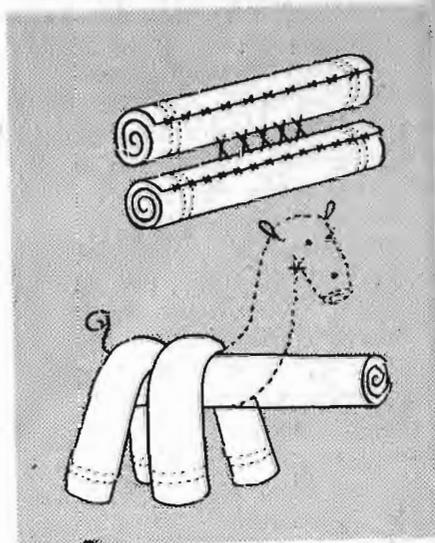
## Make TOYS from WASHCLOTHS

ATTRACTIVE terry toys require little sewing experience and can be made in just a few minutes. Most important, since no cutting is necessary, they can be opened later into usable washcloths.

A toy giraffe can be made by rolling three washcloths into tubes. If you roll a stiff piece of paper inside each cloth, the body will be firm and solid. After rolling, stitch the loose edges to hold in place, as shown in the diagram. Then, as shown in the diagram, fold two of the washcloths over the third for legs. Take firm tucks on the long end of the third to make it curve up and over

for neck and head. Embroider features with colored floss, and make ears and tail from pipe cleaners. Total sewing time—less than half an hour!

Another gift for a baby is a complete set of day-of-the-week bibs. All you need are seven washcloths in different colors. Turn up a "crumb catcher" pocket at the bottom of each, turn back each corner at the top, and bind the top with bias tape, leaving plenty of tape at each side for tie strings. Then, with embroidery floss, embroider a different day on each bib.

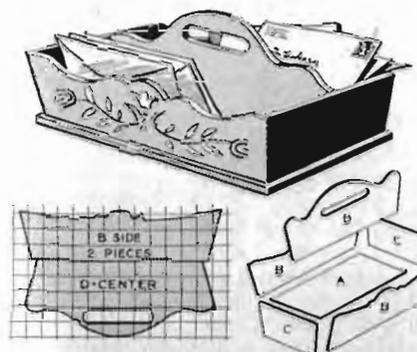


The Milwaukee Road Magazine

## Make an Antique Knife Box

A KNIFE box has a dozen other uses—for knives, forks or spoons, for serving hot biscuits, or to keep as a letter box or sewing catch-all. This pattern is a reproduction of an early American antique found on a farm in Lancaster, Pa., an area renowned for the Pennsylvania Dutch motifs in decoration. Your family will appreciate this gift from your home workshop.

To make the box from the pattern shown here, you need only a small piece of fir plywood  $\frac{3}{8}$ " thick—a piece as small as 16" by 21" will do. From it cut the following pieces:



- 1 pc.— $6\frac{3}{4}$ " by 12"....bottom (A)
- 2 pcs.— $3\frac{1}{8}$ " by  $13\frac{1}{4}$ "....sides (B)
- 2 pcs.— $3\frac{1}{8}$ " by  $7\frac{1}{8}$ "....ends (C)
- 1 pc.—5" by  $12\frac{3}{8}$ "....center (D)

Draw a grid on a piece of paper, spacing your lines 1 inch apart. Then draw the actual pattern outline of the handle, one side, and one end on the grid, using the pattern shown here as a guide. Cut out the special shapes with a jog or coping saw. Use the same pattern in reverse for the other side and end.

File or plane the bottoms of the sides and ends so they fit on the bottom piece and then assemble, glue, and nail the parts in place. To finish, sand with O sandpaper, rounding off all sharp corners. Then dampen the surface with a wet cloth and let it stand for 12 hours. Sand again with OO sandpaper, or rub with fine steel wool.

Finally, you can wax, stain, varnish or paint the box to fit your needs. A natural finish with a bright colored tulip design will lend character to the piece, or you can buy a colorful and decorative decal at the dime store for the sides of the box.

(This is one of a series of six free full-size patterns for reproductions of authentic American antiques which are available at your grocers in boxes of a well-known cereal.)

November, 1953

## Make Christmas Tree BUNS



IT'S PUFFY and light, rich and delectable, but most important, the Christmas Tree Bun is fun. Mother makes up the dough and eager hands help to shape it. It shows up at breakfast on Christmas morning, comes piping hot to the holiday dinner nested in a green napkin. As a gift, the Christmas Tree Bun can warm the hearts of old folks and bring cheer to friends and neighbors. Here are the recipe and decorating suggestions:

### Christmas Tree Buns

- $\frac{2}{3}$  cup milk
- $\frac{1}{2}$  cup sugar
- $\frac{1}{4}$  tsp. salt
- 6 tbsps. shortening
- $\frac{2}{3}$  cup warm, not hot, water (lukewarm for compressed yeast)
- 3 tbsps. sugar
- 3 cakes yeast, active dry or compressed
- 3 eggs, beaten
- 1 cup chopped candied fruits
- 6 cups sifted enriched flour

Scald the milk and stir in  $\frac{1}{2}$  cup sugar, salt and shortening. Set aside to cool to lukewarm. Measure water and 3 tbsps. sugar into mixing bowl (warm water for active

dry yeast; lukewarm for compressed yeast). Sprinkle or crumble in yeast, stir until dissolved. Combine milk and yeast mixtures. Add eggs. Mix candied fruit with half the flour. Add and stir into yeast mixture. Stir in remaining flour, or enough to make a dough. Turn out on lightly floured board and knead 8 to 10 minutes or until surface is smooth and satiny and dough feels springy and does not stick to the board.

Put dough into greased bowl and brush top lightly with soft shortening. Cover with cloth; let rise in warm place free from draft until doubled in bulk, about  $1\frac{1}{2}$  hours. Punch down, pull sides into center, turn out on board. Shape into even ropes  $\frac{1}{2}$  inch thick and about 14 inches long. Shape each rope into a tree on greased cookie sheets. Start with a  $2\frac{1}{2}$ -inch base and wind rope back and forth, getting smaller and smaller until the rope is used up. Attach a piece of dough to form the trunk. Cover with a cloth and let rise in a warm place free from draft until double in bulk. Bake at  $425^{\circ}\text{F}$ . (hot) oven about 20 minutes, or until lightly browned. While warm, brush with confectioners' sugar frosting, sprinkle with green or red sugar, or tint confectioners' sugar frosting with food coloring.

CONFECTIONERS' SUGAR FROSTING: Mix  $\frac{1}{2}$  cup sifted confectioners' sugar with  $\frac{1}{2}$  tsp. vanilla and enough beaten egg white to make soft spreading consistency.

## Make your own Christmas Cards

IT'S EASY and inexpensive to design individual holiday messages. Shown a sample or two, even the children can make their own.

If you copy the designs shown here, all you need is white bristol board or construction paper, a roll of red and/or green cellophane tape, and black India ink. The cards from left to right are: A candlestick brushed in with ink, using red bands of tape for the candle; a Christmas tree made of bands of colored tape with a few wiggles of ink designs; and a Christmas ball drawn in with ink and criss-crossed with bands of colored tape.



## Make a SPECIAL GIFT in crochet

One of the pleasures of Christmas is making special gifts for special people—unique gifts you can't find in the shops. These crochet designs were selected for quick and easy making in the pre-holiday rush. As usual, the patterns may be had free of charge by writing to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



A square plastic food dish serves as the base for the **BLACK MAGIC BAG**; made of double-thick cotton. For added elegance, trim it with sequins.



Button eyes lend a comical expression to **PETE THE POOCH**. He carries two favorite accessories wherever he goes, his pointed hat and toy ball.

**CASSEROLE JACKETS AND POTHOLDERS** are practical and novel; made of the new double-thick cotton that guarantees protection to tender hands.



## Make a FRUIT CAKE in Your Pressure Cooker

MANY modifications of the old-fashioned fruit cake recipes have been developed in recent years. There's no need now to watch oven temperatures anxiously, no need even to light the oven. Relaxed hostesses are doing the job with a pressure cooker, right on top of the stove. Here's a new recipe which retains all the flavor of the traditional rich spicy cake, together with its keeping quality:

### Presto Fruit Cake (With Spicy Marshmallow Icing)

- 1½ cups sifted all-purpose flour
- 1 tsp. baking powder
- ½ tsp. salt
- ½ tsp. cinnamon
- ½ tsp. allspice
- ¼ tsp. nutmeg
- ½ cup butter or margarine
- ½ cup sugar
- 3 eggs
- ¼ cup orange juice
- 2 cups mixed candied fruit, chopped
- 3 cups water (in cooker)

Sift together 1 cup flour, baking powder, salt and spices. Cream butter, add sugar gradually, beating until fluffy. Beat in one egg at a time, blending thoroughly. Add flour mixture alternately with orange juice, beating well after each addition.

Mix fruit with ½ cup flour and add to batter. Turn into a well-greased bowl or mold; fill only two-thirds full. Cover very tightly with two layers of aluminum foil; tie with string. Place rack in 4-quart cooker, add 3 cups water. Place bowl in cooker, cover, and wait until steam flows from vent pipe. Cook with open vent pipe for 15 minutes. Place indicator weight on vent pipe and cook for 40 minutes at COOK position (15 pounds pressure). Cool cooker immediately. Remove bowl and invert cake on wire rack. If you intend to serve the cake plain, sprinkle immediately with confectioners' sugar. Or, cover the cake with icing shortly before serving with—

### Spicy Marshmallow Icing

Blend 2 egg whites with ½ tsp. cinnamon and ½ cup sugar. Beat until stiff and firm enough to spread on cake.

### It's an Idea!

You can arrange flowers without water on your company dinner table and expect them to stay fresh for hours. First, dissolve about one-half teaspoon of a complete plant food (high in nitrogen, phosphorus, potassium) in a quart of water. Place cut flower stems in the solution for an hour. Then put them in clear water for another hour. These flowers keep several hours longer than blossoms put in plain water.

For short coiffures, the jaunty **SIDE-SWEPT HAT** is styled in wool. Outside edges of crown and brim are trimmed with braid and ball fringe.

It's voguish this season to wear a **SPARKLING COLLAR**. This is made of rayon yarn and jet beads, with jet buttons added for all-over glitter.

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

- BOWMAN, C. T.  
Waiter ..... Chicago, Ill.
- HALSEY, GEORGE H.  
Trav. Aud. .... Seattle, Wash.
- KLEIN, JOHN J.  
Cook ..... Chicago, Ill.
- WASHINGTON, OSCAR J.  
Porter ..... Chicago, Ill.

### CHICAGO TERMINALS

- AUDAS, LUTHER M.  
Boilermaker ..... Bensenville, Ill.
- GREGO, VINCENZO  
Carpenter ..... Chicago, Ill.
- MIGDAL, WALTER  
Asst. Const. Foreman ..... Chicago, Ill.
- MIKA, FRANK  
Machinist ..... Chicago, Ill.
- NELSON, HENRY G.  
Machinist ..... Chicago, Ill.
- PRÁZAK, JOSEPH  
Frt. Hse. Foreman ..... Chicago, Ill.
- TARTER, FRED  
Electrician ..... Chicago, Ill.
- TISINAI, STEVE  
Car Inspector ..... Bensenville, Ill.

### COAST DIVISION

- DOUGAL, MARTHA J.  
Frt. Clerk ..... Seattle, Wash.
- FLOSKI, JOE  
Pipefitter Helper ..... Tacoma, Wash.

### DUBUQUE & ILLINOIS DIVISION

- FAKLES, JAMES  
Coal Heaver ..... Elgin, Ill.
- FERRELL, WILLIAM H.  
Agent ..... Richland, Iowa
- GREGG, HARRY T.  
Loco. Engr. .... Chicago, Ill.
- HORSFALL, CLARENCE  
Laborer ..... Dubuque, Iowa
- NEVINS, ROBERT H.  
Loco. Engineer ..... Ottumwa, Iowa

### HASTINGS & DAKOTA DIVISION

- ANDERSON, PETER J.  
Section Laborer ..... Bristol, S. D.
- ENGELSON, CARL  
Sec. Laborer ..... Andover, S. D.
- HILSTAD, GEORGE  
Loco. Engineer ..... Minneapolis, Minn.
- JORGENSEN, AMOS C.  
Section Laborer ..... Bristol, S. D.
- PORTER, HARRISON T.  
Water Inspector ..... Aberdeen, S. D.
- STROH, THEOBALD  
Boilerwasher ..... Aberdeen, S. D.

### IDAHO DIVISION

- COSTEN, ESLEY J.  
Mach. Helper ..... Spokane, Wash.
- FIEBELKORN, FRANK F.  
Conductor ..... Spokane, Wash.

### The following employes' applications for retirement were recorded during October, 1953

- THEOHARIS, JOHN H.  
Sta. Fireman ..... Othello, Wash.

### IOWA DIVISION

- CRUISE, HOWARD  
B&B Foreman ..... Marion, Iowa
- GROVE, ELMER  
Sec. Foreman ..... Panora, Iowa
- VAN GUNDY, WILLIAM H.  
Sec. Laborer ..... Cambridge, Iowa

### IOWA & DAKOTA DIVISION

- ANDERSON, WILLIAM R.  
Conductor ..... Dickens, Iowa
- DAHL, MARTIN A.  
Blacksmith ..... Sioux City, Iowa
- FANNING, GROVER C.  
Section Laborer ..... Hartley, Iowa
- GINSBURG, ALEXANDER  
Baggageman ..... Sioux City, Iowa
- ZEMANEK, WILLIAM J.  
Machinist ..... Sioux City, Iowa

### IOWA & SOUTHERN MINNESOTA DIVISION

- WINEGARDEN, H.  
Engine Watchman ..... Wessington Springs, S. D.

### LA CROSSE & RIVER DIVISION

- CONROY, THOMAS E.  
Loco. Engr. .... Minneapolis, Minn.
- HINKLEY, OTTO D.  
Mach. Helper ..... LaCrosse, Wis.
- MITCHELL, B. F.  
Janitor ..... LaCrosse, Wis.
- PAGE, SYLVESTER  
Sec. Laborer ..... Red Wing, Minn.

### MILWAUKEE DIVISION

- DeBYL, JOHN P.  
Section Foreman ..... DePere, Wis.
- OSKINS, LEMUEL N.  
Agent-Operator ..... Wadsworth, Ill.
- WILKEY, JOHN J.  
Conductor ..... Chicago, Ill.

### MILWAUKEE TERMINALS & SHOPS

- BOGAARD, PETER  
Mach. Helper ..... Milwaukee, Wis.
- CMIKLOS, PETER  
Car Cleaner ..... Milwaukee, Wis.
- HANNA, CHARLES W.  
Switchman ..... Milwaukee, Wis.
- HANRAHAN, ARCHIE J.  
Welder ..... Milwaukee, Wis.
- HENRY, JAMES A.  
Genl. Supvr. .... Milwaukee, Wis.
- KEIDL, ADAM  
Car Cleaner ..... Milwaukee, Wis.
- KING, HARLOW A.  
Carman ..... Milwaukee, Wis.
- PARRY, WILLIAM  
Loco. Engr. .... Milwaukee, Wis.
- REISEYER, JEREMIAH  
Wrecking Engr. .... Milwaukee, Wis.

- SCHIMMELS, JOSEPH A.  
Electrician ..... Milwaukee, Wis.
- ZERGMAN, W. A.  
Conductor ..... Milwaukee, Wis.

### OFF LINE

- GEIRK, JOSEPH C.  
Trav. Frt. Agent ..... Los Angeles, Cal.

### ROCKY MOUNTAIN DIVISION

- BERG, ANDREW E.  
Warehouse Laborer ..... Butte, Mont.
- CHADWICK, E. E.  
Brakeman ..... Alberton, Mont.
- KATO, SAM  
Ex. Gang Laborer ..... Three Forks, Mont.
- MORRISON, HARRY T.  
Sec. Foreman ..... Harlowton, Mont.

### TERRE HAUTE DIVISION

- REIMER, LEROY  
Loco Engr. .... Terre Haute, Ind.

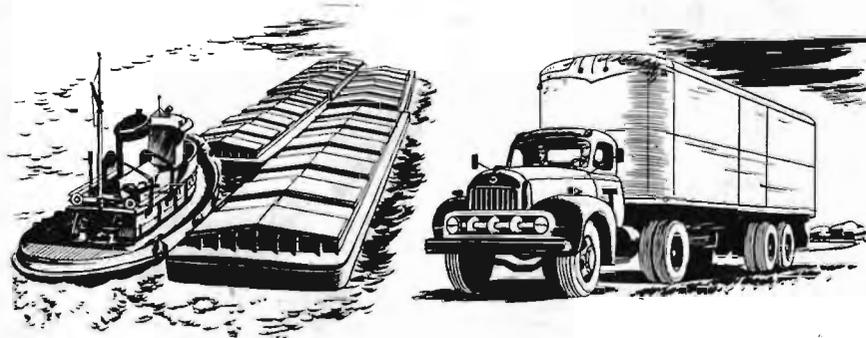
### TWIN CITY TERMINALS

- BLAKE, HOWARD C.  
Asst. Engineer ..... Minneapolis, Minn.
- BORNQUIST, IVAR W.  
Carman ..... Minneapolis, Minn.
- CLEVELAND, LESTER J.  
Carman Helper ..... Minneapolis, Minn.
- GOODMAN, PETER D.  
Switchman ..... St. Paul, Minn.
- HAUGEN, HANS  
Boilermaker Helper ..... Minneapolis, Minn.
- LOPEZ, JUAN  
Ex. Gang Laborer ..... Minneapolis, Minn.
- ROSS, NEVA M.  
Price Clerk ..... Minneapolis, Minn.

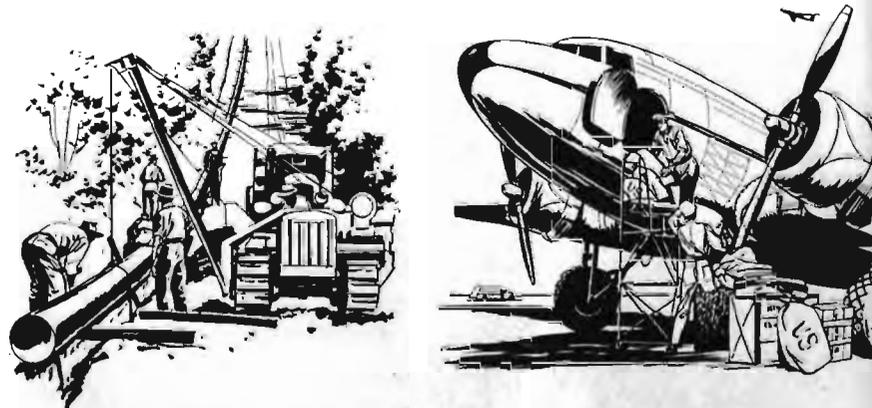
### TAKE AWAY THE TURNSTILE



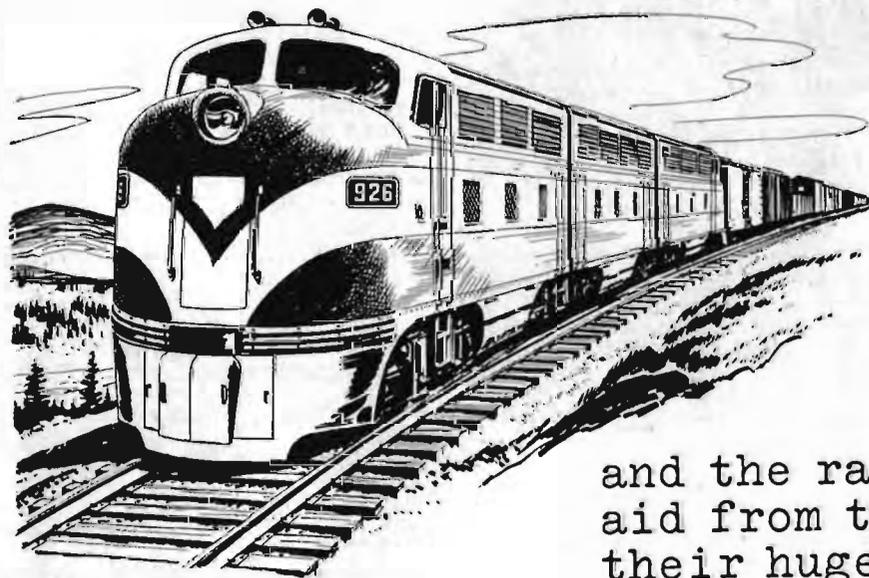
All the other forms of  
transportation combined



do not carry as many tons  
of freight as many miles



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aid from the taxpayers...do  
their huge hauling job at a  
lower average charge than  
any other form of general  
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on NBC.

The Milwaukee Road Magazine

## about people of the railroad

### Rocky Mountain Division

#### EAST END

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

Funeral services for Engineer William Sughroue were held in St. Joseph's Church in Seattle on Oct. 8. Sympathy is extended to his wife and family. Mr. Sughroue was an engineer for many years on the Northern Montana out of Lewistown. Later he came to Three Forks where he worked in the west ring. Moving to Butte, he took a helper job until he retired.

Engineer and Mrs. O'Donnell visited with their son-in-law and daughter at White Bear, Minn., in October.

Robert Daniels, retired engineer, and Mrs. Daniels of Cedro Wooley, Wash., visited in Three Forks during October. They were house guests of Mr. and Mrs. Rollyn Allen.

Mr. and Mrs. Tommy Fairhurst, Jr. spent a recent vacation in Florida.

Engineer Pete Spurlock is back on the job after taking a few weeks off on account of illness.

Pvt. Donald Brock who was in train service before entering the Army, spent a 10-day furlough with his parents, Engineer and Mrs. Luther Brock. He is stationed at Camp Roberts, Wash., but is being transferred to Camp Kilmer, N. J.

Sgt. Stanley Collum Jr. of the Air Force visited with his parents, Conductor and Mrs. Stanley Collum Sr., while en route to Scott Field, Ill., to attend personnel school. His wife and two children will make their home in Three Forks while he is stationed there.

Conductor and Mrs. O. Johnson were called to Los Angeles by the death of a close friend. They expected to be gone about two weeks.

B&B Foreman James Barta has finished his work on the Gallatin Valley line and is moving to a location on the main line.

### H & D Division

#### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

A full and eventful career ended for Water Inspector Harry T. Porter with his retirement Oct. 1. Starting in July, 1905 on the section for the C&NW at Aurora, S. D., he worked one month at wages of \$1.10 per day, 10 hours a day. In 1906 he became pumper at Philip, S. D., and in February, 1913 came to the Milwaukee as a pump repairer. He was on that position until October, 1927 when he was made water inspector at Aberdeen, the position he has held since. A dinner was given in his honor at Aberdeen. His congenial presence, to say nothing of his fishing advice, will be missed, but we hope to enjoy visits with him around the depot for a good many years to come.

#### EAST END

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

Agent F. R. Scott of Webster, S. D., has a way of getting around. He wanted to see that part of his family now living in Honolulu, so he took to the air and it made a nice two-week vacation.

Hunting season was officially opened when four H&Ders, J. D. Anderson, Cliff Bofferding, Les Natzel and Fred Blabaum, headed for Wyoming. They returned with an antelope and a deer apiece.

Death has claimed Engineer George Hupp and Albert Glander, retired B&B laborer. We extend sympathy to their families.

The Warren Hecumis are enjoying an addition to their family of three boys. Renee, age 12, who has come to live with them fits nicely into the family.

The Wayne Hardings are happy over the arrival of their little daughter Gayla, who is much admired by her two brothers, Scott and Brian.

Sympathy is extended to Carl Fliflet of the Appleton section force in the recent death of his wife.

After a lengthy layoff due to his health, Conductor George Meyers is back in passenger service.

### I & S M Division

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

Congratulations to Mr. and Mrs. Gerald Brandt on the arrival of little Stephen on Oct. 20. Dad is employed as a switchman at Austin.

Word has been received that Train Bag-

gageman Rudy Berg is in a serious condition at Community Hospital, Madison, S.D., at this writing.

Barbara Wacholtz withdrew her bid for the steno-clerk position in the superintendent's office at Austin and elected to remain in the roundhouse office. Bernadine Cochlin was senior bidder when the position was re-bulletined, but as she requested a maternity leave of absence, the position is being filled temporarily by Mary Jane Miller.

Lewis C. Sharp, 41, passed away at the Madison Community Hospital following a long illness. He is survived by his wife and three children. Mr. Sharp was agent for the Railway Express.

Chief Dispatcher M. P. O'Loughlen is confined to Madison Community Hospital at this writing.

Roadmaster Art Vogel and Section Laborer Leo Klopff enjoyed their vacations during the first two weeks of the pheasant season.

Agent Ed Full, at this writing, is again working on the grandfather clock in our office and hopes to have it in running order soon. He has been spending a lot of time on his "day off" working on the clock.

Relief Dispatcher Harvey Otterness, Austin, was the senior bidder for the regular relief dispatcher position at Newport, Minn.

Trainmaster Dick Jensen left us Nov 1 to report for duty at Deer Lodge, Mont. George W. Mealey will replace him as trainmaster at Austin.

At the Women's Club meeting in Madison on Oct. 13 a most interesting letter was read from Mrs. H. J. Bennett, wife of retired agent, now living in Pomona, Calif. Prizes were awarded to Mes. John Casey, L. B. Johannesen and M. P. O'Loughlen. Lunch was served by Mrs. Clinton Gtegerison.



A life-long South Dakotan, Water Inspector H. T. Porter (second from right) retires at Aberdeen on Oct. 1. Associates with him are, from left: W. C. Wallis, assistant division engineer, Aberdeen; L. L. Lux, National Aluminate Corporation, Milwaukee; J. A. Thompson, assistant master mechanic, Mitchell; G. C. Groves, traveling engineer, Aberdeen; and Leo Winfrey, former district water supervisor at Portage, Wis., who succeeds Mr. Porter. Details are reported by Correspondent R. F. Huger. (Aberdeen American-News photo)

# Chicago Terminals

## UNION STREET

Florence La Monica, Correspondent

Retiring recently after many years of service Joe Prazak, freight house foreman, plans on enjoying a lot of fishing and hunting around Spring Green, Wis. He is also happy to have the leisure to devote more time to his family. At an informal party Agent B. M. Smith presented Joe with a handsome gift and the good wishes of everyone at Union Street. We sincerely wish Joe and Mrs. Prazak many years of happiness.

Last month we had a pleasant surprise when one of our retired co-workers, Mose Keogh, who has been living in San Diego for several years, called on us.

Sorry to have Carol DiCicco leave Union Street, but we wish her good luck in her new job at Western Avenue.

Helen Gajda, who has been recuperating from an operation for some time, was back to work recently, but is again confined to her home. We hope that before long she will be fully recovered.

George Damp, blocker in house three, is confined to the hospital and John McKee recently underwent an eye operation. At this writing he is at home and recovering nicely.

Frank Frotzak was stricken with pneumonia and at this writing is confined to St. Francis Hospital in Blue Island.

Mrs. Mary Little, sister of Thomas Carroll, checker in house 2, passed away; also Mrs. Julia Kulp, mother of E. G. Kulp, stower in house 3. Sympathy is extended to the families.

## GALEWOOD

Norma Gunderson, Correspondent

Art Karr, retired train desk clerk now living in Glenwood Springs, Colo., visited here Oct. 6.

Bill Clerk Glanz Dierking came in a close second at the Booster Club golf tournament held at the Mohawk Country Club Oct. 7. He offered no excuses. Just said he was beaten by a better player.

We were happy to see Lillian Arenstein, Floyd Hall and Marie Riley return to work Oct. 12 after being ill for some time. Lillian, however, met with an accident since and has been home for a couple of weeks at this writing.

Caller Duwaine Van Scoy returned to work recently after a three-month illness.

Checker Charles Schultz retired Nov. 1, leaving with 32 years of service.

Checker Sam Bartosik and Chief Sealer George Calos are both home due to illness at this writing.

Checker Max Zielinski has transferred to the P.F.I. department for the winter.

William Tessendorf, yardmaster at the Western Avenue freight yard, retired Oct. 31. His fellow employees presented him with a gasoline lawnmower.

*Grandma was giving the bride a heart-to-heart talk.*

*"Child, I hope you lot's going to be easier than mine," she said. "All my wedded days I've carried two burdens—pa and the fire. Every time I've turned to look at one, the other has gone out."—Wall Street Journal*

# BENSENVILLE

Dorothy Lee Camp, Correspondent

At this writing Mrs. Bradshaw, wife of Deacon Bradshaw, is doing nicely after an operation. Switchman Abie Shore is recovering from a serious operation at Hines Hospital, and Engineer Roy Lange is still ill but feeling some better. All wish to say thank you for the cards and letters wishing them a speedy recovery.

Mrs. J. Melvin, wife of day trainmaster, is in El Paso, Tex., at this writing for a vacation and a visit with a son stationed there with the armed forces.

Yard Clerk W. D. (Jr.) Koch has enlisted in the Air Force and is now stationed near New York. Letters home tell how much he likes the service.

Sorry to report that Tim Badgely and wife had rather a bad auto accident recently. Thanks to quick thinking on Tim's part, though, no one was hurt too seriously.

Special Officer Leonard Mazar recently bought two fine Boxer pups from Mrs. O'Dell Doyle of the railroad lunchroom at Mannheim. All went well for a day or two until Baron Mazar, the male, tried to catch the high and mighty Mr. Tomcat at the Mazar home. Mr. Tomcat jumped into a wheelbarrow with the Baron close on his tail, the wheelbarrow tipped over and the Baron's leg was broken. The veterinarian said the leg could be put in a cast or the dog could be put to sleep. A happy ending, at any rate—the cast is on the Baron's leg and he greets his owner each night with a grateful lick of his pink tongue.

Gene Waletich, Bensenville teletype operator, drove to his home in Sisseton, S. D., recently for a visit with his mother and for the pheasant hunting. One day's hunting was all he got in, as he spent the rest of the time battling "flu" bugs.

Our sympathy to Train Clerk Ed Erickson and his brother, whose mother passed away in October after a long illness.

Paul Norris, caller at Galewood, is now a caller at Bensenville. Jodie White, also a Bensenville caller, is on the mend after an emergency operation. Callers Tommy Myers and Bill Halbey took their vacations, Tommy and wife Clara in Florida and the Halbys in California.

Help! Wanted, by Bill Johnson, his wife and his daughters aged 3, 2, and 2 months, a place to call home. This is an emergency. Can anyone find Bill and family a place at reasonable rent? Bill is a train clerk at Bensenville. If anyone hears of a place, please contact the yard office.

## Terre Haute Division

### HULMAN STREET YARD

E. H. Lehman, Correspondent  
c/o Yardmaster, Terre Haute

Sympathy is extended to Carman Glenn Johnson in the death of his father during October; also to Yard Clerk C. H. Dietz in the death of his brother on Oct. 13.

Jack Owens, retired switchman, who visited us last month, is reported ill and in the hospital at Terre Haute.

Odus A. Young, retired switchman, of St. Bernice, is reported very ill at his home.

Retired Passenger Brakeman Fred Stewart is reported ill at his home at 1739 Garfield Avenue, Terre Haute.

Conductor Thomas W. Mulvihill who became ill while on his run about a month ago, and who was in a hospital at Terre Haute for a week or two, has been taken to his home at 1545 South 23rd Street, Terre Haute.

Retired Conductor Perry Wills is ill at his home on East Hulman Street in Terre Haute.

Sympathy is extended to the relatives of Fred J. "Ike" Cowan, who passed away in a Bedford hospital on Oct. 25. He was 61 years of age and had been in ill health for some time.

Switchman and Mrs. Richard McCullough are the parents of a son, Michael Dean, born Oct. 12.

Switchman George Funk and family returned from California Oct. 12. If you have ever lived "On the Banks of the Wabash," you just can't stay away.

Switchman Clifford Stout reports that his son Raymond, just back from Korea, is now a cameraman with the Air Force in Nevada.

Carman Elgar Snodgrass and wife have moved to Terre Haute from St. Bernice.

Engineer Ora Reed retired Nov. 1 after 45 years of service. He and Mrs. Reed will continue to reside in St. Bernice.

Steve Effinger, retired conductor, and Mrs. Effinger visited their daughter in St. Louis in November.

Henry A. VanBrunt, retired engineer, called on old friends at the roundhouse during October. Henry is almost in the motel business. He has several small furnished houses on his property at the north edge of Terre Haute which he rents.

The marriage of Miss Helen Austin, daughter of Herschel Austin, car department chief clerk, and Alex Fleschner took place Oct. 23 at the Second Avenue E.U.B. Church. The young couple will reside in Terre Haute.

## REA BUILDING

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

Frederick G. Pearce, chief clerk to superintendent at Terre Haute, retired Oct. 30. He had been employed on this division in various capacities for the past 43 and a half years. Fred is the third member of the Pearce family to be retired on this division, Engineer Sumner Pearce having retired about 10 years ago and Division Storekeeper Charles W. Pearce having retired about two years ago. Fred will actually be only semi-retired, as he expects to continue with his music, being a very accomplished pianist, and also be occupied with about an acre of garden in which he has been interested for the past several years. A good many years ago Fred was considered quite a sculptor, and he may also revive his interest in this work. A dinner was held in his honor on Oct. 30 at Terre Haute, which was well attended by friends from Terre Haute, Bedford, Linton, and other points on the division. He was presented with a wrist watch which should continually remind him of his many years of service with the Milwaukee and the many friends he made while employed on this division. We wish Fred and his wife Irene years of happy leisure.



**RESTING EASY.** A railroad career of 62 years was concluded with the recent retirement of A. H. Wright who had been agent at Monticello, Wis., on two different occasions for many years. Starting at Monticello as a section hand in 1891, Mr. Wright was a relief agent, operator, telegrapher and ticket seller at various points on the Madison Division before being appointed agent for the first time in 1902. In 1908 he became a traveling auditor at Davenport and was later agent at New Glarus before returning to Monticello as agent in November, 1910. Mr. Wright, shown here with Mrs. Wright, was 79 this spring. A son, Edgar, is chief traveling auditor with headquarters in Chicago.



**PROUD RECORD.** When Section Foreman John P. DeByl retired recently he held one of the outstanding safety records on the Milwaukee Division Second District—50 years and three months of service without one reportable injury to himself or any of his men. Starting on the old Superior Division as a laborer, he had been section foreman since 1907.

**TROPHY.** On his annual hunting trip to Canada, Trans-Missouri Engineer J. J. Klein Jr. brought down a moose weighing over 1,000 pounds with an antler spread of 43 inches. He also got a 400-pound black bear. (Mobridge Reminder photo)



**A NEW TRADE.** Tinkering with tools in his well-equipped workshop has been the engrossing hobby of Engineer E. F. Hornung since he retired recently at Dubuque. At 65 he had 51 years of service, having exaggerated his age to get started in railroading. In that calling he followed the example of his father who also spent his lifetime as a Milwaukee engineer, dating back to the narrow gauge engines on the Cascade line. Mr. Hornung is proud of the fact that throughout his own long service—32 years at the throttle—neither he nor anyone with him was ever injured. The family railroading tradition is being carried on by his son Kenneth who is the Road's architect in Chicago. (Dubuque Telegraph-Herald photo.)



**RAINIER IN 1910.** Fay Clover, chief clerk in the Tacoma agent's office, took this picture in 1910 when his father, F. C. Clover, opened the station at Rainier, Wash., and his mother was telegraph operator. They lived in a tent for several months, there being no houses in Rainier at that time. The old coal burner was pulling a work train on the old Gray's Harbor Line. Standing in the center is Conductor J. C. Wood, and the engineer in the cab is Joe Kothoff. The other two men are unidentified.



**TRADITIONAL BRIDE.** Marilyn Hauffe, local and interline bureau employe in the freight auditor's office, Chicago, was a lovely white satin and lace bride for her marriage to James Tilton. The formal wedding took place at St. Sebastian's Church on Oct. 24.



Virgil Dvorak of Cedar Rapids, who has been employed as general clerk in the superintendent's office at Marion, arrived in Terre Haute in October to take over the position vacated by Mr. Pearce. Mr. Dvorak immediately purchased property in the southeast part of Terre Haute and hopes to move his wife and two daughters here in November.

Work is progressing rapidly on the new steel span in the Wabash River bridge at Terre Haute, and it appears now that this work should be completed very shortly.

Conductor Vaughn Allen and Mrs. Allen will make a trip to New Orleans and Baton Rouge in November to visit their daughter and son-in-law.

Herbert A. Brown, retired clerk, and Mrs. Brown will go to California in November to visit their son. They will also visit another son in Arizona.

Herman J. Kutch, retired conductor, and Mrs. Kutch, who now make their home in Hot Springs, Ark., will leave for California in November and spend a part of the winter there.

Mrs. Lewis D. Hos of Terre Haute and Mrs. Dave Thurman of St. Bernice, widows of retired employes, will visit in Greenville, S. C., during November, and later with relatives in Texas and Colorado.

Mrs. T. M. Mitchell of Ridgefarm, Ill., widow of operator, will go to Albuquerque, N. M., in November and visit there during the cold weather.

The Women's Club held its monthly meeting in the Terre Haute club house on Oct. 22. The meeting was well attended and a very good potluck dinner was served. After the dinner President Dona Graam introduced several speakers who made short talks on cancer control.

Harry Paton, of the engineering department, returned to Terre Haute in October and has again taken up headquarters in the Rea Building.

## Off Line Offices

### SAN FRANCISCO

Mrs. Frances Croy, steno-clerk in the office of L. P. Freeman, general agent, was recently elected president of San Francisco Chapter of the Railway Business Woman's Association. Mrs. Croy has been employed in the San Francisco office of the Road for two years, following 10 years' association with the San Francisco headquarters of the Rock Island. The chapter which has been organized for several years has approximately 150 members among women in local transportation groups. Other California chapters of the R.B.W.A. are located in Los Angeles and in Sacramento.



Mrs. Frances Croy

*In investing money, the amount of interest you want should depend on whether you want to eat well or sleep well.*



## I & D Division

### SANBORN-RAPID CITY

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

Charles C. Huska is back on his job as operator at Murdo after serving a hitch with Uncle Sam.

I. J. Carey, former operator at Rapid City, is now the agent at Draper; J. J. O'Neil, former cashier at Rapid, is now cashier at Yankton; and Clerk Carl Anderson, also of Rapid, is now yard clerk at Sioux City.

E. D. Mayer is the new agent at Worthing. K. W. Gebhart has returned to Sioux City as relief dispatcher after having been on leave for several months.

Ticket Clerk J. J. Gaetze and wife are on a trip to the west coast at this writing; also getting some first hand information on train service.

Roadmaster Kirschbaum is spending some of his vacation visiting friends and relatives in Iowa.

Yard Clerk Wayne Storela at Mitchell is the proud father of a baby boy. Yep, the first boy.

The community of Sheldon, Ia., held a benefit ball game for Agent Bob Coleman who is recovering from an attack of polio. Bob and wife Pat wish to express their appreciation to all who took part.

### EAST END

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

A family potluck supper was served in the Women's Club room the evening of Oct. 6, with Mrs. O. T. Anderson in charge of refreshments. Mrs. Walter Hendrickson was in charge of decorations which consisted of mums and fall leaves. Mrs. Ralph Joynt presented Max Minott who showed a movie of the Mason City centennial. Community singing was led by Walter Hendrickson, accompanied by Mrs. Harry Larson.

Charles E. Fields, retired engineer, 78, died Oct. 10. He retired in 1939 with 45 years' service and had lived at Clear Lake the last 11 years. He is survived by his wife; two daughters, Mrs. Paul Roberge, Chicago, and Mrs. Robert Quandahl, Milwaukee; and

a son, Douglas, Mason City. Interment was at McGregor, Ia.

C. P. Cassidy has taken over the duties of division freight and passenger agent at Mason City, succeeding R. H. Conrad, retired.

News items are on the short end this month because your correspondent was off on a short vacation. Judy Hogan Salier relieved in the assistant superintendent and roadmaster's office.

## Twin City Terminals

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Ivar Bornquist, carman in the light repair yard for 47 years, retired on Oct. 1 and had all his affairs in order to sail for Sweden on Oct. 17 from New York. He and Mrs. Bornquist plan to visit relatives there for a year.

Carman Andrew Esby who retired Nov. 1 after 50 years of service is the proud possessor of a Gold Pass. Mr. Esby will help the Mrs. at home and enjoy his retirement from car work.

Carl Magnus Johnson (little Carl) who had been ill for the past few months passed away on Oct. 26 at age 60. He was a carman on the light repair track. Sympathy is extended to his relatives.

Mrs. Doris Ipsen is the new stenographer in District Master Mechanic E. L. Grote's office, replacing Marleen Nelson who resigned to re-enter the University of Minnesota.

Machinist Helper O. M. Jacobson of the locomotive department retired on Oct. 21, with 46 years of service to his credit.

A welcome to Fred E. Lonn, from Madison, S. D., who transferred to the stores division as invoice clerk. Also to Helen Lee who assisted temporarily in the store department.

### ST. PAUL TRAFFIC DEPARTMENT, YARDS AND ROUNDHOUSE

Mary Borowski, Correspondent  
c/o General Agent

A hearty welcome is extended to Gene Liese, our new city freight agent, who came to St. Paul from Indianapolis, where he had been chief clerk since January. Gene has been here for some time now, and seems to like our part of the country quite well. So well in fact, that to make sure he gets to see more of it, he bought the flashiest car you ever saw. I tell you, this place just does things to people—all for the better, of course.

Here's one shipment that arrived according to schedule. Delivery was made Oct. 18 at 1:30 A.M. Commodity? A seven-and-a-half-pound boy. Consignee? Mr. and Mrs. Robert J. Young.

Bill Golden of our passenger department went into the hospital in October for a month's care. We hope he comes back feeling better than ever.

We are happy to report that Charlie Wachs received one of the Silver Passes because of his years of service.

There were a few vacationists around here lately, too. Paul Nikolai, general agent passenger department, finished up his time visiting "ye old homestead" at Arlington, Minn.; and Tony Demmers, repair track, visited relatives in Missouri.

The Milwaukee Road Magazine



### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

The success of our retirement party on Oct. 22 was in no small way due to the efforts of our chairman, Agent W. P. Radke. The party itself brought back memories of when I was in my teens and a yard clerk. Working hours were from seven to seven every day, which of course included Sundays and holidays. Later I graduated to the freight office where the hours were better—seven to six.

At the freight office in those days it was the custom to wear your derby all day, plus a starched white collar. All billing, expensing and correspondence were done by hand; no adding machines or the like, and the stenographer was the only one in the office who operated a machine. The first question asked of you when you applied for a job was "Do you write a good hand?" In those days you could get a high beer for a nickel with a free lunch thrown in. Yes, retirement parties bring back memories.

Hunters and fishermen of this office are much confused at this writing, as the ducks are not moving south due to the warm weather, so the fish are still getting the hooks.

Irvine Rothmund of the roundhouse has been released from the hospital and is now at his sister's home at 1125 West Central Avenue, St. Paul. He welcomes visits from his old pals and office friends.

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

Welcome to Russ Kamholz, new messenger in the local freight office.

We are sorry to report the illness of Archie Benolkin's mother.

Don Lilledahl has returned to the local freight from the commercial office, being replaced there by Dave Egertson who returned from the Navy.

The last vacationists from the commercial office journeyed to warmer climates. Don Wiseman went to Salt Lake City for a week and Ruth Jackson to Seattle.

November, 1953

**CURTAIN RAISERS.** These pictures are typical of the family get-togethers with which The Milwaukee Road Women's Club opened its fall-winter activity program. Above, part of the crowd at a dinner given by Miles City Chapter at the Crossroads Inn on Oct. 5 to celebrate the success of its 1953 membership drive. Mrs. Ralph Jensen, president, was hostess. Below, scenes at the potluck supper and family party held at Perry, Ia., on Oct. 1. Included in the gathering were six charter members. Seated, left to right: Mrs. Thomas Birmingham, Mrs. Ralph Van Horne and Mrs. D. F. Sullivan. Standing, from left: Mrs. E. C. Hullerman, Mrs. J. C. Barth and Miss Ruby Eckman. Mrs. Earl Green, local president, is shown with a guest, Roger Dagle, who entertained the crowd by showing colored slides taken on a recent tour of European countries.



## D & I Division

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

The G. M. Griswolds (superintendent's office), Savanna, welcomed their first child, a son, Jay Paul, born in Jane Lamb Hospital at Clinton, Ia., Oct. 2. The candy and cigars were much enjoyed as it was a long time since we had celebrated such an event among our own gang.

Switchman and Mrs. Jack Cottrall, Savanna, are the parents of a boy born in Mercy Hospital, Clinton, on Oct. 1—and now there are two, as the Cottralls have a small daughter, Margaret Ann.

Mrs. Frank Meyers, wife of B&B foreman, passed away Oct. 3 in Dubuque after a two week illness. Interment was in Bellevue, Ia. Surviving are her husband, two sisters and one brother.

Mrs. R. M. Jenkins, wife of Iowa Division

conductor, passed away in the city hospital in Savanna on Oct. 12. Funeral services were held in the Fuller Funeral Home with burial in Yankee Street cemetery near Sparland, Ill. Surviving are her husband, four daughters, two sisters and three brothers.

Mrs. R. C. Bush, wife of car department employe, passed away in the city hospital in Savanna on Oct. 23 following a brief illness. Funeral services and burial were in Bloomfield, Mo. Surviving are her husband, two brothers and other relatives.

Operator and Mrs. Art Thostenson, dispatcher's office, Savanna, suffered the loss of a stillborn son, Paul Phillip, on Sept. 30 in Jane Lamb Hospital, Clinton.

Ben Nutt, retired boilermaker foreman, Savanna, was found dead in his home in Savanna on Oct. 21, due to heart attack. Mr. Nutt started his railroad service with the Milwaukee as a boilermaker on Nov. 17, 1905 and retired Oct. 1, 1951. Surviving are

a daughter, Mrs. Kenneth W. Barbian, a granddaughter and a sister.

Thomas Coyle, First District conductor, passed away at his home in Chicago on Oct. 19 at the age of 90. Mr. Coyle entered the employ of the railroad on Apr. 9, 1901 as a brakeman, was promoted to a conductor in January, 1906 and retired on July 1, 1937.

In a lovely ceremony in St. John's Catholic Church at Savanna on Oct. 3, Miss Claire Eileen Henderson, daughter of Master Mechanic W. W. Henderson, became the bride of Sheldon H. Rogers of Mt. Carroll, Ill. Miss Mary Ellen McGinn, daughter of Superintendent F. G. McGinn, Cedar Rapids, was the organist, and the Misses Joan Keiller, Jean Mace and Joan Schmidel bridal attendants. Following the ceremony a wedding dinner was served the bridal party, immediate families and out-of-town guests in the Hotel Radke, with a reception later at the Henderson home.

On Oct. 18 in the First Lutheran Church in Mt. Carroll, wedding vows were exchanged by Miss Lorraine Becker of Mt. Carroll and Donald Nowwick, Savanna. After a reception in the church parlors, the young couple left on a trip to the Ozarks. The new home will be made in Savanna

where Don is employed as fireman on the Iowa Division.

Marjorie Ann, only daughter of Iowa Division Conductor Richard Adams, became the bride of Alfred E. Smith, also of Savanna, on Oct. 31. A reception followed in the Hotel Radke Green Room. The new home will be in Savanna, as the groom is employed on the Iowa Division as a fireman.

### THIRD DISTRICT

E. Ferrell, agent at Richland, Ia., since 1916, retired in October. Mr. Ferrell's railroad service began in 1905 when he worked part time on the section. In 1907 he was employed in the B&B department, and he started as a telegrapher in 1908. He was employed at many of the stations on the old K.C. Division before going to Richland. The Ferrells live on a farm about five miles south of Richland, where they raise some livestock and rent the crop land. It is an ideal place to spend their retirement.

J. Howard Jones, another employe living at Richland, retired recently with 47 years of service.

When Engineer Paul Affeld brought train No. 25 into the Union Station at Kansas

City on the morning of Sept. 30, he was met by a delegation of friends and co-workers who were there to wish him the best of luck and many happy days of retirement. He began his railroad service as a fireman on June 17, 1903 and was promoted to engineer on Oct. 3, 1907.

## Milwaukee Terminals

### FOWLER STREET STATION

Pearl Freund, Correspondent



Tom Vail

Clem Vail, out-bound rate clerk, reports that his son Tom has just been transferred to Chanute Field, Ill. Tom is with the Air Force.

The RBWA costume party held at the Astor Hotel Oct. 15 was a howling success. Prizes were awarded as follows: prettiest, a Spanish

senorita, by Bernice Kruse, locomotive department; best couple, the Gold Dust Twins by Nancy Houting, Davies yard, and Lucille Russell of the dispensary; most original, the cave woman by Edna Klatt, depot operator; funniest, the barbecue chef, by Harriet Boyle, car department. Also worthy of recognition were Diamond Lil by Olive Daley, dispensary; the Community Fund Kid by Patricia Daley, traffic department; and the Gandy Dancer by Virginia Schori, stores department.

Eric Kaun, cashier department, is off to the coast to spend his vacation, while Milton Straka, assistant cashier, has just returned from Charlotte, Va., where he and Mrs. Straka visited son Jerry who is attending the university there.

Henry Shallanda, on leave of absence from the cashier department, will spend the greater part of it in Phoenix, Ariz.

Mr. and Mrs. Michael J. Kurth, announce the coming marriage of their daughter Marilyn to Donald J. Rotier. The future bride is a graduate of Holy Angels Academy, and her fiancé attends Marquette University.

Betty Lucka, l.c.l. billing department, is ill at this writing.

Ralph Richter, son of George H. Richter, claim department manager, has enlisted in the Army and is stationed at Camp Chaffee, Ark. Ralph is well known at Fowler Street, having worked here during vacations from school during the past few years. He is in the armored division.

Sympathy is extended to Henry Hempel, check clerk in house 7, on the death of his wife, Mary Lone, on Oct. 1. She had been ill for a long time. Also surviving is a son, Edward, and a sister.

We are also sorry to report the death of one of our co-workers, Henry Miotke, who had been ill at home and hospitalized since the latter part of May. He began working at Fowler Street in 1922, serving successively as night expense clerk, demurrage clerk, and during recent years as clerk in the cashier department. He is survived by his wife Justine and three sons. Henry will be missed by all.

Illness to date has placed August Bartos,

Leo Huebner and Fred Gebhardt on the absentee list. All are employed at house 7.

New tax exemptions have been reported at the homes of Mr. and Mrs. Robert McCormack and Mr. and Mrs. Joseph Wuerl. It's a boy for the McCormacks, Timothy George, born Oct. 13, and a girl for the Wuerls, named Debra Marie and born Oct. 25.

### DAVIES YARD

Charles Pikalek, Correspondent

Carman Sylvester Kluck and Virginia Knapp of Pittsville, Wis., exchanged marriage vows at St. Lawrence Church in Milwaukee on Oct. 17.

Kenneth Klinger was recently inducted into the armed forces and is now stationed at Fort Riley, Kans.

Pfc. Jack Love paid us a visit recently while on furlough.

Nick Kissler is ill at this writing and will probably be away for some time.

## Idaho Division

Mrs. Ruth White, Correspondent  
Office of Agent, Spokane

E. D. Jefferson, retired traveling engineer, and Mrs. Jefferson are on their annual jaunt down the coast of California after spending most of the summer in Spokane and vicinity. This is their third season of trailerville living, and it apparently agrees with them. By Dec. 1 they expect to be located south of the border renewing acquaintanceships with folks met there last year. Their address will be "Escalante Place, Guaymas, Sonora, Mexico," for the benefit of friends who would like to keep in touch.

Mr. and Mrs. K. E. Graham and family have moved to Dunsmuir, Calif., where Mr. Graham is working for the S. P.

We are sorry to report the illness of Engineer Clyde Sumner and Sam Racey, retired brakeman.

John Theoharris, roundhouse worker from Othello, has retired and returned to Malden to live.

Conductor Ward who retired last June, with Mrs. Ward will continue to live in Malden.

Mrs. Tom Akey, wife of Conductor Akey, has been quite ill.

Mr. and Mrs. Oakley A. Burns celebrated their 40th wedding anniversary recently.

Engineer Fred W. Krebs and Mrs. Frances Beaudin of Spokane were married recently in the Emanuel Presbyterian Church. They will reside in Malden.

Ann Smith, assistant cashier, recently made a 1,000-mile trip by auto, visiting her daughters and their families in Port Angeles. Included was a brand new grandson, Jay Allen, who joins brother Marc in daughter Alice's family.

Mr. Dougherty, assistant to W. L. Ennis, and E. G. Kiesele, superintendent of safety, held several meetings on the division in observance of Careful Car Handling Month and Safety First. District Safety Engineer H. J. McMahon and Freight Service Inspector L. W. Dietrich were local representatives present. An interesting meeting attended by employes from the various operating and non-operating departments was held in Spokane



**INCOGNITO.** Pictures taken at the Hiawatha Service Club's fall jamboree and costume party, the 14th annual social event of that active group, which was held at the American-Serb Memorial Hall in Milwaukee Oct. 31. More than 650 attended. The large group shows, left to right: George Jung, Betty Larson, both employed in the office of the superintendent of motive power; Rudolph Freuler, stockman in the store department and past general chairman of the club; Mrs. George Jung; and Mrs. John Macht, wife of the secretary to mechanical engineer. In the small group from left: Henry Ondrejka, chairman of the jamboree committee, with Roundhouse Machinist Walter Smith and wife.



Oct. 26; also evening meetings at St. Maries and Malden.

Due to discomfort from arthritis, C. H. Coplen, operator at Spokane, has been spending some time at the hot springs. Operator Jim Gerry of LaGrange, Ore., is relieving.

L. H. Bailey is the new train dispatcher, filling the vacancy left by G. W. Mealey who is now in training in Chicago as a trainmaster.

B. M. Ellett is the agent at Calder, Idaho, and Former Agent Beal is working at St. Maries as first trick operator.

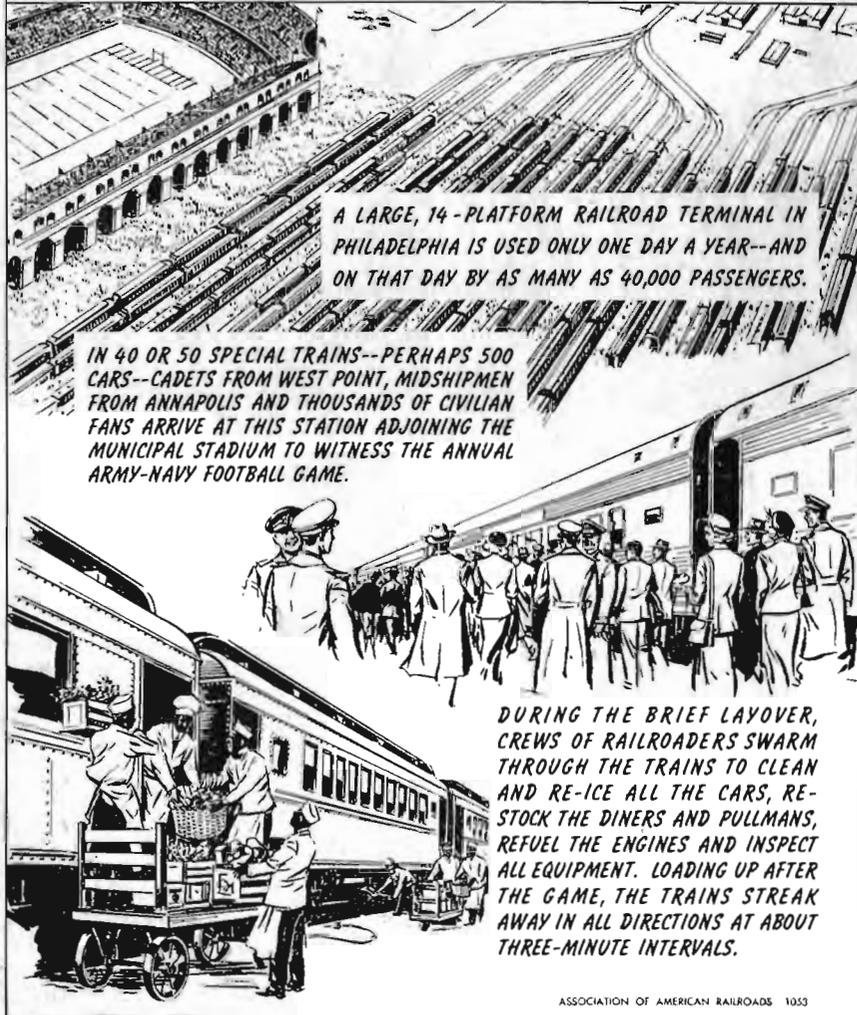
Vince Perrone has taken over as section

foreman in Spokane yard following the completion of his work program with the extra gang.

Just heard of the illness of Clerk Ed Swergal in Seattle. We sincerely hope he is feeling better now.

Dr. Dean Crystal, son of Ralph R. Crystal, retired engineer, is credited with performing an "impossible" heart operation on a six-month-old Seattle baby. Heretofore babies with this affliction have been classed as hopeless, but the director of the Children's Orthopedic Hospital has described this accomplishment as an immense stride forward

# Rail oddities



A LARGE, 14-PLATFORM RAILROAD TERMINAL IN PHILADELPHIA IS USED ONLY ONE DAY A YEAR--AND ON THAT DAY BY AS MANY AS 40,000 PASSENGERS.

IN 40 OR 50 SPECIAL TRAINS--PERHAPS 500 CARS--CADETS FROM WEST POINT, MIDSHIPMEN FROM ANNAPOLIS AND THOUSANDS OF CIVILIAN FANS ARRIVE AT THIS STATION ADJOINING THE MUNICIPAL STADIUM TO WITNESS THE ANNUAL ARMY-NAVY FOOTBALL GAME.

DURING THE BRIEF LAYOVER, CREWS OF RAILROADERS SWARM THROUGH THE TRAINS TO CLEAN AND RE-ICE ALL THE CARS, RESTOCK THE DINERS AND PULLMANS, REFUEL THE ENGINES AND INSPECT ALL EQUIPMENT. LOADING UP AFTER THE GAME, THE TRAINS STREAK AWAY IN ALL DIRECTIONS AT ABOUT THREE-MINUTE INTERVALS.

ASSOCIATION OF AMERICAN RAILROADS 1053

in treating such a condition. Engineer Crystal and wife live at 4481 Forest Avenue, Mercer Island, Wash. Through the efforts of Mrs. H. R. Freeman, mother of Conductor Ralph Freeman of Malden, this story was used on a Spokane radio news broadcast.

Passenger Conductor F. F. Fiebelkorn, working out of Spokane since 1908, was making a trip from Deer Lodge one night and about 50 miles from Spokane he made up his mind that was his last trip. And that is the way Mr. Fiebelkorn retired from service with a company he had been associated with since 1900, first back East then out West. Due to his wife's health, they decided to return to Kansas City to make their home. Mr. Fiebelkorn is a member of the Pioneer Club which boasts a membership of "youngsters" in service west of Butte in 1910 or earlier.

George J. Johnston has been transferred to Deer Lodge, as district master mechanic of the Idaho and Rocky Mountain Divisions. Joe Gengler will be the only clerk in the Spokane office. However, Alice Hearle is relieving at present.

W. B. Preecs has reported at Spokane to take over his assignment as weighmaster at the freight office; coming from Tacoma.

Two Brazilian civil engineers took a two-day inspection trip over the division recently to study our operations for ideas to use in their own work. Mr. Silvan, chief engineer of a railroad located in northern Brazil, was accompanied by his wife and by Mr. Camargos, division engineer on a southern Brazil line. They have traveled over the entire Milwaukee system.

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

The Women's Club held a "harvest dinner" in the Union Station club room on Oct. 22, with turkey and all the trimmings. Mrs. Hugo Engel, president, was in charge and all of the active club members contributed their services. One hundred and ten attended, and with nearly 100 pounds of turkey there was sufficient of the big-eyed bird for all. Music was furnished by Glen Williamson and daughter Ione.

Eugene Webster, retired traveling passenger agent, with Mrs. Webster returned Sept. 29 from a trip to eastern Canada, where they attended the American Association of Traveling Passenger Agents 71st annual meeting at Montreal on Sept. 16-17. They also made the Montreal-Saguenay River trip, stopping at

Quebec on the return, with side trips to La-Beaupre, Manoir Saint Castin, Ste. Anne de Beaupre, Montmorency Falls and the historic Kent House, and then to Ottawa and Toronto.

B. E. Lutterman, general attorney, while returning from Vancouver, B. C., where he had given a talk at the annual convention of the Automotive Transport Association Oct. 23, reported that he made the trip to Seattle in the company of Anne Baxter, Tyrone Power, Raymond Massey and other members of the cast of "John Brown's Body".

Leda Roberts of the passenger department took her vacation the first two weeks in October. Her itinerary included a trip to her favorite vacation spot, Apple Valley, Calif., also Palm Springs and other California points.

"Heidi", two-year old German short-haired pointer owned by B. E. Lutterman, won second place in the shooting dog field trials held by the East Seattle Amateur Field Trial Club at Grand Mound. When used in her



**LUCKY LURE.** John Morrelli, DGI Division brakeman (right), and a friend display a day's limit of walleyes which they and another member of their party caught recently at Lake Delavan, Wis. The largest at the right weighed an even eight pounds. The lucky lure was a chartreuse streamer which Morrelli designed and tied himself.

first actual hunting trips the week ends of Oct. 11 and 24 in the Moses Lake area and in the Kittitas Valley. "Heidi" proved that she really deserved the prize.

Mrs. May Clinton, telephone operator in the general offices, spent two weeks visiting in San Francisco and San Carlos, Calif.

Gladys Kelly, secretary in the engineering department, spent a week's vacation in San Francisco starting Oct. 24.

## Iowa Division

### EAST END

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

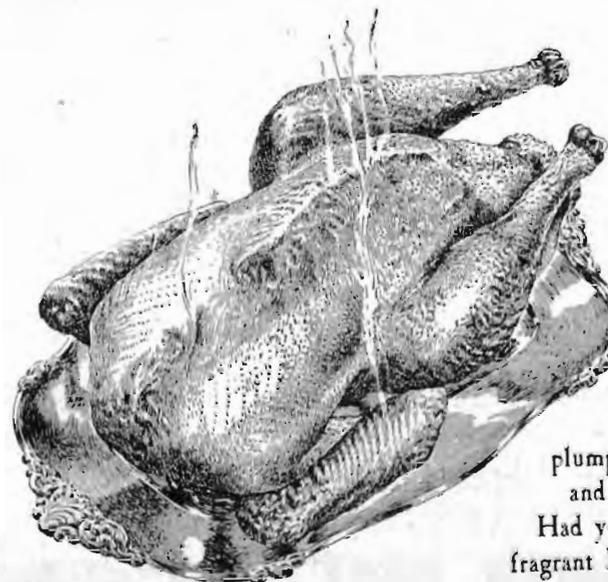
John P. Oliver, retired machinist, died on Sept. 21 at his home in Marion where he had lived for 45 years. He was a veteran of the Spanish American War. For a number of years he was in ill health and he was recently confined to the Veterans hospital in Des Moines. His wife survives him; also a son, Louis, of Omaha; a daughter, Josephine Miller of Lawrence, Kans.; and two stepdaughters, Helen Fleming of Des Moines and Dorothy Morgan of Denver, Colo.

The death of Bert Jenkins occurred recently in Cedar Rapids Hospital. He entered the service of the Milwaukee on Apr. 1, 1895, at Welton, Ia., as a section laborer and was promoted to foreman on Sept. 1, 1898. Previous to his death he was in charge of the Springville section. He is survived by his wife and a brother, Ray, of Perry. Burial was in Dewitt, Ia.

This item caused me to bust off several buttons. Our son Virgil, who has been employed as general clerk and assistant chief clerk in the office of superintendent at Marion since October, 1952, left for Terre Haute to assume the duties of chief clerk to the superintendent as of Oct. 16. Virgil started with the company as a messenger in August, 1940 in the Cedar Rapids freight house. His wife and two little daughters will join him in November when they get possession of the house they have purchased in Terre Haute. In the meantime they are staying with Yours Truly and wife.

Donald Dollarhide, cashier at Perry, came to Marion to take over the position of general clerk. His family will continue living in Perry for the present.

Gordon Bartlett joined the force in the Marion building on Oct. 8. He is the son of Brakeman Clark Bartlett and a nephew of Merrill Bartlett of the maintenance of way department in Marion. Gordon put in some



fine tradition

There's hearty eating in this plump and magnificent bird—juicy and tender, roasted to perfection. Had your fill? Then light up a fine fragrant Dutch Masters Cigar! Crown your Thanksgiving feast in this superb time-honored way. They start at two for 25¢.

## Dutch Masters Cigars

The few pennies more

make the difference



time on the section in Marion during the past summer.

John Hanson, son of Lineman Harold Hanson, is confined to a Cedar Rapids hospital at this writing with spinal meningitis. His condition is improving and it is expected he will be able to return home soon.

Section Foreman Elmer Grove retired from service on Sept. 31. He started on May 7, 1922 in the maintenance of way department and was promoted to section foreman on Dec. 15, 1924. He was in charge of the section at Pandora when he retired.

C. E. Curtright has been appointed time revisor in the superintendent's office at Marion.

### MIDDLE—WEST—DES MOINES

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

Levi Swanson, roundhouse employe, underwent surgery recently. We sincerely hope it will improve his health and that he will soon be on the road to recovery.

Engineer James Wilson and wife recently returned from a vacation trip in Wisconsin. They have started building a home in a beautiful spot on the St. Croix River, near the town of St. Croix Falls. They will spend the summers in their new home, and when Mr. Wilson retires will live there permanently.

Congratulations to Fireman Roy Springer who was recently married. Mrs. Springer is the former Madge Edmondson of Perry.

Boilermaker William Sheets who recently underwent major surgery is getting along nicely.

Machinist John Wagner, who has been a patient at the Veterans Hospital in Des Moines for some time, has returned home and is improving.

Conductor Fred Vodenik is on the retired list. While he is not quite of retirement age, his doctor advised him not to work, due to a severe asthma condition. We hope the rest will improve his health.

Milwaukee employe home on furlough from the armed forces the past month included Brakeman W. Lindell, Switchman Kenneth Knight and Fireman Donald Hoes.

Engineer and Mrs. Bert Cline have a new granddaughter, the baby being born to Mr. and Mrs. James Speers of Longmont, Colo.

Don Dollarhide was promoted to general clerk at the Marion office. He was formerly cashier at Perry.

Congratulations to Mr. and Mrs. James Anderson on the birth of a daughter. Mr. Anderson is train dispatcher at Perry.

Walter Wahrath, retired conductor, passed away recently at his home in Tucson, Ariz. Our sincere sympathy to his children who survive.

Clayton West, retired conductor, passed away at his home in Phoenix, Ariz. Our sympathy to his wife and son.

*Achievements are like trousers—they become threadbare if you rest on them.*

### COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent  
Perishable Freight Inspector

Engineer W. H. (Bill) Abbott is in the Veterans hospital at Omaha. He has been very ill, but is now on the mend.

Operator Richard Bryant, son of Freight House Foreman Lowell Bryant, enjoyed a furlough from the armed forces with his parents.

Ted Schmidt, retired car foreman, who is noted for his yard decorations at Christmas time, has added a new seasonal decoration to his program. This one is the harvest of Thanksgiving. In his front yard he has worked up a cornucopia, or horn of plenty, woven from cut willows. Fruits and vegetables made of concrete have been colored; also, a corn shock and mounted pheasants add to the beauty of the display. One feature didn't work however. Ted wired hickory nuts together and colored them to resemble grapes, but it didn't fool the squirrels.

Nick Rogie, maintenance man, retired Oct. 15 after many years of service. Also retired at the same time was the three-wheel hand car he used to haul drinking water to outlying points, and other material such as oil for switch lamps. This car was said to be the last one in service on the system. Nick had kept it repaired and running through the years.

John Kenyon, retired engineer, 70, died Oct. 18 at his home here. Born in Minburn, Ia., he had lived in the Bluffs for 35 years. The latest addition to Operator Herb

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17-jewel Waltham with expansion bracelet. **37.50**

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20 diamonds—17-jewel Lady Waltham. **250.00**

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The Milwaukee Road Magazine

Bodes' family is Ellen Lee, born Oct. 7.

T. E. (Teddy) Schmidt of the car department reports a son born Oct. 15, christened Theodore Peter in honor of his grandfather, Retired Car Foreman Schmidt.

Two Servicemen sons of Milwaukee employes are home on leave at this writing, namely Moon Stangl, son of Albert Stangl, section foreman at Neola, Ia., and Edwin Nelsen, a son of George Nelsen, relief section foreman at Weston.

Paul Renteria, retired section man, 67, passed away suddenly Oct. 16 due to a heart seizure. He was well known among fellow employes and was the father of Antonio W. of the car department.

## Milwaukee Shops

CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent



Tom Birch

Tom Birch, air brake foreman at Milwaukee Shops for the past 37 years, completing his 50th year of service with the Road, retired on Oct. 31. Tom, better known as "Mr. Air Brake" throughout the system, started his employment in the boiler shop in January, 1904 and after a short time transferred to the machine shop in the car department where he worked until March, 1917, when he was promoted to air brake foreman. He has contributed much to the air brake, especially in the way of devices and shop practices for maintenance work. Many of the practices developed by him are now standard on railroads all over the country. Tom is also quite an inventor, having many U. S. patents granted to him over the years. He is also a writer, having contributed many papers on the air brake, safety first and shop practices, considerable of which found their way into trade journals. Two of his latest works are the brochures, "An Elementary Introduction to the Air Brake" and "An Old Foreman's Legacy." Both of these pamphlets had a wide distribution and were helpful to a great many employes. Tom says he has enjoyed every day of his long tenure of service. His friendly smile and cooperative spirit will be missed by all of us. The veteran employes may be glad to know that Tom will continue to have contact with them as he is a member of the executive committee of the Veteran Employees Association.

We welcomed to the freight shop Leo Semrau, Reinhardt Baumann and Earl Marquardt, all blacksmith welders who transferred here from the shops at Tomah on Oct. 5.

Frank W. Heffling, machine shop foreman, retired on Sept. 30 at the age of 61 after completing 45 years of service. He was honored at a dinner held in the Westward Ho dining room, at which he was presented with a purse of money by his fellow supervisors. During Frank's years of service he accumu-

lated a wealth of friends and he will be missed by all. As for the future, Frank plans to spend a lot of time at his cottage at Pewaukee Lake and also at his favorite hobby of raising toy Boston bull and Pomeranian dogs, many of which have won ribbons. Frank did considerable layout work in connection with the building of new cars and his 45 years of service were highlighted by the fact that he never suffered a personal injury. His uncle, John Heffling, who was employed in the machine shop from 1901 to 1937, and his father, Wallace Heffling, who was employed there from 1884 to 1936, never suffered a personal injury, either. The Heffling family, therefore, have a combined service of 125 accident-free years—an outstanding safety record.

Carman Harlow King retired Sept. 30 after completing 31 years of service. He plans to visit his daughter in Dallas, Tex., for the winter.

Jake Schweitzer, lead paint mixer, recently caught a small mouth bass, weight five and three-quarter pounds, length 19 and a half inches, at Pelican River near Pelican Lake, Wis. Jake's only worry in landing the fish was whether his four-year-old line would withstand the strain. His wife and little daughter also got a thrill from the experience. Incidentally, Jake's wife is from Austria where he met her while in military service. She later came to America where they were married.

Peter Giesman, painter in the passenger shop, is very proud of the 53 years of service he has performed at the shops, and also of his new grandson born to his daughter Bertie Franks on Sept. 5. Peter, who is now grandfather to three boys, says he hopes it's a girl next time, because boys play too rough, especially when one is a baby sitter.

GREENEMEIER-CARVER. St. Lucas Church in Milwaukee was the scene of this happy merger which shows Helen Greenemeier, typist, and Robert Carver, storehelper, leaving the altar on Oct. 3. A reception at the Travis Amvets Hall was followed by a honeymoon in northern Wisconsin.



SUCH INTERESTING PEOPLE. A group of interesting people—the kind you meet only on Halloween—as they were unmasked at a costume party given last month by Milwaukee Chapter of the Railway Business Woman's Association at the Astor Hotel. From left: "Johnny Logan," Milwaukee Braves shortstop, in private life Leon Esser, secretary to general storekeeper; Cave Woman, Edna Klatter, telephone operator; Hobo, Virginia Schori, stores division; Raggedy Ann, Ramona Kopitsch, locomotive department; and Chef, Harriet Boyle, car department.



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A welcome to Sophie Adams, the new janitress in the freight shop office. Sophie came here from the shops dispensary. Johanna Vilaveck has taken over her duties there.

Sympathy is extended to the family of George Thoms, an employe in the passenger air brake department with 29 years of service, who died suddenly on Oct. 8 at the age of 46. His death followed by a few days the tragic death of his daughter who was killed in an auto accident.

Sympathy is also extended to the families of the following: Carman John Vejvoda, whose son Charlie, age 45, died July 26; Gustave Buchholz, 83, retired upholsterer who died Oct. 15; Herman Hummel, retired upholsterer, 89, who died Sept. 28; and Andrew Drancelj, blacksmith helper, who died Oct. 12.

### STORE DEPARTMENT

Virginia Schori, Correspondent

Pvt. Lee E. Salmon, a Marine reservist and son of Helen Taylor, clerk, is presently in San Diego beginning his three-year enlistment in the Marines.

The many stores division friends of Ralph Sorenson, goggle repair man who passed away on Oct. 23, extend their condolences to his wife and family.

L. R. Gurrath, chief stockman, is using the Milwaukee Hospital as his present address. Mr. Gurrath entered the hospital on Oct. 28 for an operation.

Herman Janke, Sr., chauffeur, and Rudolph Freuler, stockman, participated in the 103rd Wisconsin State Skat Tournament at the Milwaukee Eagles club house on Oct. 25. Herman won 25 games and lost one, while Rudy won a club turnee against six. Both scores warrant awards, but due to the participation of skat players in four additional cities, final results are not known at the present writing.

### Trans-Missouri Division

#### WEST

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

Miles City credit unions have formed a community local to include southeastern Montana credit unions in a social and co-operative group. The name SEMONT Chapter, signifying southeastern Montana, was



NEE PRESTON. Portrait of Mrs. Rolland F. Sultze, the former Luanne Claudia Preston, daughter of Engineer Claude Preston of Mobridge, S. D. The Prestons were hosts at a reception in Appleton, Wis., following her marriage in the Congregational Church there on Oct. 3. Luanne, a graduate of the Mobridge High School and MacMurray College for Women at Jacksonville, Ill., is employed in Menasha. Mr. Sultze is a Yale graduate, currently studying for a Ph.D. at the Institute of Paper Chemistry in Appleton.

suggested by Cassio Hashisaki, secretary-treasurer of the Miles City Milwaukee Employes Federal Credit Union. He is also a board member of the new group.

Miles City lost the distinction of having two passenger train stops when the old passenger station was abandoned Oct. 15. Henceforth passenger trains make but one stop for all purposes at the yard office service point.

Elmer Blucher, carman at Miles City, was injured recently while transferring a load of poles.

Janet Fiechtner, daughter of Mr. and Mrs. Emil Fiechtner, recently became the bride of Ray Potter. After a wedding trip to Washington the young couple plan to make their home in Miles City, where Mr. Potter is em-

ployed by the Montana State Highway Department.

Mr. and Mrs. Lester L. Sturtevant marked their 25th wedding anniversary with a family dinner at their home in Miles City. Among those present were Mr. and Mrs. Olan Timberman who also celebrated their 25th anniversary with an open house and reception a little later in the month. Olan is assistant roadmaster on the TM and Lester is assistant foreman on the Miles City yard section.

The Miles City Milwaukee Service Club held its annual meeting in the club room at the old passenger depot the evening of Oct. 22. Seventy-five members assembled for the meeting and the election of officers for the 1954 term. New officers include: Ray Moore, chairman; Martin Kelm, vice chairman; Ray Grant, treasurer; Leonard Kirchoff, secretary. Board members elected for the two year term were Al Kelm, Roman Lala, John Schell, M. F. Gudmundson and Bill Caine. Other business included the first reading of a new constitution for the club, the location of new quarters for the club, and plans for the program for the coming months. A social period followed the business session. Sam Leo and his kitchen committee provided refreshments.

### EAST END

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

Roy Herschleb, retired engineer who has been ill for some time, is somewhat improved.

Conductor Roy Haux and family, accompanied by Chris Dobocek, spent a week's vacation in the Black Hills.

J. L. Caldwell, retired yardmaster, is sporting a fine new car. The Caldwell's drove to Minneapolis to attend a wedding in the family and on their return trip were accompanied by Emil B. Johnson, retired yard conductor, and wife of Shreveport, La., who

spent a week here.

Boilermaker E. A. Zimmerman and wife spent their recent vacation at Beaverton, Ore., as guests of Mr. and Mrs. Frank Eaton. Mrs. Eaton is the former Mrs. Ethel Robertson of Mobridge.

Trucker John Baum spent his vacation in Minneapolis visiting with his daughter, Mrs. Walter Haefner.

Mr. and Mrs. Peter Schmickrath of Bremerton, Wash., were recent guests of his niece, Mrs. E. H. Pearson. Mr. Schmickrath was formerly employed in the roundhouse here, leaving in 1922. He is now employed in the Navy shipyards at Bremerton.

Dispatcher L. H. Bailly has been transferred to Spokane. Mrs. Bailly and son Dennis will remain here until living quarters can be found there.

Miss Mary Ann Niedringhaus, 13-year-old daughter of Conductor Henry Neidringhaus, underwent surgery at the Mobridge hospital recently. She is getting along nicely and expects to be home soon.

Conductor "Whitey" Knott and wife have returned to Mobridge after spending the summer at their ranch home near Everett, Wash.

Conductor L. W. Schiefelbein and his brother Carl of Gettysburg, S. D., attended a reunion of the Schiefelbein family at New Lisbon, Wis.

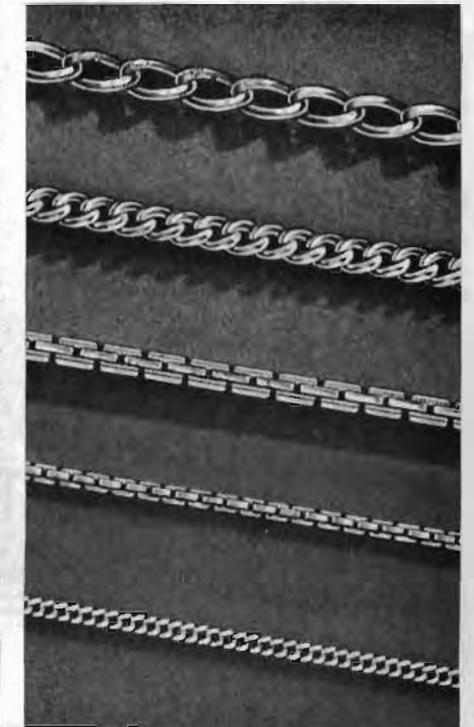
Conductor L. H. Larson and wife have returned from a visit with their daughter Janice who is a technician at the Swedish Hospital in Seattle. On the return trip they stopped off at Spokane to visit Louis Nimbar, retired conductor, and at Hamilton, Mont., for a visit with Retired Conductor S. W. Murphy.

Mrs. L. W. Schiefelbein left recently for Cincinnati to visit her daughter, Mrs. John Lohr, and get acquainted with her new grandson, James Michael.

Clarence H. Cartmell, retired wire chief,



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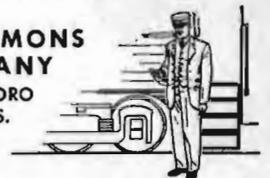


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CHICAGO NEW YORK

passed away Sept. 28 at Inverness, Fla., at the age of 88. He worked as a telegraph operator at Mobridge shortly after the Milwaukee line was extended west and retired about 20 years ago. He was an active Mason, having joined the lodge at Selby in 1909 and becoming a charter member of Mobridge A.F.&A.M. 164 in 1911.

The October meeting of the Women's Club was held the evening of the 19th at the Odd-fellows Hall with a fine attendance. Due to the absence of Mrs. H. J. Leary, president, the first vice president, Mrs. Lawrence Knoll, presided. After the business meeting Dr. C. E. Lowe showed his colored slides of the British Isles taken last summer when he and Mrs. Lowe toured Europe. Refreshments were served by a committee consisting of Mmes. Charley Coy, George Erbe, Art Crowley and James Dickinson.

Mrs. Herb Halverson, widow of engineer, met with an accident Oct. 18 when her automobile was struck by a train. She suffered a number of injuries but is getting along as well as can be expected, a patient at the Mobridge hospital.

## Coast Division

T. W. Carscallen, Division Editor  
Superintendent's Office, Tacoma

A large group of Milwaukee folks gave a banquet at the Olympus Hotel, Tacoma, on Oct. 17 in honor of George Ellis, general foreman in the store department, on his retirement from service. George had been with the Road for 46 years, starting in Minne-



**GRAND TOTAL.** Two veteran car inspectors at Mobridge, S. D., who retired Nov. 1, with a third whose combined service with the Road totals 135 years. Left to right; Floyd Brown who started at Mobridge in July, 1910; Jake Keller who started in 1908—he is holding his Silver Pass; and Charles Coy who began his career in October, 1906. Brown and Coy, who retired, were honored at a dinner given by a large group of car department people at Mobridge on Oct. 20. The Coys will continue to make their home in Mobridge while the Browns are moving to Arkansas, where they formerly lived. (Mobridge Reminder photo)

apolis. His multitude of friends wish him the best of health, luck, and many happy years of retirement. To help him cut a fancy caper on the lawn, he was presented with a power mower.

Fred W. Jones, boiler inspector in the roundhouse at Tacoma, retired recently after 33 years with the Road.

Arthur W. Bigger, machinist helper at Tacoma shops, retired on Oct. 30 after 34 years with the railroad.

Roundhouse Foreman Bob Schwanke opened the hunting season with a bang when he and his friends, Engineer Ray Hannicker, Machinist Helper Art Jensen and Car Inspector Phil McCaffery, hunted in the wilds of Othello and returned with one goose and a flock of ducks. Understand this is an annual event with these fellows.

Received a letter from Byron P. Walker, president of The Milwaukee Road Retired Employees Club, Seattle, who wants to have it known that in the future meetings will be held at 11:00 A.M. in the Women's Club room in the Seattle Union Station and the Women's Club room, Milwaukee Depot, Tacoma, on the second Thursday of each month, alternating between Tacoma and Seattle. The November meeting was to be held at 11:00 A.M. Nov. 12 in Seattle, and the December meeting at 11:00 A.M. Dec. 10 in Tacoma. All retired officers, employees, widows and widowers, regardless of where they were employed on the railroad, are eligible for membership in this club.

Purdy B. Mosher, retired operator of 26 years of service, has disclosed an unusual hobby which stems from his desire to tell the world of his experiences and stories. It seems he sends his stories to radio stations around the world, such as "Radio Australia", "KFE Los Angeles", "KNBC San Francisco", "KDKA Pittsburgh", "WHO Des Moines", and newspapers, of which the Ludington Daily News, Ludington, Mich., and the Tacoma News Tribune, Tacoma, Wash., are a couple. These radio stations and news-

papers broadcast and print details of stories which Mr. Mosher sends to them regarding his life from early childhood through his service with the Milwaukee railroad. Most of his articles concern his service with The Milwaukee Road from the Chicago general office to the west coast.

The Coast Division's mechanical and civil engineering departments played host to three officers of the Government Railroad of Brazil who were here to study our procedure of operation, locomotive maintenance, etc., in an effort to apply what they learn from American railroading to their own railroad.

## SEATTLE YARD

F. J. Kratschmer, Correspondent

Locomotive Engineer Lou McDonough has been ill for several weeks at this writing. His wife also underwent an operation recently.

Switchman W. G. Kapral and his dad took off for the woods around Cle Elum, Wash., early on Sunday morning, Oct. 11, as that was the first day of the hunting season, and within a very short time "Kap" had bagged for himself a 285-pound, five-point deer. He said there were eight in the herd, and he picked out the biggest one. He brought the antlers down to prove it.

Sid Meyers, cleaning track foreman, has been confined to a local hospital for some time with pneumonia. John Insko of Tacoma is relieving.

"Bus" Wohlers, relief clerk, recently purchased a new home at 146th and 8th Avenue South.

## SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

Joseph T. Nordquist, a veteran employe, passed away at Providence Hospital in Seattle on Sept. 26 after an illness of several months. Mr. Nordquist was born in Bozeman, Mont., and moved to Seattle 19 years ago, after working in various locations on Lines West. He was with the engineering department at Spokane, Tacoma, and Seattle for a number of years, and also worked as chief yard clerk and car supervisor at the Seattle station. At the time of his death he was general warehouse foreman. He is survived by his wife in Seattle and a daughter who lives in California.

George F. Harold, warehouse checker, retired from service Sept. 30. He had been with the Milwaukee since 1942.

Zone Clerk Maureen McDonald returned

to work Oct. 26 from a vacation spent in San Francisco, Sacramento and Portland.

James Meredith, former messenger, stopped in to see us recently. Jimmy, who is with the Air Force in Arizona, was home on leave.

Mrs. Martha Dougal, a clerk at the local freight since 1918, retired recently. Prior to her retirement she was guest of honor at several functions given by the women of the office, and was presented with an electric mixer by her co-workers. In making the presentation, Agent J. R. Ludwick suggested that when the gift was put to use the freight office gang would be glad to sample some of the cookies for which she is renowned. Martha takes with her best wishes from all of us for many happy years ahead.

Miss Audrey Bush, a former employe, was a recent visitor to the freight office. She now resides in Salt Lake City, where she plays with the city symphony orchestra and is on the staff of the University of Utah.

Statistics Clerk Gwen Carvosso, who has been on sick leave for two months, is recuperating at the home of her parents near Bellingham and hopes to return to work in the near future.

## TACOMA

E. L. Crawford, Correspondent  
c/o Agent

October was officially recognized by all roads as "Careful Car Handling Month" and an enthusiastic reception was given to special meetings and increased personal contacts as a means of getting at basic loss and damage problems and the promotion of more intensive and widespread carrier activity in the prevention of loss and damage to freight.

When Tacoma fishing boats return at the end of the salmon fishing season this fall, they'll find the Port of Tacoma's new \$225,000 boat haven waiting for them. Moorage facilities now accommodate 120 fishing vessels.

A railroad service record of 47 years ended recently with a surprise farewell party for Jacob Johnson, a store department employe. He first went to work in Minneapolis in 1906, moved to Tacoma in 1925, and worked at the shops ever since. His many friends in the department presented him with a smoking stand and a new pipe. His immediate retirement plans call for a trip to Minneapolis, his first visit there in 17 years.

The Oscar for luck goes to Cashier Ivar Berven and his three freight office car passengers, who each hit the jackpot in the National League baseball series.

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Interesting vacation cards are being received at this writing from Kenney Alleman, who is spending some time in Canada, New York, Washington, D.C., Florida and California. Checker George Hopkins is also on vacation, touring Canada.

Agent Ora Wheeler of Eatonville and his huntress wife, Velma, of the cashier's department in Tacoma went hunting Sunday morning, Oct. 25, with excellent marksmanship. Each brought down a doe just a few hundred yards from the Eatonville station.

Mrs. C. W. McMillan, wife of our traveling engineer, was issued an Award of Merit at the recent Puyallup Fair for her collection of angels. The angels were made of paper, plastic, wood, china and metal and were one of the most outstanding displays in the Hobby Hall.

**La Crosse & River Division**  
FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

It was a balmy fall day in LaCrosse and Engineer Herb Klemp and Charley (Rubberjaw) Woodman decided to go fishing. They went out in separate boats and the crappies were biting good on the Black River. Herbie was busily engaged hauling out a big one when he heard a big splash behind him and next thing he heard were some uncomplimentary remarks about fish in general from his pal Rubberjaw who had fallen out of the boat trying to bring in a big Northern. We understand there is a subscription list in the yard office here for the purchase of a life preserver to be presented at the proper time.

Not all our gang are fishermen, however. We understand that Engineer Monte Sanders has purchased a new Winchester Magnum, and passing the Horicon marsh area recently we saw signs warning all hunters, before venturing close to the danger zone, to provide themselves with a red flag and armored vests to offset any blasts from the above mentioned artillery. However, safety minded hunters should dive into the nearest ditch when they hear the Magnum let go a broadside.

After 40 years of faithful service with our railroad, Engineer Clarence St. John has decided to retire and maintain a small farm near Columbus. We wish him success in his retirement.

At this writing Conductor Roscoe Ayers is confined to a hospital in Milwaukee with

pneumonia. He is recovering slowly and we hope to see him about soon.

Yardmaster George Baxter is a grandpa again; Linda Ann Baxter born Sept. 27. However, he is somewhat disappointed that his good wife can't talk Spanish after being gone a month taking care of things in Vallejo, Calif.

**THIRD DISTRICT**

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



J. A. Steele

John A. Steele, agent at Knowlton for the past 24 years, retired Oct. 30 and with Mrs. Steele headed south to spend the winter in Orlando, Fla. A native of Scotland which he left in 1902, Mr. Steele started railroading as a car checker with the Canadian Pacific in 1904 and was also affiliated with the

Grand Trunk in Canada and the Soo Line before beginning his service with the Milwaukee in April, 1919. Before going to Knowlton he was agent in such northern Wisconsin communities as Hazelhurst and Sayner, also Lakeville, Minn., Zealand, N. D., Minocqua, Tomahawk and Mather. His interest in all phases of railroading led him recently to complete the Road's correspondence course in freight rates, although he did not expect to use it after he retired. His primary outside interests included acting as district correspondent for the O.R.T. the past 20 years and Masonic work—he is a 32nd degree Mason. The Steeles will return to Knowlton in the spring.

Conductor and Mrs. Ray LaBarge, recent groom and bride, have returned from a postponed honeymoon trip. Traveling through the western states, they visited the Bad Lands and Black Hills of South Dakota, Salt Lake City, National Park, Boulder Dam, the famous Redwoods of California, Los Angeles and Las Vegas. The young couple are making their home in New Lisbon.

Recent vacationists included Engineer and Mrs. Elgin Fowler, who visited their son in Texas; Conductor and Mrs. O. W. Larson, visiting in the western states; and Conductor and Mrs. R. A. Loper, who vacationed in California.

Jimmie Nyholm, son of Engineer F. W. Nyholm, who last year was an outstanding player with the Wausau High School foot-



**SPECIAL GUESTS.** Shirley Witte, 14-year-old polio victim, pictured with her parents, Mr. and Mrs. Chris Witte, as they ended a trip from their home in Wibaux, Mont., to the Elizabeth Kenny Institute at Minneapolis last month. They traveled via The Milwaukee Road which made available a baggage car and installed an alternator to convert the regular direct current to the alternating current required by the iron lung. The Road also sent along an electrician to guard against a power failure. (Minneapolis Star photo.)

ball team, has again been working hard with the team and is the leading individual football scorer in the Wisconsin Valley Athletic Conference.

A note from furloughed Agent-Operator N. R. Brost, now a lieutenant in the Army, indicated he was in the last two pushes in Korea prior to the truce. He states he is well and expects to return to the United States and receive his discharge early in 1954.

We are sorry to report the death of Section Laborer O. N. Gotlberg at his home in Irma on Oct. 8. Mr. Gotlberg had been on leave on account of illness since April.

**Chicago General Offices**

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Congratulations to Grandpa Frank Shannon, claim investigator whose daughter presented him with a grandson on Oct. 10. Also to Traveling Auditor T. D. Hakes whose daughter gave birth to Richard Allen, making him grandfather of five boys.

Mrs. J. E. Yroney, wife of auditor of

station accounts and overcharge claims, is convalescing at home following surgery at Rochester, Minn., and Mrs. J. C. McCann, wife of traveling auditor, at her home in Terre Haute, Ind.

After 36 years of service with the Road, Carl R. Anderson was granted a leave of absence due to ill health on Oct. 20. Carl is a charter member of the auditor of station accounts and overcharge claims department, and it is the wish of his friends and co-workers that he regain his health. He was presented with a gift at a dinner held in his honor.

Mrs. Golden Kuebler was granted a leave of absence to await a visit from the stork.

William W. Hook, claim investigator, resigned Oct. 20 and is contemplating making his home in Miami, Fla.

Paul F. Jacobsen and wife spent their vacation in Los Angeles, visiting their son and daughter-in-law who recently presented them with a grandson.

Mr. and Mrs. E. J. Linden (assistant auditor of station accounts and overcharge claims) spent their recent vacation in Miami, Fla.

Joseph D. Contreras returned as a claim

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checker on Oct. 20 after serving Uncle Sam for 18 months in Korea.

Kathleen and Jim Musher are rejoicing over the birth of Sheila Rae on Sept. 10. Kathleen was a former employe in our central station accounting bureau.

### OFFICE OF FREIGHT AUDITOR

Louise Naumes, Correspondent

October 24 was a big day in the life of Jack Narva when he gave his daughter Charlotte in marriage to Paul Bardwell at St. Matthias Church.

The little boy with the bow and arrow is hovering over this office. Pat Walters of the local and interline bureau became engaged to Bill Ptack of the overcharge claim office on Sept. 29.

The reason for Marie Meyer's "you all" is her Southern vacation, most of which was spent in Atlanta, Ga. Helen Breen was a farmerette for a week in Doylestown, Wis. Esther Strauch needed her red flannels in Blair, Wis. Mr. and Mrs. J. Mischke, Sr., visited their daughter, Sr. M. Cyrill, in Waumandee, Wis. Edith Marquiss drove to New Orleans. Sue stops visized in Boston. Otilia Mayer vacationed with relatives in Lake Peekskill, N. Y.

Joe Wager has returned to work after an illness of almost two months. Helen Barth returned to work Oct. 5.

A. E. Stevens is on furlough due to ill health.

Emily Cluever retired Oct. 1 after 45 years' service. Fellow employes presented her with a cash gift.

On Oct. 22 Lucille Carson celebrated her

25th year with the company. Her friends presented her with a miniature Milwaukee Road train loaded with silver.

Joe Riplinger is back at his post as chief clerk following the completion of the freight rate course.

Doris Seberg Budzynski, formerly of this office, gave birth to a boy on Oct. 22.

Brand new faces in the office the past month belong to George Amari and Norman Bauer.

The Marquette bowling team captained by H. Maass had three games of 780 each on Oct. 6. Charlie Becker went on a rampage with a 220 game for a total of 566. Pretty good for a silver top.

### CHORAL CLUB NEWS

Theresa Glasl, Correspondent

What was the occasion? Why the 16th anniversary of the Choral Club, of course. After the rehearsal Oct. 26 the members gathered in Harvey's cafeteria in the Union Station for a buffet lunch. A beautiful cake with Halowe'en decorations adorned the buffet table, together with sandwiches and beverage. Again, many thanks to The Milwaukee Road Booster Club for their thoughtfulness in presenting the delicious birthday treat and extending their good wishes.

Also, on this occasion a letter of resignation was read from Gussie Weinrich. We shall miss her presence in the ranks of the alto section. A lovely "mum" corsage was presented to Gussie. Our recent bride Clara (Felski) Fister was also presented with a floral centerpiece.

On Dec. 12 at 8:00 P.M. we will fulfill an



**A. O. C. INVESTIGATOR RETIRES.** W. J. Breen, claim investigator in the auditor of station accounts and overcharge claims office, Chicago, accepting the good wishes of his co-workers as he retired on Sept. 1. From left: J. T. White, E. F. Krupka, J. E. Vraney (auditor of station accounts and overcharge claims), Mr. Breen, A. V. Gallagher, G. A. Weseman and E. W. Studa. The occasion coincided with the presentation of his Silver Pass for 45 years of service. Mr. Breen started as a telegrapher on the La Crosse & River and held various positions on that division before transferring to Chicago.

an engagement for Ravenswood Lodge, Wilson Avenue and Paulina Street. This request came to us through Ralph Bentley, general traffic manager of the National Tea Company, who attended one of our concerts last spring.

A program of Christmas music is in preparation for the holiday season and for presentation in the Chicago Union Station on Dec. 22, 23 and 24. Present plans include a program on the evening of Dec. 23 for the traveling public leaving on late trains. This is also an excellent opportunity for employes in the Chicago area to attend a concert and hear co-workers sing Christmas music.

Another addition to the soprano section is Josephine Fisk. She is a member of the auditor of expenditure's force.

### PURCHASING DEPARTMENT

E. Galbreath, Correspondent

An announcement has been received of the birth of a daughter to Mr. and Mrs. Jack Erlenborn. Mrs. Erlenborn was Dorothy Fisher when she was employed in our department as a typist.

Mr. and Mrs. Herb Koegel celebrated their 25th wedding anniversary on Oct. 24 with a huge steak dinner for themselves and friends.

Peter Hayden, who joined our force last

month as office man, is now carbon order file clerk. Pat McGowan replaced Pete as office man, but did not stay on that position long. Carl Gallagher who joined us as office man will advance to carbon order file clerk, and Pete will be invoice clerk. With so many changes, temporarily our heads are spinning.

Don Russo returned to work after two weeks of hospitalization at Hines, where he underwent a series of tests and minor surgery on his right hand. Unable to use it at this writing, he is nevertheless doing very well for a one-armed man.

### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Elaine Schladt recently became engaged to Don Lond, and Alice Struble to Bob Masters.

Pat and Bob Nielsen are the proud parents of another boy born Oct. 23.

June Mathisen and Jack Brandenburger finished the freight rate course with flying colors.

Lucille Shuxteau and Ebba Anderson spent their vacation in Florida. Violet Salomen went to northern Wisconsin. Mary Distad and her husband went to South Dakota. Elizabeth Miller vacationed in Rockford and Freeport, and Georgianna Kuchvalek took a complete tour of Chicago, which is something we all intend to do but for which we never find time.

On Sept. 25 Elizabeth Miller celebrated her 30th anniversary with the Road. She received many good wishes and gifts from her friends.

Johnny Diversey left recently for service, and Richard Sacks returned.

Mary Matczak has resigned, awaiting the adoption of a baby.

Joanne Ansel who has been living in Alaska paid us a visit and brought along her six-month-old son.

Friends of John H. Gannon, retired chief clerk to assistant comptroller, will be interested in the report that he and Mrs. Gannon recently celebrated their 35th wedding anniversary in Niles, Mich.

### PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent  
City Ticket Office

Several Friday nights back most of us in the passenger department were persuaded to tune in the TV show "Westinghouse Showcase" to catch Reservationist Dick Holda put in a pre-professional appearance. Dick is our fellow employe with show business aspirations that have been chronicled in this column from time to time. His number was a bouncy show tune called "Ain't There Anyone Here for Love," from the score of "Gentlemen Prefer Blondes." It was his first "on stage" performance since getting out of the Army.

In the "something borrowed, something blue" vein comes word that Hazelle Collins, who heads up the passenger information bureau, will become Mrs. Anders Anderson at Ravenswood Congregational Church on Nov. 14. Needless to say, we all wish Hazelle the best.

George Schwandt, formerly of Advertising and now with the Army in Korea, has written to one of his friends in the department that his daytime hours are principally occupied with clerical duties, and that in the evenings he has a very full schedule including shorthand and typing lessons, as well as Bible class, plus lending tenor support to his local choir unit. He enjoys this latter activity almost as much as he did when he was singing with the Milwaukee Road choral group.

### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Helen Rutzke was pleasantly surprised on the morning of Oct. 19 with a kitchen and pantry shower for her new apartment.

George Kullowitch was welcomed back to work on Oct. 12, after an absence of two years in the Army in Korea.

Sympathy was extended to Pearl Urbanowicz in the loss of her mother on Oct. 2; also to Loreta (Brennan) Popernick, who sustained the loss of her brother on Oct. 13.



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**PROVIDENT LIFE & ACCIDENT INSURANCE COMPANY**

CHATTANOOGA, TENNESSEE

Mary Lemke returned on Oct. 26 after an absence of many weeks, due to her own illness and the care of her mother who had sustained injuries.

On the evening of Oct. 22 Arlene Roggo was knocked down by an automobile and removed to the hospital for observation.

Mr. and Mrs. William Dowling (Kath Tague) announced the arrival of a baby boy on Sept. 26.

Mr. and Mrs. R. J. Ruggeri became the proud parents of a baby boy on Oct. 7.

### AUDITOR OF EXPENDITURE'S OFFICE

Marie Kulton, Correspondent

Mame Hopkins celebrated 30 years of service on Oct. 22. The office force presented her with a quilted robe and her desk was beautifully decorated with fall flowers and a cake in the form of a locomotive.

Our sympathy to Eleanor Miller whose father passed away recently, and to Frances Prenavo in the loss of her brother Charles.

Stardust is in the eyes of Jeanine Brooks, typing bureau, who became engaged Sept. 19; Marie Olson, keypunch bureau, on Oct. 24. Carol Lee White, a newcomer in the T&E bureau also has a lovely diamond given her by Wes Schmidt, a Navy man.

Ed Boyce, back from a highly satisfactory vacation in St. Petersburg, says that even the threat of a hurricane didn't keep him from his daily swim in the Gulf, although at times the water was a bit turbulent. Rosemarie Wolff, typing bureau, spent her vacation visiting her folks at Clearwater, Fla. Lois Klies of the B&V bureau, with her mother, motored 6,000 miles through the West.

Ruth Albritz is convalescing after a successful operation and expects to be back to work soon. Stella Koraskis has returned from the Mayo Brothers hospital and will be back to work shortly. Florence Simpson has been home for some time. We hope to see her back with us soon.



J. A. Henry, general supervisor of signals and communications lines at Milwaukee, who retired last month; pictured with Mrs. Henry at the graduation of their son from the University of Idaho. For details read the column of Correspondent B. J. Mitchell on this page.

Rose and Ernest Mazur have a new daughter, Susan Mary, born Oct. 1.

Eleanor Moran has taken a furlough to care for an aunt who is ill in Wisconsin.

Eugene E. Knaga returned to the machine room after serving two years in the Army.

Wedding bells rang for Carol Woods of the keypunch bureau and Tommy Bloch on Oct. 17. Mary Block, also of the keypunch bureau, was maid of honor.

Helen Jendryh met Fred Samp at the Purdue-Wisconsin game, selling pennants to make enough money for a Florida vacation. Fred worked in the tax bureau during the summer months. He is a student at Purdue.

Three more fifth-floorers, with eyes on their "world of tomorrow", have established themselves in lovely new homes: Hortense Germain, Amanda Klank, and Ted Bahwell, on North McVickers Avenue-Chicago, Deerfield, and North Elgin, respectively.

On Oct. 16 we had a surprise visit from Mrs. Betty (Austin) Larson and her husband. Betty is a former keypunch operator and time-keeper who left the Road to become a missionary. She served four years in Quito, Ecuador, teaching children in the four-to-six age group. The last year she married her husband, Ross, in Ecuador. When Betty's sister heard the news she said she felt sorry for Ross, as Betty is one of a family of 14. Ross only laughed, as he comes from a family of 15. It will be just one BIG, happy family.

The Milwaukee Dolls of the second floor keypunch bureau challenge any six girls to a bowling match. P. S. We're good.

### ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

J. A. Henry, general supervisor of signals and communications lines at Milwaukee, was the guest of honor at a retirement dinner held Oct. 17 at Old Heidelberg in Milwaukee. About 90 guests participated in the affair. P. A. Linderoth, assistant engineer, acted as toastmaster. After the dinner festivities, Mr. Glosup presented Mr. Henry with a set of luggage and a purse of money

### Answers to "Can You Name It?"

1. Atlantic Coast Line Railroad.
2. Bangor & Aroostook Railroad.
3. Chicago, Burlington & Quincy Railroad.
4. Chicago & North Western Railway.
5. Delaware & Hudson Railroad.
6. Georgia & Florida Railroad.
7. Illinois Central Railroad.
8. Lehigh Valley Railroad.
9. Missouri-Kansas-Texas Railroad.
10. New York, Chicago & St. Louis Railroad.

from his many friends and associates.

Donald P. Trenning of Tinley Park, Ill., is the new draftsman in the bridge department. He replaces M. F. Butcher who left Oct. 15 to work in the B&B department of the D&I Division.

R. G. (Slim) Simmons, general roadmaster, was recently elected first vice president of the Roadmasters and Maintenance of Way Association at its annual meeting in Chicago.

M. H. (Matt) Lewis, assistant engineer in Mr. Powrie's office, recently returned from jury duty in the Criminal Court of Chicago. He says it was a very instructive and interesting procedure.

Glenn Berg, assistant engineer, also in Mr. Powrie's office, moves into a new home, together with his mother and brother, at 5417 North Meade Avenue, Chicago. Mrs. Berg is the widow of former Superintendent A. C. Berg, a Milwaukee employe for many years.

W. H. (Bunker Bill) Spinks, secretary to B. J. Ornburn, has joined the ranks of the F.O.P. (Fraternity of Proud Papas) for the second time. Bill's wife Vivian presented him with a son, Michael Harold, at Elmhurst Memorial Hospital on Oct. 11.

C. E. Morgan, superintendent track welding, attended the Dad's Day football game between the University of Idaho and Montana State University at Missoula on Oct. 3 (Idaho won 20-12). He was accompanied by his daughter Maurita who is a freshman in the School of Education at Montana State. During the half time ceremony Cliff was presented with a beautiful blanket and carrying case for being the dad who had traveled farthest for the celebration. (He traveled 1,640 miles one way.)

## REGENT'S

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**The Milwaukee Road**

**DEEP SHAFT MINE WASHED**

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### QUALITY COAL

6" Lump—6" x 4" Washed Egg—4" x 2" Washed Nut

Washed and Dried Treated Stokercoal  
1 1/2" x 3/16" — 3/4" x 3/16"

The Perfection in Preparation and Size  
Low Ash—High Heat Content. Porous Pancake  
Clinker—Easily Removed

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# Milwaukee Division

## SECOND DISTRICT

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

Orval Hansen, chauffeur in the store department, has resigned and gone to the Bay Verte Company in Green Bay.

Roy Quarters, retired engineer, passed away recently. We extend sympathy to his family.

A. D. Bruneau, chief dispatcher, has returned from a two-week vacation spent at Spokane, Wash., where he visited relatives.

Frank Vieux made a trip to Hot Springs, Ark., and claims to feel much better after a series of treatments. He stayed at John Fleming's rooming house. John Fleming is a retired conductor of the Superior Division, and a great many of the boys go down after they have retired.

## FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Conductor Earl R. Johnson—"Red" to his friends and co-workers—passed away at St. Anne's Hospital on Oct. 4 after a short illness. Earl started his employment as a freight brakeman on Nov. 1, 1917 and was promoted to conductor on Nov. 26, 1923. He has been in passenger service since July 7, 1941. Mrs. Johnson wishes to extend her thanks to the friends who were so ready to assist her in her sorrow. She feels deeply grateful for their thoughtfulness and to the commuters and the boys from The Milwaukee Road.

Best wishes to Frank Brotherton on the occasion of his recent marriage.

There is a new boy at the home of Brake-man Bill Sloane.

Conductor Harry Jewell and crew were recently commended by the district agent of the Railway Express Agency for their help to an express employe who suffered a serious seizure en route on train 23 between Milwaukee and Sturtevant. The agent at Sturtevant and the company doctor were also commended for their efforts, which resulted in saving the man's life.

*Editor: The fellow who makes a long story short.*

## QUIZ answers

1. Philadelphia.
2. The space between two adjacent crossties in track.
3. Creosote.
4. Protecting a crossing or junction.
5. Through an outlet at the bottom of the tank.
6. About 1,300 tons.
7. The sleeping car.
8. Twenty-two.
9. Maryland.
10. Yes.



**GOOD ON ALL TRAINS.** C. R. Dummler who has been agent at the Fowler Street freight station in Milwaukee since 1921 (right) recently completed 50 years of continuous service, thereby qualifying for a Gold Pass. The pass, good for a lifetime on all Milwaukee Road trains, is being presented to him here by J. J. Dombrowski, superintendent of the Milwaukee terminals.



**BARNSTORMING HOLLYWOODITE.** On tour with Tyrone Power and Raymond Massey in the theatrical production of "John Brown's Body," Hollywood's Anne Baxter arrives in the Chicago Union Station on Oct. 29. The company of 30 traveled on the Morning Hiawatha from Minneapolis.

**CANADIAN BRANCH.** Sightseeing in Milwaukee in connection with a convention in Chicago Oct. 19-22, members of the Canadian Passenger and Ticket Agents Association are initiated into the Hiawatha Tribe by Milwaukee Road officials. In the center group (from left) are R. L. Armstrong of the Canadian Pacific at Toronto, secretary-treasurer of the organization; William Wallace, assistant passenger traffic manager of The Milwaukee Road, Chicago; R. S. Moore, Milwaukee Road general agent at Toronto, who is president of the Canadian group; and C. F. Dahnke, assistant general passenger agent, Milwaukee. The party of 80 Canadians traveled to Milwaukee on the Morning Hiawatha and returned on the Chippewa-Hiawatha.



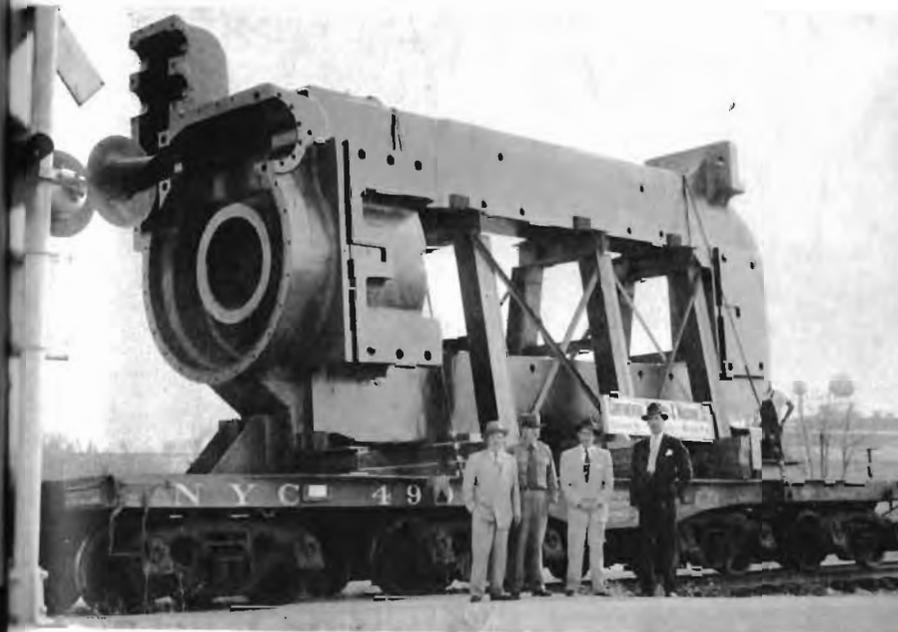
The Milwaukee Road Magazine



**RED FEATHER CAMPAIGNER.** On the job with the Mason City Community Chest workers, Roundhouse Foreman Paul Hurley obtains a pledge from Engineer Albert Kleinow as he is about to climb aboard his locomotive. Foreman Hurley was one of the committee workers in Division V, transportation. (Mason City Globe-Gazette Photo.)



**ANOTHER MARILYN.** Spotted by a talent scout as competition for Hollywood's Marilyn Monroe, 20-year-old Marilyn Novak, daughter of Joe Novak of the Galewood freight yard, Chicago, was recently signed to a long-term contract by Columbia Pictures. Marilyn arrived in Hollywood in April by way of a Chicago modeling and TV career and has already completed two picture roles, the last in the new Jane Russell musical, "French Line." A former student at Wright Junior College in Chicago, she will finish college in Los Angeles while pursuing her film career.



**GARGANTUAN.** This 450,000-pound casting which moved recently over the Milwaukee from Ladd, Ill., to Bettendorf, Ia., is believed to be the heaviest shipment ever loaded on a single freight car. Originating on the IHB, it was consigned by the Continental Foundry & Machine Company, East Chicago, Ind., to the Aluminum Company of America for use in the fabrication of airplane wings. The gross weight of the shipment was 555,000 pounds and the height 20 feet (average, 15), restricting movement to daylight only at 10 miles per hour. On hand to receive it at destination were (from left): V. S. Rawson, DFGPA, Davenport; Superintendent W. J. Hotchkiss, Savanna; Neale Hill, Alcoa traffic manager, and Trainmaster B. J. McCanna.

**AT RIGHT:** Another outsize load shows a block of two 65-foot gondola cars and three flat car idlers carrying a shipment of 122-foot poles loaded by the Pacific Lumber and Shipping Company at Rochester and Maynard, Wash., en route to Portsmouth, Va., with a stop at Tama, Ia., for treating. The Road has moved 24 such loads.



# THE MILWAUKEE ROAD MAGAZINE

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

**SOMETHING NEW** and useful was added in Milwaukee a few weeks ago with the opening of the new bridge over the main line and yard tracks at the entrance to the shops. Connecting directly with 33rd Street, the bridge provides safe and quick entry into that busy area. The picture was taken from the 35th Street viaduct and shows the 27th Street viaduct in the background.

